

ARTA First Quarter Report

1 Jul to 30 Sep 2008

ARTA CEO Unit



Auckland Regional
Transport Authority

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1 Summary and Highlights

Governance and Funding

- The Land Transport Management Amendment Act 2008, which includes provision for a Regional Fuel Tax, was enacted on 14 July. The ARC submitted its proposal for a Regional Fuel Tax to fund rail electrification and other public transport projects on 8 August, and secured Government approval of the scheme on 7 October. The process of purchasing new electric trains for the Auckland rail network is underway.

Patronage

- Growth on the Rapid Transit Network accounts for around half of total growth, with the Northern Express service carrying almost double the patronage carried before the Busway opened, and patronage on the Western Line up 31% following completion of the double tracking to Swanson and the introduction of 4 services per hour in July 2008.
- There is also significant patronage growth on “all other bus” services, which carried 533,585 additional trips, a 5.2% increase relative to the September quarter of 2007/08. Discounted tertiary fares are a major contributing factor in this patronage growth, with over 300,000 additional trips on 10-trip tertiary tickets.
- Specific bus routes experiencing double digit patronage growth included the Hibiscus coast express buses using the busway (up 27%), contracted trips on the LINK service (up 32%), Routes 008 and 009 to Sylvia Park (up 31%), and the new/ redesigned 680 and 681 Botany to CBD routes (up 47%).
- Fare increases on Fullers commercial ferry services to Waiheke, Devonport and Stanley Bay in September 2008 contributed to a 5.1% decline in ferry boardings (49,768 fewer boardings than in the September quarter of 2007/08.)
- Due to the timing of school holidays, there were five more school days this quarter than in the September quarter of 2007/08, however this cannot be the only factor behind the increase in school bus service patronage, which grew by 26% (137,591 additional boardings) in the quarter.

PT Services

- Rail service punctuality (services arriving within 5 minutes of schedule) improved to 87.2% of services, but reliability (scheduled trips which did not run) was impacted by signal and track faults on 9th, 13th, 16th and 24th September and by an incident involving an abandoned car on 18th September. During the month of September, 5% of Western Line services and 1.4% of Southern/Eastern Line services were cancelled or did not reach their scheduled destination.
- Preparations were made for implementation of free travel for SuperGold card holders and senior citizens from 1 October 2008, including a launch by Prime Minister Helen Clark on 26 September.

TravelWise

- The TravelWise Schools programme, co-ordinated by ARTA, was co-winner in the “Outstanding Community Safety and/or Injury Prevention Initiative” category at the ACC Community Safety and Injury Prevention awards.

Rolling Stock

- SA trainset 16 entered service on 22 September, and SA trainset 17 entered service on 3 October. There are nineteen carriage bodies at Hillside, of which twelve are at various stages of the refurbishment process. The first 4 car set will be delivered for service in July 2009. The first two SX carriages are nearing completion and will be delivered for train service in October 2008.

Infrastructure

- ARTA is working with Auckland City and ONTRACK to finalise the design of Avondale Station which will be relocated and upgraded as part of ONTRACK's double tracking works between Blockhouse Bay Road and New Lynn.
- A concept design for the rail station concourse and bus interchange at New Lynn has been agreed between ARTA and Waitakere City.
- Ferry Terminal Upgrades:
 - Beach Haven – a design review has been completed and has identified significant issues with the ARTNL design proposal. Options for addressing these issues are being prepared for discussion with key stakeholders including North Shore City Council and the ARC.
 - Birkenhead – the current design is being reviewed against up to date operational requirements.
 - Bayswater – Tenders for the detailed design have been evaluated and an award of contract is anticipated in October.
 - Downtown – The pedestrian bridge linking Piers 1 and 2 is complete and open to the public.
- Downtown Ferry Terminals Structural Renewals – Repair work commenced in May but progress is slower than planned due to the contractor identifying greater deterioration than anticipated, including the need to undertake remedial work on previous concrete repairs. The consultant is preparing a report outlining the issues and funding implications.

Strategy and Planning

- With the passing of the Public Transport Management Act in September, work is underway on developing the Regional Public Transport Plan.
- ARTA is working through the packages, projects and activities to be included in the 2009 Auckland Transport Plan.
- The development of the 2009/12 Auckland Regional Land Transport Programme is underway. This is a 3-year programme prepared under new provisions of the Land Transport Management Act, and new guidelines issued by the NZ Transport Agency.
- ARTA has signed a Memorandum of Understanding with ONTRACK to progress the development of the CBD Rail Tunnel project.

2 Passenger Transport Patronage

2.1 Overall patronage trends

Public transport patronage is growing rapidly. Auckland's network of buses, trains and ferries carried 14,974,572 passengers in the September quarter, which is the highest quarterly patronage since quarterly records began in 2002. There has been a 9.3% increase in patronage (1,275,037 additional trips) relative to the September quarter of 2007/08.

The Rapid Transit Network (RTN) continues to make a strong contribution to overall patronage growth, with the Northern Express service carrying almost double the patronage carried before the Busway opened, and patronage on the Western Line up 18% following completion of the double tracking to Swanson and the introduction of 4 services per hour in July 2008. The RTN accounts for around one third of total patronage growth.

There was also significant patronage growth on "all other bus" services, which carried 533,585 additional trips relative to the September quarter of 2007/08. Discounted tertiary fares are a major contributing factor in this patronage growth, with over 300,000 additional trips on 10-trip tertiary tickets relative to the September quarter of 2007/08.

Ferry patronage has been in decline for 12 months, and this decline has been accelerated by Fullers fare increases in September averaging 12.7 per cent on its Waiheke services, and 9.8 per cent on its Devonport and Stanley Bay services to and from Auckland. Ferry patronage has dropped by 5.1%, a decline of just under 50,000 passengers, however this figure is small relative to the growth in bus and rail patronage.

Due to the timing of school holidays, there were five more school days this quarter, which partly explains the 26% increase in school bus service patronage.

Performance Measure	2008/09 Target	Year to date result	Change from 2007/08	Change YTD from 2007/08
Total PT patronage increases by 1.7%	55,318,700 passenger boardings Increase of 913,000 1.7%	14,974,572	1,275,037	9.20%
Northern Express patronage	1,100,000 passenger boardings Increase of 137,000 = 14%	369,824	180,091	95%
Western Rail Line patronage	2,608,000 passenger boardings Increase of 204,000 = 9%	778,666	120,450	31%
Southern & Eastern Rail Lines patronage	4,595,000 passenger boardings Increase of 180,000 = 4.7%	1,299,223	131,064	22%
Patronage on all other bus services	40,044,000 passenger boardings Increase of 321364 = 1%	10,767,273	778,332	5.2%
Patronage on ferry services	4,404,000 passenger boardings Increase of 24,462 = 1%	916,998	-49,768	-5.1%
Patronage on school bus services	2,567,000 passenger boardings Increase of 20,174 = 1%	842,588	114,868	26%

2.2 Rapid Transit Network patronage

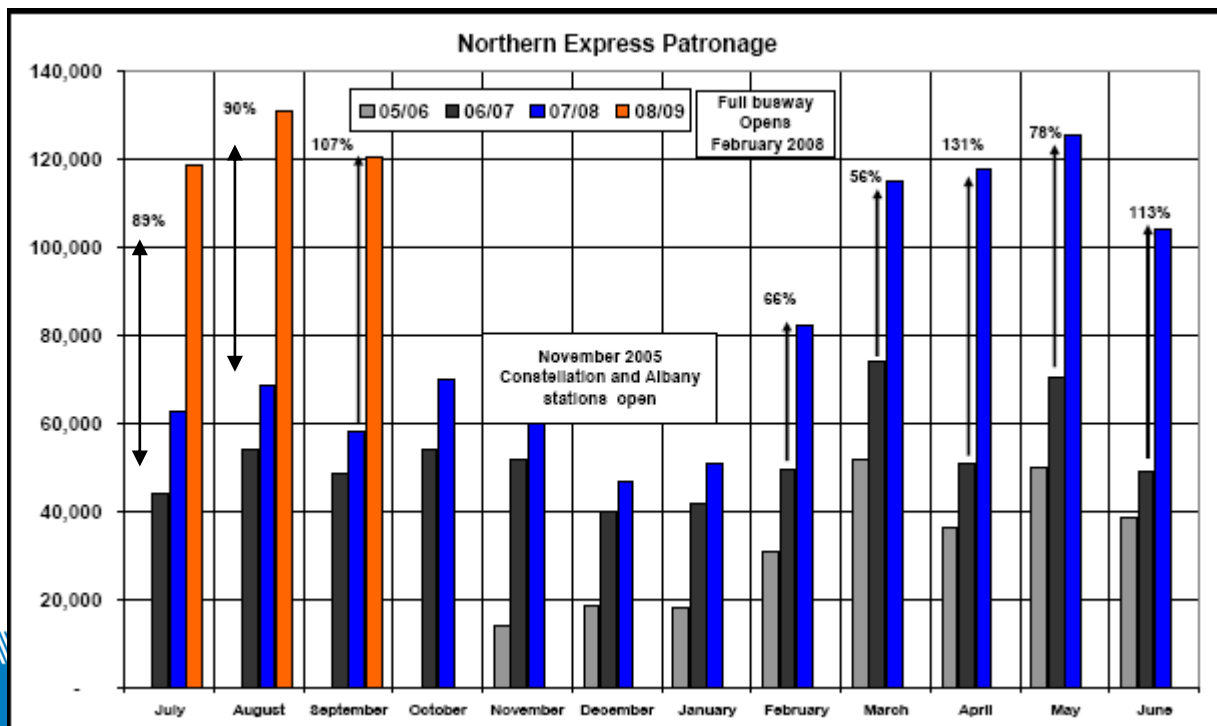
The Rapid Transit Network carried 2,447,713 trips in the quarter, which is an increase of 431,605 over the first three months of 2007/08.

Outcome	Performance Measure	2008/09 Target	Result to September 08	Result to September 07	Change	Change %
PT patronage growth	Total PT patronage increases by 1.7%	55,318,700 boardings Increase of 913,000 1.7%	14,974,572	13,699,535	1,275,037	9.3%
RTN patronage growth	Northern Express patronage	1,100,000 boardings Increase of 137,000 = 14%	369,824	189,733	180,091	94.9%
	Western Rail Line patronage	2,608,000 boardings Increase of 204,000 = 9%	778,666	658,216	120,450	18.3%
	Southern & Eastern Rail Lines patronage	4,595,000 boardings Increase of 180,000 = 4.7%	1,299,223	1,168,159	131,064	11.2%
	RTN total		2,447,713	2,016,108	431,605	21.4%

Northern Express

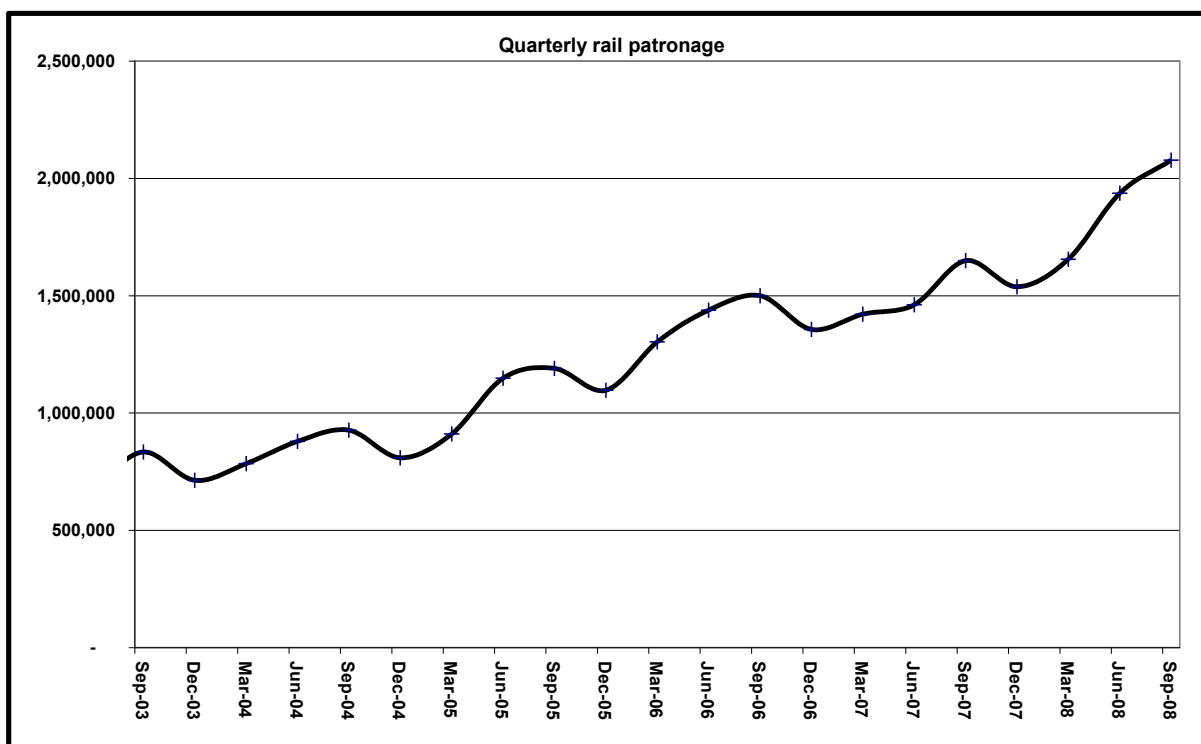
Patronage on the Northern Express has almost doubled (95% higher than quarter 1 2007/08) and has made a significant contribution to the overall growth in patronage numbers, with 180,091 additional trips.

Monthly data for the past three years shows two step changes in patronage on this service, the first in November 2005 with the opening of Constellation and Albany stations and the first set of North Shore bus service changes, and the second with the opening of the Northern Busway in February 2008.



Rail

From 14 July 2008, there have been 4 trains per hour at peak on the Western rail line, following the completion of the double tracking project to Swanson, contributing to 31% patronage growth over the quarter. Additional services were also introduced on the Southern and Eastern lines from 14 July; patronage on these lines is up 22%.



ARTA and Veolia initiated a comprehensive approach to those aspects of service punctuality which are within the control of the operator. These include timetable adjustments as part of the 14 July timetable improvements, and the creation of a dedicated disruption response team based at Britomart, along with additional resource for revenue collection.

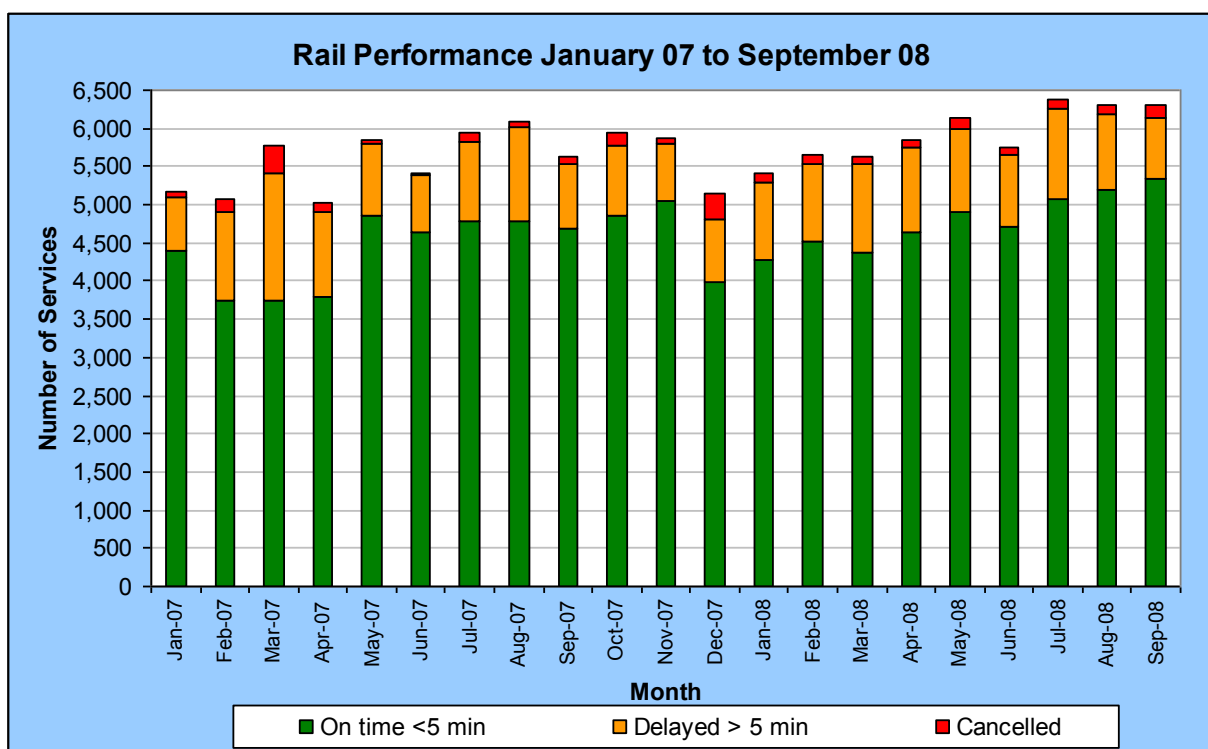
The proportion of services arriving on time or within 5 minutes of schedule is above the SOI target on all lines, despite ongoing speed restrictions linked to construction works, particularly at Newmarket.

			September quarter	September quarter 2007/08	Change	SOI Target
Improve service punctuality	RTN services arrive at all stations within 5 minutes of scheduled time.	80% of Western Line services arrive at all stations within 5 minutes of scheduled time	90.4%	83.9%	6.5%	80%
		80% of Southern Line services arrive at all stations within 5 minutes of scheduled time	80.5%	81.0%	0.5%	80%

In spite of these improvements, a series of incidents in September 2008 have led to delays and disruption to passengers. During the month of September, 5% of Western line services and 1.4% of Southern/Eastern Line services were cancelled or did not reach their scheduled destination. The causes of these incidents were:

- 9 September – Network-wide signals failure at Britomart (traced to a conflict between computer software and train detectors on the tracks). 45 services delayed, 35 cancelled.
- 16 September (until 9am) – major signal failure on the western line
- 18 September – incident involving an abandoned vehicle on the Western line
- Evening of 24 September – brief failure in Britomart affected 15 services after 5pm

The graph below shows that similar proportions of cancelled services have occurred in the past, however the impact of service disruptions is increasing as rail patronage grows and more people rely on the system.



ARTA and Veolia have agreed the following changes to improve the information flow to customers during periods of disruption.

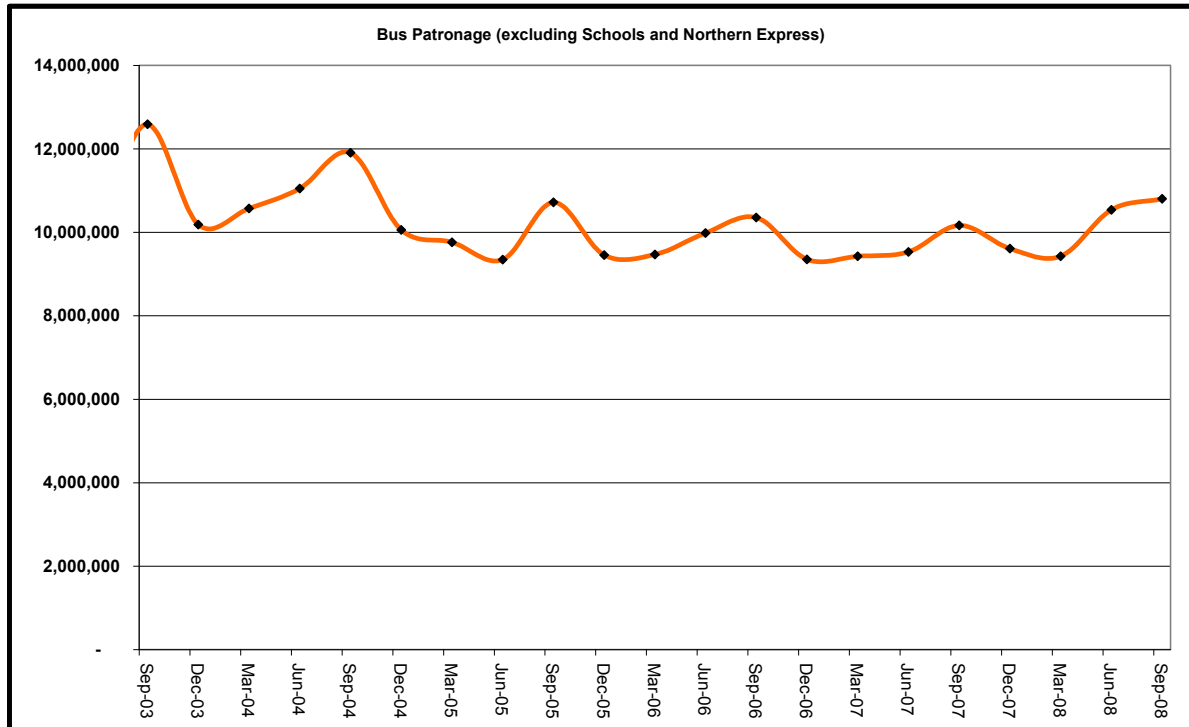
- Increased provision of Public Announcement staff
- Improved provision of information by on-board staff about planned disruption and engineering works

The fundamental problems will remain until the rail upgrade projects, including ONTRACK works to enhance network capacity and modernise signalling systems, are complete. During the upgrade process, some level of disruption to services is inevitable.

The level of service ARTA aspires to provide is ultimately dependent on electrification of the rail network and the purchase of new electric vehicles.

2.3 Bus services

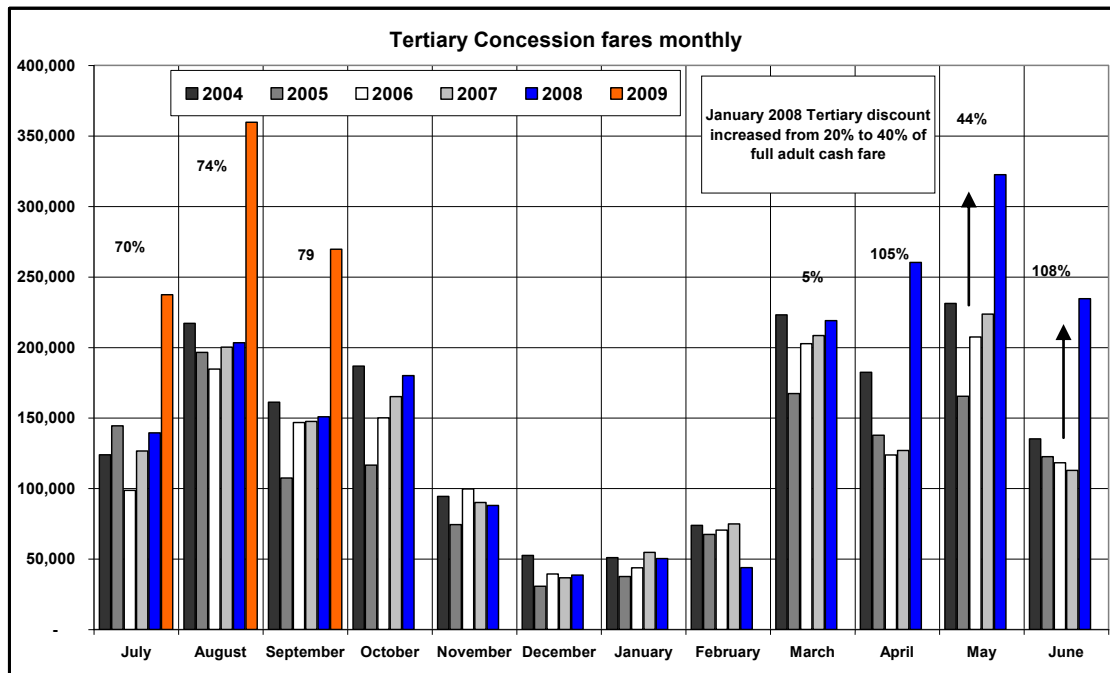
Bus services, excluding the Northern Express and School services, carried 10,751,104 trips in the first quarter of 2008/09. This is 533,585 more boardings than in the same period last year, an increase of 5.2%.



Bus services which are experiencing particularly high growth rates include:

- Albany and Constellation stations feeder buses
- Hibiscus coast express buses that use the Busway
- The contracted trips of the LINK service
- Routes 008 & 009 to Sylvia Park
- Botany to CBD routes 680 and 681, which have recently been re-designed and re-launched.

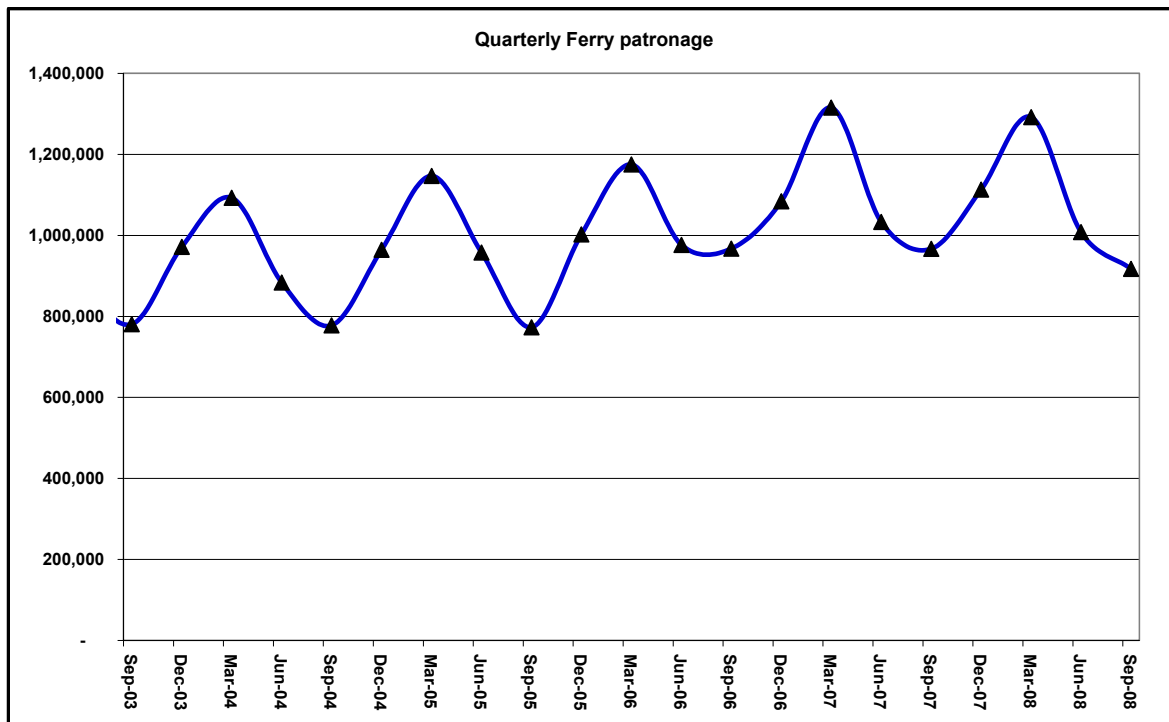
There has also been significant growth in bus use by tertiary students, linked to the increased 40% fare discount introduced in February 2008. Surveys at the University of Auckland and AUT university have confirmed that significantly fewer students are driving to the CBD universities, with 927 fewer car trips and 1269 more trips on buses, trains and ferries each weekday morning.



2.4 Ferry services

There were 916,998 ferry boardings in the three months to September 2008, a decrease of 5.1% relative to the same period in 2007.

The highest ferry patronage on record was for the 2006/07 year; over the past 15 months, patronage on ferries has declined slightly. In the September quarter this decline has been accelerated by Fullers fare increases in September averaging 12.7% on its Waiheke services, and 9.8% on its Devonport and Stanley Bay services to and from Auckland.



Contracted Ferry route performance year to date is as below:

- Pine Harbour September 08 vs. September 07 +32% growth
- West Harbour September 08 vs. September 07 +52% growth
- Gulf Harbour September 08 vs. September 07 +12.8% growth
- Half Moon bay September 08 vs. September 07 -0.8% decline
- Bayswater September 08 vs. September 07 -9.7% decline
- Birkenhead September 08 vs. September 07 -7.5% decline

2.5 School Bus services

There were 842,588 boardings on dedicated school bus services in the three months to September 2008. The timing of school holidays meant that there were five more school days this quarter, however there is also an underlying trend of increasing school bus use.

3 Progress against ARTA's Programme of Action

ARTA's Statement of Intent, agreed with the ARC, sets out a three-year Programme of Action to improve Auckland public transport. Progress against this Programme of Action is updated below.

Rail Programme of Action	Update as at 30 Sep 08
Purchase of electric trains	The ARC has approved the procurement plan for electric trains, the Government has approved a Regional Fuel Tax, and the procurement process is underway.
Construct a large modern station at Newmarket (to open late 2009)	The construction of Newmarket Station is progressing to allow the track through the station to be relocated from the western to eastern side of the corridor after Christmas '08. The new station structure is now out of the ground and Hawkins Infrastructure have built the first of the Southern Concourse columns and the western boundary wall and are continuing work on the link bridge that connects to Remuera Road.
Construct a large modern station at New Lynn (timing dependent on the ONTRACK double tracking/undergrounding project);	ARTA has agreed to a concept design prepared by Waitakere City Council for the proposed rail station-bus interchange at New Lynn. This design includes a modern, efficient interchange with escalators and a lift. Waitakere City have novated its design contracts to ARTA so that ARTA will now manage the detailed architectural design of the rail station. ONTRACK continue to manage the detailed design of the rail trench civil works and are progressing enabling works.
Construct a new station at Park Rd (near Auckland Hospital);	<p>ONTRACK's contractor has taken possession of the Park Rd site and commenced below track work establishing temporary platforms, site clearance and demolition etc including the old McGeals site on the corner of Park and Khyber pass roads.</p> <p>ARTA have completed a concept design options for submission to the ARTA Board in October . The concept designs build on ONTRACK's base case of a 140m island platform between Park Rd and Khyber Pass replacing the old Boston Rd platforms to the west of Khyber pass . Included in the concept designs are main station entrance stair and lift accesses on both sides of Park Rd from bus bays on the Central Connector route. ARTA have requested changes to how accesses are configured in the ONTRACK base case and their response is awaited. Based on ONTRACK's current programme above track works are not expected to commence until August 2010</p>

Rail Programme of Action cont'd Update as at 30 Sep 08

Avondale station upgrade	ARTA is working with Auckland City and ONTRACK to finalise the design of Avondale Station which will be relocated and upgraded as part of ONTRACK's double tracking works between Blockhouse Bay Road and New Lynn. A temporary station will be located east of Blockhouse Bay Road to allow track lowering works to proceed over summer.
A trial commuter service from Helensville, for 12 months from July 2008	A trial weekday commuter service from Helensville, stopping at Waimauku and Huapai, commenced on 14 July 2008. The operating times were determined in consultation with local interest groups and surveys of potential commuters. For the quarter, the usage of the morning service from Helensville has averaged 23 passengers per trip while the evening trips to and from Helensville have averaged 24 passengers (total across the two trips). Approximately half of these passengers make the full trip to Helensville, with the other half using the new Waimauku and Huapai stations.
Four or more trains per hour at peak times across the current suburban network from July 2008.	This level of service was achieved from 14 July 2008, with the provision of four trains per hour from Swanson following the completion of the Henderson to Swanson double tracking project delivered by ONTRACK and ARTA.
Provision of 2 services per hour at peak times on the Onehunga branch line in 2009	ARTA is working with the ARC, Auckland City and ONTRACK to finalise options for the Onehunga station. The timing of commencement of services is dependent on ONTRACK confirmation of the completion date for below-track works.
Provision of 6 services per hour at peak times on the Manukau Rail Link	The location of the Manukau station has been agreed, and concept design will commence shortly. ARTA is working with Manukau City Council and ONTRACK to develop a detailed programme of works leading to commencement of services in late 2010.
A new station serving Parnell and the Learning Quarter	ARTA is working with Auckland City and ONTRACK to finalise the location of the Parnell station and the associated scope of works.
A new Drury station	ARTA's commitment to construct a Drury station is being reviewed in the light of ONTRACK's decision that the southernmost station on the electrified network will be Papakura.
Station upgrades at Baldwin Avenue, Morningside, Mt Albert, Remuera, Greenlane, Penrose, Otahuhu, Te Mahia, Takanini, Waitakere and Pukekohe.	ARTA is working with ONTRACK and the relevant local councils to finalise the location and scope of works for these stations.

Bus Programme of Action	Update as at 30 Sep 08
Improved bus services between Auckland International Airport and the Auckland CBD, and a new service from Manukau City, supported by train connections, from mid 2008	<p>Simpler route, lower fares and improved frequency on the Airbus Express commenced 16 June 2008</p> <p>Airport to Manukau service commenced on 15 June 2008</p> <p>North Shore to Airport integrated ticket launched 1 September 2008.</p>
Improved services to Flat Bush, Highbrook, Mt Wellington from 2008 onwards	<p>The redesigned 680 & 681 Botany & Mission Heights services were launched 31 August 2008; patronage on this corridor is up 47% (Sep 08 cw. Sep 07).</p> <p>This was the first stage of the planned improvement of services to Flat Bush. Additional services to Flat Bush as well as services to Highbrook are included in the Botany to Howick local and Manukau cross-town service review. Consultation for this review has recently been completed and implementation is planned for February 2009.</p>
Improved southern and eastern bus services and connections with trains from late 2008	<p>Timetables and routes were altered to provide services to Stonefields from 31 August 2008</p> <p>Service design work for south east Isthmus (Mt Wellington) will commence shortly with public consultation planned for early to mid 2009.</p> <p>The next tranche of service design work for southern and eastern bus services is not planned until the 2009/10 financial year and will cover services in Mission Bay, St Heliers, Kohimarama, Glendowie, Glen Innes, Tamaki, Panmure, Botany, Mangere, Howick, Manukau, Manurewa, Papakura, Otara and Pukekohe.</p>
Improvements to North Sector bus services	<p>A new service from Knightsbridge Village to Constellation Station commenced on 1 October 2008</p> <p>From 15 September, Hibiscus Coast and North Shore Express services now stop at all busway stations.</p> <p>An additional morning Torbay to Newmarket service commenced 21 July 2008</p> <p>Additional Northern Express peak frequency are due to commence 13 October 2008</p>
Improvements to isthmus bus services, and implementation of a Quality Transit Network	<p>Mt Eden Road additional services are to be introduced from 12 October 2008</p>

Ferry Programme of Action	Update as at 30 Sep 08
Improvements to passenger waiting facilities and additional services at Half Moon Bay in 2008	The civil earthworks and refurbishment of the boardwalk at Half Moon Bay have been completed in the month of August/September 2008. The installation of the boardwalk canopy and bus shelter is to be completed by the end of October. The construction cost exceeded the original ARTNL base estimate and some funding was from the contingency in the IA Grant.
Additional services at Half Moon Bay in 2008	The costs of additional services to Half Moon Bay have been investigated further and are not considered to be affordable within current budgets.
More frequent services to Pine Harbour from mid 2008	Additional Pine Harbour services began operating on 3 March with additional vessel and two extra return journeys each week day. The additional trips were operated commercially from 3 March until 30 June due to the early arrival of the new vessel.
More frequent services to West Harbour from 2008 and Gulf Harbour from 2009	Additional West Harbour services began on 16 June with an additional vessel and six extra return journeys each week day. An average 10% fare increase was introduced to offset the increase in subsidy.
A new ferry wharf and ferry services for Beach Haven from early 2009	A design review for the Beach Haven ferry terminal has been completed and has identified significant issues with the ARTNL design proposal, which may not have the capacity to accommodate anticipated passenger demand or to safely provide for the size of ferries needed for a 'Western Cluster' service that will include Birkenhead, Hobsonville and Beach Haven. Options for addressing these issues are being prepared for discussion with key stakeholders including North Shore City Council and the ARC.
More frequent evening and weekend services to Devonport from mid-2008	Additional evening services to Devonport were added to the Fullers commercial service offering in early 2008.
Downtown ferry terminal upgrade	Several improvements to passenger facilities at the Downtown Ferry Terminal have been recently completed, with issue of Code Compliance Certificates, including: <ul style="list-style-type: none"> Pier 1 Glass Wall enclosure and Ports Operations Office Pier 2 Canopy Pier 1 to 2 Link Bridge / Promenade Extension and Fendering
Downtown wharf structural renewals	Structural renewals to the Downtown Wharf commenced in May but the extent of work required is greater than anticipated. The contractor is preparing a report outlining the issues identified and their funding implications.

Birkenhead ferry terminal upgrade	This project is on schedule and is currently in the detailed design phase. Construction is scheduled to commence in the first quarter of 2009, subject to the finalisation of the lease agreement between NSCC and ARTA for the operation, maintenance and renewal of NSCC wharves. A funding application for the project has been submitted to NZTA and is awaiting approval. The project is scheduled for completion by mid 2009.
Improved facilities at Gulf Harbour	Construction of the new ramp and provision of the canopy over the ramp and existing pontoon have been completed and an opening ceremony is being planned for the end of October.
A new ferry terminal at Bayswater, to open early 2010, with more frequent services to Bayswater and Birkenhead at that time	The contract for the detailed design of the ferry terminal marine and landside works for the Bayswater ferry terminal is to be awarded by mid-October. The construction tenders are targeted to be called in May 2009, with all works to be completed by June 2010.
Other identified projects Update as at 30 Sep 08	
Integrated smartcard ticketing by late 2010	The Integrated Ticketing and Fares Programme is progressing well through the tender phase and is on track to be ready to move into the Development and Implementation Phases in December. Scope, schedule and costs have not changed, however once a tenderer has been selected, and prior to contract signing, the scope, schedule and estimated costs for the programme will need to be checked and revalidated.
Real time public transport information available across the region by late 2010	<p>Core system improvements to achieve greater accuracy and more useful passenger information are now complete.</p> <p>The installation of up to 151 "Type 1" real time passenger information at high use bus stops across the region is 46% complete. Installation work commenced on 1 July 2008 in Rodney District and Waitakere City, during September work started in North Shore City and Manukau City. By the end of September 46% of sites were completed, Rodney District (9), Waitakere City (39), North Shore City (8) and Manukau City (12). Two signs planned for Papakura District have been deferred at PDC request pending development work being completed on the sites.</p> <p>It is proposed to trial two prototype CHS Metro-i real time information signs; these are solar powered signs suitable for lower use bus stops. The trial of the prototypes is delayed due to intellectual property issues with suppliers. Once these are resolved, there will be a 10 week lead time for manufacture and installation of the prototype units. The trial was due to commence late November but will now commence mid December. If the trial is successful it is proposed to install up to 200 units at bus stops throughout the region.</p>

Offering every school in Auckland the opportunity to develop a travel plan by 2014, and increasing support for school bus services and walking school buses

Currently 157 schools in the Auckland Region have, or are actively developing, TravelWise plans, out of a total of 518 schools in the Auckland Region.

The number of car trips avoided through travel plans and the walking school bus programme continues to track ahead of target, with 4,503 fewer car trips to TravelWise schools in November 2007 against a target of 3,780. ARTA is currently working with local councils to finalise the list of schools that will be invited to join TravelWise in 2009.

Ongoing review of school bus services continues, including working with schools on options for underperforming school bus services and the prioritisation of potential new routes.

Ongoing increases in the Total Mobility scheme for people with disabilities, and in concession fares for children, students and senior citizens, in line with population growth and demographic change.

ARTA is continuing with implementation of NZTA's "Phase 2" recommendations for national improvements to the Total Mobility scheme, which has increased ARTA's Financial Assistance Rate from NZTA to 60% in some work categories. Phase 2 has included signing of updated Total Mobility Transport Operator contracts by "Approved Taxi Organisations" and specialist wheelchair hoist van operators, and the signing of updated Total Mobility Assessment Agency contracts by disability organisations.

A handbook for Assessment Facilitators, which provides guidance on the assessment process and eligibility criteria, has been distributed to agencies and a half-day assessment training course, to be attended by approximately 105 Assessment Facilitators in the Auckland Region, has been developed and piloted ready for delivery in October 2009.

Free public transport for SuperGold Card holders and MAXX Senior Citizen Card holders – after 9am on weekdays and all day on weekends and public holidays - was launched on 26 September 2008 and applies from 1 October on bus, rail and ferry services throughout the Region.

4 Summary of Activities - Strategy & Planning

Lead implementation of the Auckland Regional Land Transport Strategy by developing the Auckland Transport Plan, which brings all of the region's transport programmes together in one place, and using planning and funding tools to ensure the plan is delivered.

The Public Transport Management Act passed into law in September, introducing new tools for ARTA to actively manage the public transport network and to achieve transport outcomes for the community, and value for money for ARTA and its funders.

The key tool for achieving this will be the Regional Public Transport Plan, which will specify how ARTA will give effect to the public transport aspects of the Regional Land Transport Strategy (RLTS) and contribute to achieving an affordable, integrated, safe, responsive and sustainable land transport system. Work is underway to prepare a robust and complete plan as a foundation for the planned step change in the Auckland public transport network.

The development of the 2009/12 Auckland Regional Land Transport Programme (RLTP) is underway. This is a 3-year programme prepared under new provisions of the Land Transport Management Act, and new guidelines issued by the NZ Transport Agency. ARTA is working closely with local councils in order to prepare this programme to tight timelines, using a new funding application process.

- The RLTP Development Guidelines were released to Approved Organisations throughout the region including NZTA Networks and Operations (formerly Transit NZ).
- NZTA provided a brief workshop to Approved Organisations to highlight and discuss the changes to their recently released Programme, Planning and Funding Manual (PPFM).
- ARTA organised a half-day workshop for the region to discuss the upcoming changes and development requirements for Community Programmes in the RLTP.

ARTA is working through the packages, projects and activities to be included in the 2009/19 Auckland Transport Plan, and is working on the content and design of the final document.

ARTA has signed a Memorandum of Understanding with ONTRACK to progress the development of the CBD Rail Tunnel project. ONTRACK and ARTA are currently preparing to go to the market for consultants to provide detailed technical information for the next stage of the project.

A new Walking and Cycling Coordinator has joined the Strategy and Planning Team, who has recently completed a dissertation relating to the barriers to cycling to schools. ARTA is adding its expertise into the revision of the RLTS, which will include new policies and targets on walking and cycling.

Work is continuing on the finalisation of the Regional Arterial Road Plan and Regional Road Safety Plan following public consultation. The consultation on both draft documents has resulted in a number of amendments that will strengthen the documents.

5 Summary of Activities - Project Delivery

Deliver the step-change in Passenger Transport infrastructure that will enable a world class service offering by building critical infrastructure and enhancing ARTA's capability to manage assets long term.

Rail Infrastructure

The procurement process for the purchase of 35 Electric Multiple Units is underway, following the agreement of Central Government to a Regional Fuel Tax, announced 8 October.

SA Train sets 15 -17 entered service on the following dates:-

- TS 15 - 13 August 2008
- TS 16 - 22 September 2008
- TS 17 - 3 October 2008

All locomotives have now been delivered to Auckland.

Work is progressing on the remanufacturing activities of the SA/SD carriages. There are now nineteen carriage bodies at Hillside. Twelve carriages are at various stages of refurbishment and the other seven are yet to be admitted for works. KiwiRail has now advised that the first 4 car set will now be delivered in July 2009. The key reason for this delay of 4 weeks is failure by their sub-contractor to deliver the new bogies as previously agreed due to the non availability of metric bearings on the international market.

A public open day was held on 6 September as part of the planning for the Avondale station upgrade. A temporary station is to be located east of Blockhouse Bay Road which will enable the existing station to be demolished and track lowering works to proceed this summer.

A revised concept design for the rail station concourse and bus interchange at New Lynn was agreed between ARTA and Waitakere City Council. WCC have novated their architectural and quantity surveying contracts to ARTA so that we may manage the detailed design

The installation rollout of 151 Real Time passenger information display units is underway. Nine sites have been completed in Rodney, 27 in Waitakere, and work has commenced in North Shore City. Installation in Manukau, Papakura and Franklin is scheduled for later in the year and the final site, in Franklin District, is due for completion in February 2009.

A Request for Proposal is being prepared to publicly seek proposals for the design and supply of an appropriate real time passenger information system for rail services.

Downtown Ferry Terminals Structural renewals work, which commenced in May is progressing slowly due to the contractor identifying the deterioration is much greater than originally anticipated. The re-work is due in large part to the need to undertake remedial works on all concrete repairs which have been carried out over the past 20 years.

6 Summary of Activities - Customer Services

Deliver quality transport services that meet Aucklanders' expectations, within available funding by researching customer requirements, designing and developing an integrated transport network that meets customer expectations, and implementing the network progressively within funding limits.

Preparations were made for implementation of free travel for SuperGold card holders and senior citizens from 1 October 2008, including a launch by Prime Minister Helen Clark on 26 September. Holders of SuperGold cards and ARTA Senior Citizen ID cards now travel free on buses, trains and commuter ferries throughout the region, after 9am weekdays. The majority of the costs of this scheme are met by Central Government. The number of trips by senior citizens is expected to increase significantly as a result of this initiative.

ARTA and Manukau City Council shared the cost 50:50 of providing emergency transport services for the five week period to Friday 3 October whilst road access to Kawakawa Bay was closed due to a landslip. This involved shopper buses to Thames and Papakura, and a ferry service between Kawakawa Bay and Pine Harbour.

All games this Air New Zealand Cup season at Eden Park allowed patrons with match tickets to travel for free on special event bus and train services to and from the park. Special bus services allowed travel direct from Takapuna, North Shore Busway Station and Midtown to Eden Park and return with a valid match ticket.

ARTA continues to manage bus stop relocations and bus route diversions to accommodate major works in Auckland City, including

- Completion of the Queen St upgrade
- Construction of the Central Connector, including closure of Grafton Bridge
- Newmarket streetscape upgrade
- Vector CBD electricity network upgrade

The TravelWise Schools programme, co-ordinated by ARTA, was co-winner in the "Outstanding Community Safety and/or Injury Prevention Initiative" category at the ACC Community Safety and Injury Prevention awards.

Work has commenced on the Guaranteed Ride Home (GRH) pilot programme at TravelWise workplaces, with the recruitment of pilot companies underway. GRH programmes offer a taxi ride home or to other relevant destinations (e.g. schools, medical facilities) for employees that used a sustainable travel option to commute to work on the day of the emergency. Acting essentially as an insurance programme, GRH schemes overseas have proven to be an extremely cost-effective approach to both attracting new public transport customers and maintaining or increasing use of the network by existing customers. The pilot period continues through to mid-2009 with an evaluation and reporting period at its conclusion.

7 FINANCIAL REPORTS

7.1 Income Statement

Auckland Regional Transport Authority				
INCOME STATEMENT				
NZD '000 September-08	YEAR TO DATE			FULL YEAR
	Budget	Actual	Variance Fav/(Unfav)	Budget
OPERATING REVENUE				
ARC Opex Grants	23,368	23,495	127	95,916
LTNZ Opex Grants	24,807	24,748	(59)	100,967
Other Grants and Subsidies	327	342	15	1,305
Rail Fare Revenue	4,626	4,946	320	19,000
Bus Fare Revenue	918	1,071	153	3,962
Ferry Wharf Revenue	480	467	(13)	1,928
Other Sundry Operating Income	3	40	37	12
Total Operating Revenue	54,529	55,109	580	223,090
OPERATING EXPENDITURE				
Human Resource	3,277	3,233	44	11,992
Prof Services - Project Delivery	1,516	1,415	101	7,005
Prof Services - Customer Services	2,042	2,038	4	8,120
Prof Services - Others	1,004	520	484	3,394
Support Services	675	682	(7)	2,700
Materials	116	22	94	500
Printing and Office	362	246	116	1,703
Communications	92	54	38	367
Information Systems	170	118	52	915
Bus Contract	27,595	27,952	(357)	111,332
Rail Contract	14,860	15,372	(512)	60,525
Ferry Contract	1,458	1,325	133	6,113
TA Level Crossing				2,800
Staff Time Cost	(565)	(505)	(60)	(2,790)
Other Expenditure	1,135	859	276	4,492
Depreciation	3,486	3,715	(229)	13,944
Investigations Expenditure	685	721	(36)	1,029
Total Operating Expenditure	57,908	57,767	141	234,141
Net Operating Surplus/(Deficit)	(3,379)	(2,658)	721	(11,051)

7.2 Statement of Financial Position

Statement of Financial Position									
As at 30 September 2008									
	June 08 \$000s	ARTA				June 08 \$000s	ARTA		
		Sep-08 \$000s	Jun-08 \$000s	Movement \$000s			Sep-08 \$000s	Jun-08 \$000s	Movement \$000s
Liabilities					Assets				
Current Liabilities					Current assets				
Trade payables	8,087	15,047	8,087	6,960	Cash and cash equivalents	148	114	148 (34)	
GST payable	184	0	184	(184)	Trade receivables	467	4,449	467 3,982	
Employee benefit liabilities	855	793	855	(62)	GST receivable	0	920	0 920	
Income in advance	3,076	6,096	3,076	3,020	Accrued income	11,498	9,386	11,498 (2,112)	
Accrued expenditure	34,740	25,884	34,740	(8,856)	Prepayments	14	5,875	14 5,861	
Transport grants payable	18,802	18,111	18,802	(691)	Inventories	3,096	3,096	3,096 0	
Total current liabilities	65,744	65,931	65,744	187	Related party receivables				
Non-current Liabilities					Operating account	38,562	31,844	38,562 (6,718)	
Transport grants payable	9,880	9,880	9,880	0	Transport grants	18,802	18,111	18,802 (691)	
Deferred tax	4,935	4,935	4,935	0	Total current assets	72,587	73,795	72,587 1,208	
Total non-current Liabilities	14,815	14,815	14,815	0	Non-current assets				
Total liabilities	80,559	80,746	80,559	187	Property, plant & equipment	186,090	200,187	186,090 14,097	
Equity					Intangible assets	22,254	22,164	22,254 (90)	
Accumulated funds	5,164	6,087	5,164	923	Related party receivables				
Capital grants reserve	205,088	219,193	205,088	14,105	Transport grants	9,880	9,880	9,880 0	
Total equity	210,252	225,280	210,252	15,028	Total non-current assets	218,224	232,231	218,224 14,007	
Total equity and liabilities	290,811	306,026	290,811	15,215	Total assets	290,811	306,026	290,811 15,215	

7.3 Statement of Cash Flows

Statement of Cash Flows For the Period Ended 30 September 2008		
Full Year Ended 30 June 2008		Year to Date
\$000	Cash flows from operating activities	\$000
	Cash was provided from:	
66,416	ARC Opex grants	30,213
57,448	ARC Capex grants	16,987
26,545	ARC funding for IA grants vested in ARTA	691
5,028	LTNZ Capex grants	1,514
85,987	LTNZ Opex grants	20,791
4,394	Other Grants and Subsidies	3,359
16,586	Rail Fare revenue	5,250
3,322	Bus Fare revenue	1,090
1,471	Ferry Wharf revenue	457
153	Other Sundry Operating income	80
267,350		80,432
	Cash was applied to:	
167,809	Payments to Suppliers	58,576
10,521	Payments to Employees	3,295
26,545	Payments to recipients of IA grants vested in ARTA	691
0	GST	184
204,875		62,746
62,475	Net Cash from Operating Activities	17,686
	Cash Flows from Investing Activities	
	Cash was provided from:	
0	Realisation of Other Investments	0
0	Proceeds from Sale of Intangible Assets	0
0		0
	Cash was applied to:	
40,129	Purchase and Development of Fixed Assets	17,720
22,521	Purchase and Development of Intangible Assets	0
0	Other Investments	0
62,650		17,720
(62,650)	Net Cash applied to Investing Activities	(17,720)
	Cash Flows from Financing Activities	
	Cash was provided from:	
0	Increase in loans	0
	Cash was applied to:	
0	Repayment of Loans	0
0	Net Cash from Financing Activities	0
(175)	Net (Decrease)/Increase in Cash & Investments Held	(34)
323	Cash & Investments Balances at Beginning of the Period	148
148	Cash & Investments Balances at the End of the Period	114
	Cash & Investments Balances Consist of:	
0	Bank Overdraft	0
148	Cash	114
0	Short Term Investments	0
148		114

Reconciliation of Net Surplus with Net Cash Flows from Operating Activities

	September 2008 \$000	June 2008 \$000
Cash was provided from:		
Net Surplus	15,028	121,797
Adjustment for items not involving cash:		
Depreciation and amortisation	3,713	12,476
Donated asset	0	-72,829
Deferred tax	0	4,935
Movements in working capital:		
(Increase) in receivables from ARC	6,718	-17,058
(Increase) in trade and other receivables	-8,651	-8,695
Increase in GST	-184	
Decrease/(Increase) in grants receivable from ARC	691	26,545
(Decrease)/Increase in trade and other payables	1,062	21,849
(Decrease)/Increase in grants payable	-691	-26,545
Net Cash from Operating Activities	17,686	62,475

7.4 Capital Statement

Auckland Regional Transport Authority				
2008/2009 CAPITAL STATEMENT				
NZD '000	YEAR TO DATE			FULL YEAR
	Budget	Actual	Variance Fav/(Unfav)	Original Budget
September-08				
CAPITAL REVENUE				
ARC Capex Grants	18,015	16,239	(1,776)	83,449
NZTA Capex Grants	1,802	1,162	(640)	13,038
IA Grant Funding		281	281	
Total Capex Revenue	19,817	17,682	(2,135)	96,488
CAPITAL EXPENDITURE				
Interim Rolling Stock - (SA Trainsets 15-17)	6,830	3,758	3,072	11,960
Interim Rolling Stock - (SA Trainsets 18-23)	4,211	4,865	(654)	25,324
Western Line Duplication - Stage 3	22	6	16	363
Western Line Duplication - Stage 4	450	11	439	930
Newmarket Remodelling	1,400	2,932	(1,532)	6,000
Rail Infrastructure Safety Works	333	182	151	949
Interim Maintenance Depot & Storage	175	779	(604)	2,000
Station Renewals & Minor Station Improv	0	0	0	0
Capex Renewals (Rolling Stock)	610	1,002	(392)	9,912
Real Time Rail Stations	0	69	(69)	500
Real Time Buses (P0)	0	0	0	0
Real Time Buses (P1 & 2)	518	216	302	1,455
Real Time Buses (P3 & 4)	783	561	222	3,185
Integrated Ticketing	900	923	(23)	8,661
Ferry Terminal Upgrades - Bayswater	325	47	278	1,862
Ferry Terminal Renewals - Stg 1 Dwntrwn	810	508	302	1,656
Ferry Terminal Renewals - Other - Detail D	0	2	(2)	100
Ferry Terminal Renewals - Other - HMB	0	0	0	450
Ferry Terminal Renewals - Other - P3 & P4	0	0	0	450
Ferry Terminal Upgrade Beach Haven	0	1	(1)	1,800
Ferry Terminal Upgrade Half Moon Bay	0	52	(52)	600
Ferry Terminal Upgrade Birkenhead	0	9	(9)	1,500
Ferry Terminal Renewals	0	0	0	430
ARTNL Fitout Costs	0	0	0	300
MAXX Website Upgrade	0	0	0	0
Marketing Implementation Plan	65	12	53	1,393
Helensville/Huapai	500	438	62	800
Station Upgrd (Ellerslie, Middlemore & Morningside)	1,053	839	214	4,883
Business Support	0	6	(6)	150
Manukau City Rail Link	95	0	95	2,000
Britomart Transport Centre Renewals	0	0	0	840
Western Line Duplication - Stage 5	27	0	27	800
Cycling (wharves)	0	0	0	200
Onehunga (Dart 19)	15	0	15	1,500
Station Renewals	0	0	0	500
New Lynn Rail Station	695	234	461	2,000
Extension of Fibre Optic Cable	0	0	0	600
Ticket Machines for Interim Integrate	0	0	0	435
Electrification	0	0	0	
Capital Expenditure	19,817	17,452	2,365	96,488
Fibre Optic Network Development	0	(1)	1	0
IA Grant Funded Capital Expenditure				
Ferry Terminal Upgrade - Beach Haven, Half Moon Bay, Gulf Harbour, Downtown	0	17	(17)	0
Middlemore Station	0	2	(2)	0
Papakura Station	0	250	(250)	0
	0	269	(269)	0
Grand Total Capital Expenditure	19,817	17,722	2,096	96,488

7.5 Summary of Financial Performance for 3 months to September 2008

Operating Results:

The budget for the quarter ended 30 September 2008 is based on the original 2008/09 budget approved by Council in June 2008.

Revenue

Operating Revenue on the lines **ARC Opex Grants** and **New Zealand Transport Agency Opex Grants** is claimed from funders in proportion to expenditure.

ARC Opex Grants are \$0.1m more than budget and **New Zealand Transport Agency Opex Grants** are \$0.1m less than budget due to less expenditure than planned and changes in financial assistance rates.

Rail Fare Revenue is higher than budget by \$0.3m as a result of better than expected growth of passengers and a higher average fare per passenger than budgeted.

Bus Fare Revenue is higher than budget by \$0.2m due to higher than planned bus patronage on routes where ARTA receives the fare revenue.

Expenditure

Professional Services – Project Delivery is \$0.1m less than budget mainly due to a timing difference between budget and actual costs for rolling stock consultants.

Professional Services – Other is \$0.5m less than budget due to temporary timing differences in the billing of IT services recharged to ARTA by the ARC in addition to the agreed shared services amounts and delays associated with the preparation of the Regional Public Transport Plan and CBD Tunnel Investigations.

Materials is \$0.1m less than budget due to less marketing timetable replacements and walking school bus incentive material required so far this year than was planned.

Printing and Office Supplies is \$0.1m less than budget due to less documentation, especially for the electrification project, than planned.

Bus & Ferry Contracts is \$0.2m more than budget due to higher inflation for NZ Bus for the North and West/West Isthmus sectors and higher demand for the tertiary student concession fare offset by savings due to discontinued ferry negotiations.

Rail Contract is \$0.5m more than budget due to greater fuel costs, an increase in the Veolia leave liability and unplanned variations, partially offset by less casualty maintenance than budgeted.

Other Expenditure is \$0.3m less than budget mainly due to advertising promotions for marketing being delayed and small timing differences over many miscellaneous budget categories.

Depreciation is \$0.2m more than budget due to the timing of completing and capitalising property plant and equipment projects differing from the budgeted timelines to complete capital projects.

Net Operating Surplus/(Deficit)

Net Operating Deficit is \$2.7m for the quarter – this arises largely because depreciation is not funded.

Capital Results:

Revenue

Capex Revenue is \$2.1m favourable. This represents grants received for capital expenditure that are recorded as assets on the balance sheet.

Expenditure

Capital Expenditure for the quarter is \$2.4m less than budget. This variance is mainly driven by the impending release of the risk provision for rolling stock train sets off set by a scope change in the Newmarket station project. The details are as follows:

- Rolling stock projects are \$2.0m less than budget for the quarter due to a \$3.0m risk provision included in the budget for 15-17 partially offset by train sets 18-23 progressing ahead of schedule and a phasing difference in the budget of the rolling stock renewal programme. It is expected that the whole risk provision for 15-17 will be released next month and that the rolling stock renewals programme will be scaled back to spend approximately \$2.0m less than the \$9.9m budgeted for the 08/09 financial year.
- Other project delivery rail infrastructure projects are \$0.6m more than budget due to:
 - Scope change and acceleration of the construction at the Newmarket remodelling project;
 - Contractors and consultants variation claims for extra costs at the Pukekohe and Papakura distributed stabling sites, partially offset by:
 - Delay in commencement of works at Morningside station due to resource constraints;
 - Delay in the detailed design at New Lynn rail station;
 - Delay in being granted access to the Papakura station site by the Papakura District Council;
 - Deferral of implementation work on Manukau City Rail Link and the Onehunga (DART 19) projects until the 09/10 financial year.
- Other non-rail capital projects are \$0.4m less than budget primarily due to a delay in the type 2 signs for real time system and an increase in the scope of work at the Downtown ferry terminal remedial works.

Statement of Financial Position

The key features of the movement in the Statement of Financial Position for the Quarter ended 30 September 2008 are:

Current Liabilities

The total current liabilities have increased by \$0.2m for the quarter, however there has been a large movement from accrued expenditure (\$8.9m) at year end to trade payables at quarter end. The main increase in trade payables is due to the Veolia second quarter invoice (Oct08 – Dec08). Income in advance is \$3.0m more than year end also due to the NZTA portion of the Veolia quarterly invoice claimed in advance in order to facilitate payment in early October.

Equal and opposite current and long term **Grants Payable** and **Grants Receivable from ARC** 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

Total current assets are \$1.2m more than the year end balance mainly due to:

Prepayments for the current quarter is \$5.8m more than the quarter ending 30 June 2008 due to the second quarter Veolia contract prepayment and **trade receivables** is \$4.0m more than the year end balance due to a claim for reimbursement from NZTA for a Manukau City Council Rooding invoice.

The **Related Party Receivables** account represents monies owed by ARTA to ARC or by ARC to ARTA.

Long Term Assets

Fixed Assets represents the amounts spent on capital expenditure. The net additions for the quarter were \$14m.

Equity

Transport Ring Fence represents the appropriation of grants for rolling stock refurbishment. These grants will be appropriated back to the profit and loss account to offset depreciation.

Statement of Cash Flows

The Statement of Cash flows reflects the cash transaction for the **Income Statement** and the closing position of **Cash and Bank** in the **Statement of Financial Position**.

ARTA Administration Costs

Expenditure Category	ARTA 08/09 Full Year Budget	Q1 - Budget	Actual July	Actual August	Actual September	Q1 - Actual	% Total Full Year Budget	% Quarter Budget	Admin Budget Remaining
	\$								
Board	498,500	118,370	35,011	41,915	51,674	128,600	26%	109%	369,900
Human Resources	11,194,000	3,025,947	1,041,173	936,971	976,013	2,954,157	26%	98%	8,239,843
Shared Services	3,610,000	1,033,000	234,293	247,818	237,093	719,204	20%	70%	2,890,796
IT Projects	980,000	225,154	28,952	24,226	54,035	107,213	11%	48%	872,787
Sundry Expenditure	432,500	99,126	16,005	(1,729)	26,810	41,086	9%	41%	391,414
Total	16,715,000	4,501,597	1,355,434	1,249,201	1,345,625	3,950,260	24%	88%	12,764,740

The above table shows ARTA Administration costs are \$3.9m for the quarter ending September; \$0.6m favourable to budget. The Shared Services line is \$0.3m favourable as this budget includes a provision for intercompany IT improvements that have not yet been on billed to ARTA.

IT projects is \$0.1m favourable due to the quarter one recruitment freeze.

Sundry Expenditure is \$0.1m favourable due to small under spends on printing and stationery, vehicle/car parking and general expenses across the organisation.

ARC Funding Categories

ARC Funding CAP - OPEX

Activity Class	Budget 08/09 \$000	ARC Operating Funding 2008/09 (Original) \$000	ARC Funding Drawdown to 30 Sep 2008 \$000	ARC Funding Remaining \$000	% Remaining for the rem 9 months
1 – Corporate Support	3,674	2,896	941	1,955	67%
2 – Board	499	374	96	277	74%
3 – Professional Services	17,406	8,703	2,073	6,630	76%
5 – Paratransit	4,031	2,005	577	1,429	71%
6 – Sustainable Transport	4,770	1,366	187	1,179	86%
7 – Marketing Information and Real Time	5,894	2,034	465	1,568	77%
9 – Integrated Ticketing	0	0	0	-	
10 – Investigations	1,810	1,718	945	773	45%
11 – Rail Contract	66,563	19,022	7,021	12,001	63%
12 – School Buses	9,402	4,701	1,210	3,491	74%
13 – Concessionary Fares	9,585	4,793	1,359	3,434	72%
14 – North Contracts	31,263	13,651	3,345	10,305	75%
15 – West Contracts	12,347	6,173	1,506	4,667	76%
16 – West/Isthmus Contracts	12,951	6,476	1,683	4,793	74%
18 – Isthmus Contracts	7,468	3,734	908	2,826	76%
19 – South Contracts	22,665	11,324	2,677	8,648	76%
20 – Other Contracts	1,014	889	146	743	84%
21 – Ferry Contracts	6,113	3,057	662	2,394	78%
22 - Ferry Maintenance	2,327	200	0	-	
23 - Rail Level Crossings (Tas)	2,800	2,800	0	2,800	
TOTAL ARC OPEX FUNDING	222,582	95,916	25,804	69,911	75%

ARTA claimed 25% of its original annual allocation for the September quarter.

Sustainable Transport is less than budget due to less material and grants required for the school travel programme and staff vacancies in the work place travel programme projects. It is anticipated that this category will continue to be slightly favourable through to the end of the year with the latest reforecast indicating a saving of approximately \$0.3m for the full year.

Investigations funding is higher than budget due to more professional services for the electrification project than budgeted.

Rail Contract is higher than budget due to the increase in fuel costs (fuel was originally budgeted at \$1.20/litre and the per litre costs per month so far this year have been July and August \$1.57 and September \$1.37) and an increase in the Veolia leave liability.

Other contracts are less than budget due to the delay of new services planned as result of funding uncertainty.

ARC Funding CAP - CAPEX

Activity Class	Budget 08/09 \$000	ARC Operating Funding 2008/09 (Original) \$000	ARC Funding Drawdown to 30 Sep 2008 \$000	ARC Funding Remaining \$000	% Remaining for the rem 9 months
2 - Interim Rolling Stock	37,284	37,284	8,624	28,660	77%
3 - ARTNL- Fitout Costs	300	300	0	300	100%
4 - Western Line Duplication Stg 4	930	930	11	919	99%
5 - Newmarket	6,000	6,000	2,932	3,068	51%
6 - Rail Rolling Stock Refurbishment	9,912	9,912	1,003	8,909	90%
7 - Western Line Duplication Stg 3	363	363	7	356	98%
9 - Real Time Passenger Information System	5,140	2,416	398	2,018	84%
10 - Integrated Ticketing	8,661	4,071	269	3,801	93%
11 - Interim Rolling Stock - Depot and Storage	2,000	2,000	779	1,221	61%
12 - Passenger Transport Capital Infrastructure	1,593	749	5	744	99%
14 - Ferry Terminal Upgrades	8,848	4,386	512	3,874	88%
16 - Helensville/Huapai	800	800	438	362	45%
17 - Business Support	150	150	6	144	96%
18 - Rail Infrastructure Safety Works	949	949	183	766	81%
19 - Station Upgrades	4,883	4,883	838	4,045	83%
20 - Manukau City Rail Link	2,000	2,000	0	2,000	100%
21 - New Lynn Rail Station	2,000	2,000	234	1,766	88%
22 - Britomart Transport Centre	840	840	0	840	100%
23 - Western Line Stg 5	800	800	0	800	100%
24 - Onehunga Dart 19	1,500	1,500	0	1,500	100%
25 - Station Renewals	500	500	0	500	100%
26 - Fibre Optic Cable	600	600	0	600	100%
27 - Ticket Machines for Interim Integrated Ticketing	435	204	0	204	100%
TOTAL ARC CAPEX FUNDING	96,488	83,637	16,239	67,398	81%

ARTA's capex programme for the September quarter has consumed 19% of the ARC full year approved funding. For the year to date the over all programme is therefore 6% behind schedule, however this is made of the following specific variances:

- Integrated ticketing is very favourable to budget due to the phasing of the budget being later in the financial year – the majority of which is in October.
- ARTNL fit out, Manukau city rail link, Britomart transport centre and Onehunga Dart 19 projects will now not be spent this financial year.
- Western line stage 4 stations and the Helensville/Huapai projects are favourable due to a timing difference with the bulk of the remaining work scheduled for October. It is anticipated there will be a saving of approximately \$0.2m on the stage 4 stations project.
- Newmarket station and the distributed stabling projects are ahead of budget and this will be a permanent increase due to a change in scope.

- Rail rolling stock refurbishment is favourable to budget due to a delay in the signing of the SX refurbishment contract, it is expected that this project will be favourable by approximately \$2.0m this financial year.
- Real time passenger information system is favourable to budget due to a delay in the supply of type 2 signs. This is expected to be a temporary variance with a forecast to achieve budget by the end of the financial year.
- Passenger transport infrastructure is favourable to budget due to uncertainty over NZTA funding delaying the start of the marketing implementation plan and cycle facilities at wharves projects.
- Ferry terminal upgrades is made up of a number of ferry terminal upgrade projects across the region, these are favourable to budget while public consultation and reprioritisation of the upgrade programme is undertaken. The downtown terminal remedial works are forecast to exceed the budget, but other sites have been delayed and/or are on hold.