

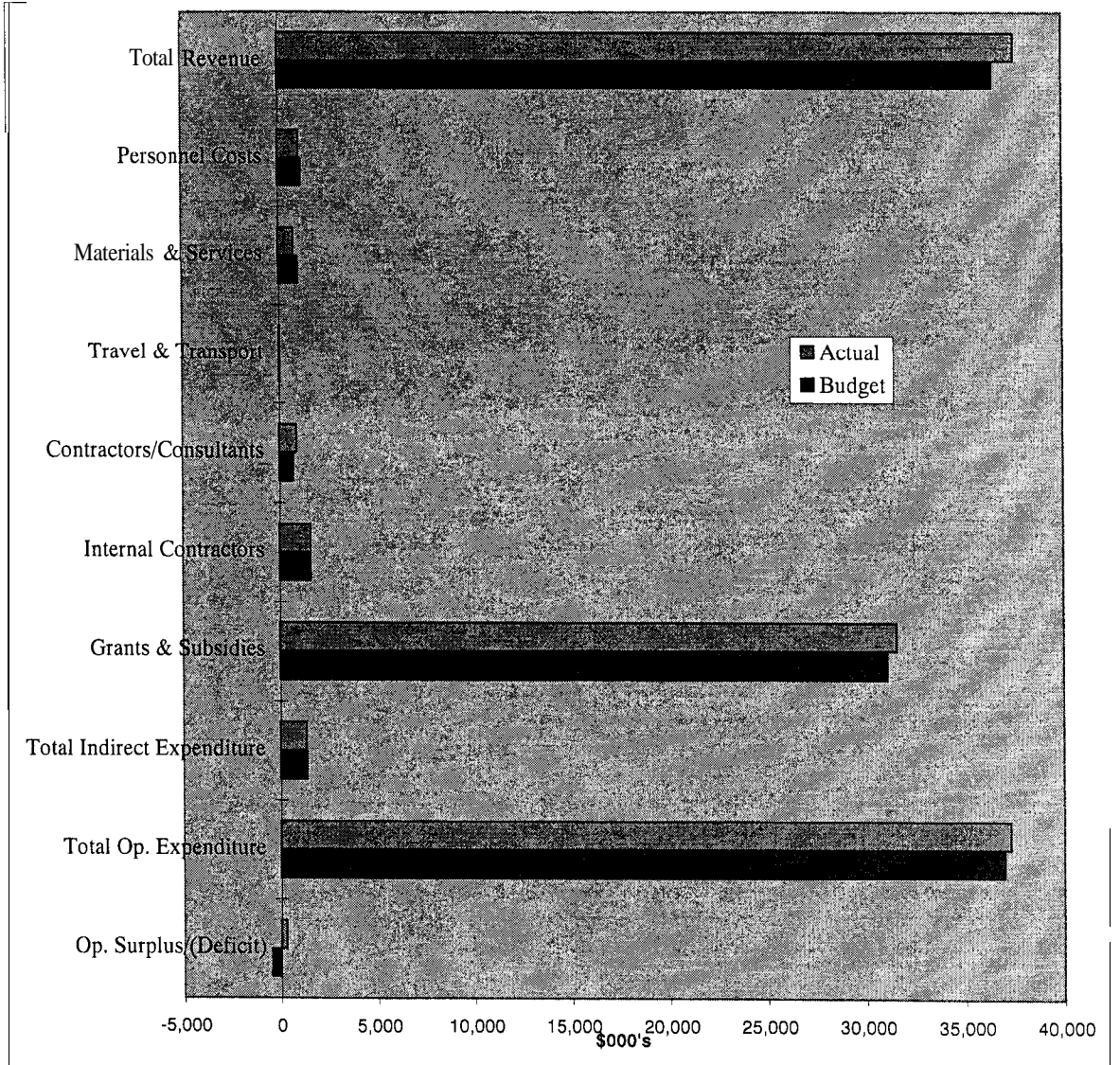
**Transport Division Summary**

Operating Statement for the Year Ended 30 June 2000

	<b>Actual \$000's</b>	<b>Budget \$000's</b>	<b>Variance \$000's</b>
Rates	19,749	19,749	-
Govt Grants & Subsidies	16,816	15,992	824 F
External Revenue	219	6	214 F
Investment Revenue	198	148	50 F
Internal Revenue	595	601	(6)U
<b>Total Revenue</b>	<b>37,578</b>	<b>36,496</b>	<b>1,082 F</b>

Personnel Costs	1,080	1,186	(106)F
Materials & Services	784	980	(197)F
Travel & Transport	31	40	(9)F
Contractors/Consultants	891	723	168 u
Internal Charges	1,605	1,597	8 U
Grants & Subsidies	31,564	31,082	482 U
<b>Total Direct Expenditure</b>	<b>35,955</b>	<b>35,608</b>	<b>347 U</b>
Financial Costs			0 U
Depreciation	338	338	(29)F
Corporate Overhead	560	560	0 u
Loss (Gain) Sale of Assets	(2)	0	(2)F
<b>Total Indirect Expenditure</b>	<b>1,344</b>	<b>1,374</b>	<b>(31)F</b>
<b>Total Operating Expenditure</b>	<b>37,299</b>	<b>36,982</b>	<b>316 U</b>
<b>Operating Surplus/(Deficit)</b>	<b>279</b>	<b>(486)</b>	<b>766 F</b>

Net Capital Expenditure	1	1691	(168)F
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## Transport Division - Key Results by Department

For the Year Ended 30 June 2000

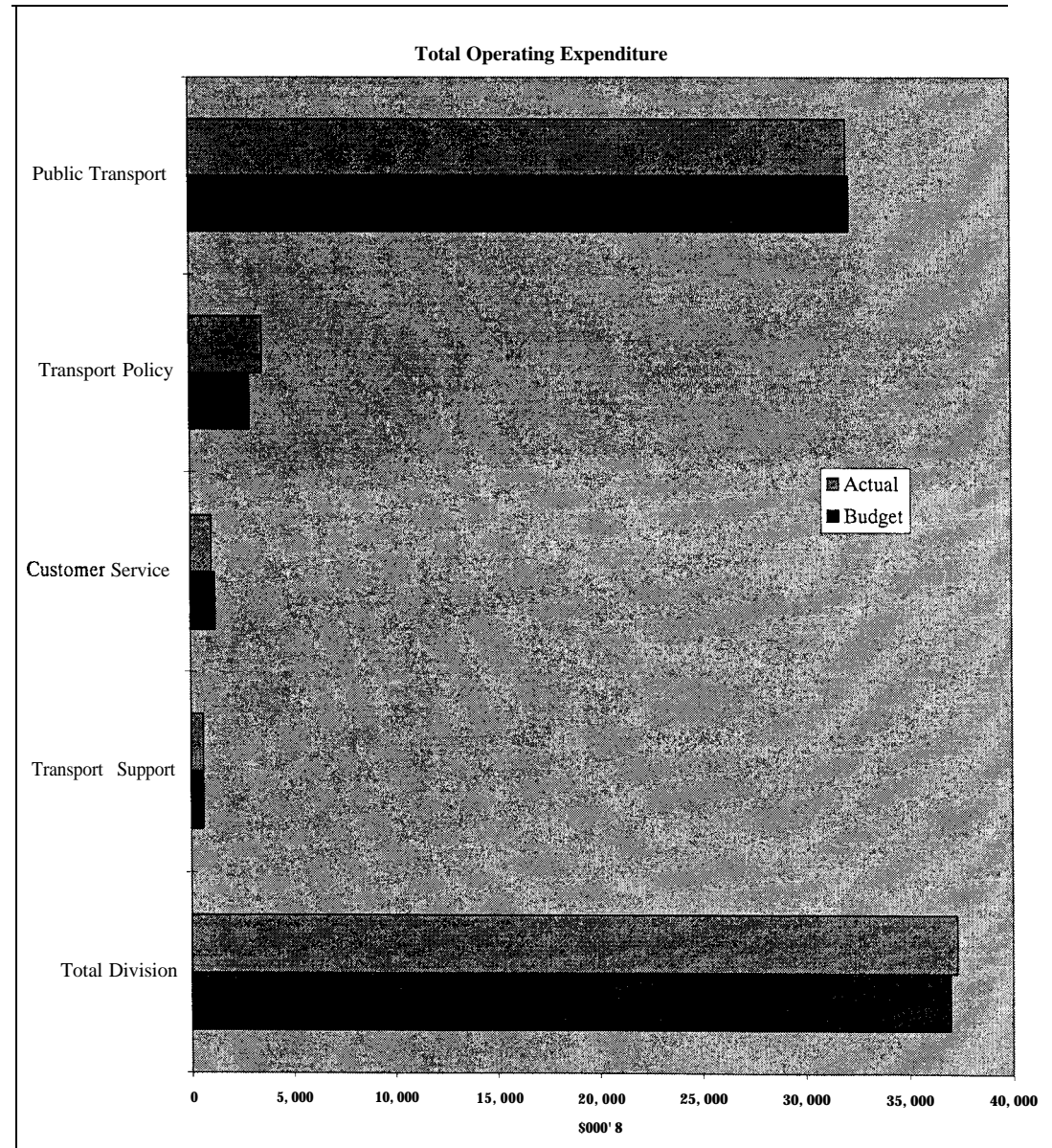
	Actual \$000's	Budget \$000's	Variance \$000's
<b>Revenue</b>			
Public Transport	32,652	31,646	1,006 F
Transport Policy	3,040	2,972	68 F
Customer Service	1,290	1,277	14 F
Transport Support	595	601	(6)U
<b>Total Revenue</b>	<b>37,578</b>	<b>36,496</b>	<b>1,082 F</b>

<b>Direct Expenditure</b>			
Public Transport	31,907	32,048	(141)F
Transport Policy	2,707	2,080	627 U
Customer Service	931	1,069	(138)F
Transport Support	410	412	(1)F
<b>Total Direct Expenditure</b>	<b>35,955</b>	<b>35,608</b>	<b>347 u</b>

<b>Indirect Expenditure</b>			
Public Transport	196	196	o u
Transport Policy	848	847	1 U
Customer Service	103	136	(32)F
Transport Support	196	195	1 U
<b>Total Indirect Expenditure</b>	<b>1,344</b>	<b>1,374</b>	<b>(31)F</b>

<b>Operating Expenditure</b>			
Public Transport	32,103	32,244	(141)F
Transport Policy	3,555	2,925	628 U
Customer Service	1,035	1,205	(170)F
Transport Support	606	607	(1)F
<b>Total Operating Expenditure</b>	<b>37,299</b>	<b>36,982</b>	<b>316 U</b>

<b>Capital Expenditure</b>			
Public Transport			-
Transport Policy			-
Customer Service	1	165	(164)F
Transport Support		4	(4)F
<b>Total Capital Expenditure</b>	<b>1</b>	<b>169</b>	<b>(168)F</b>



**Transport Division  
Significant Variances for the Year Ended 30 June 2000**

Income	\$000's			Comments
	Actual	Budget	Variance	
Government Grants & Subsidies	16,816	15,992	824 F	Transfund approved \$780k funding for 99/00 Ganz Mavag refurbishments on 1 August 2000. We also received \$34k from Land Transport Safety Authority to fully fund 99/00 road safety work. Both of these amounts were unbudgeted.
External Income	219	6	214 F	Total Mobility recharges \$112k - the SAP system requires invoices for recovery of costs to be put against an income code - previously recoveries were offset against grants. In addition, \$86k of study costs were recovered from Auckland Regional Council (road pricing) & Transit NZ (Transmission Gully) under cost sharing arrangements.
<b>Expenditure</b>				
Personnel Costs	1,080	1,186	(106)F	Budgeted positions of Transport Planner & Total Mobility assistant (both Public Transport Dept) were vacant for most of year.
Materials & Supplies	784	980	(197)F	Timetable display & events advertising, timetable production costs below budget with few timetable alterations in the year. These were partially offset by \$40k additional expenditure for Strategy and Transport Futures production costs.
Contractors & Consultants	891	723	168 U	Unbudgeted expenditure of \$137k on Transmission Gully investigations (50% recovered from Transit NZ), \$20k Wellington Interchange costs, and an additional \$20k on the Waterloo carpark developments.
Grants & Subsidies	31,564	31,082	482 U	The cost of contracted services was \$230k unfavourable - the main reason being an increase in the contract inflation provision of \$253k caused by rapidly increasing fuel costs. \$370k was spent on the Wellington Station subway redevelopment - this was not in the original budget. Total mobility expenditure was \$144k favourable.
Net Capital Expenditure	1	169	(168)F	Automatic vehicle information system was deferred until the completion of a report on how best to integrate with bus priority & real time information systems. Computer database project deferred - still considering options for development.