

Attachment 2 - Analysis of Transport Rates in LTFS Years

	Notes	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
2001 Approved LTFS Update (\$m)		25,700,502	26,127,221	27,316,006	27,072,067	27,258,108	27,054,383	26,921,992	26,905,166
Increase in Patronage Revenue	1	-900,000	-900,000	-900,000	-900,000	-900,000	-900,000	-900,000	-900,000
Increase in cost of kickstart projects	2	+442,800	+297,000	+297,000	+297,000	+297,000	+297,000	+297,000	+297,000
increase in personnel costs	3	+209,318	+209,318	+209,318	+209,318	+209,318	+209,318	+209,318	+209,318
Change in other costs	4	+247,882	+162,869	+212,357	+68,786	+22,803	+30,646	+31,833	+20,686
Net change			-230,813	-181,325	-324,096	-370,079	-363,036	-361,649	-372,996
2002 LTFS Update (\$m)		25,700,502	25,896,408	27,134,680	26,747,971	26,887,228	26,681,347	26,560,143	26,532,170
% change on 2001 Approved LTFS Update (\$m)		0.00%	-0.88%	-0.66%	-1.20%	-1.36%	-1.34%	-1.34%	-1.39%
Potential changes / additions									
Additional Rolling stock refurbishments	5	+452,668	+565,836	+565,836					
Waikanae Electrification - delayed 6 months	6	-312,488							
Integrated Ticketing - delayed 18 months	7	-864,000	-144,000	+576,000	+576,000	+576,000	+576,000	+576,000	+576,000
Real Time Information - bfwd 6 months	8	+225,000	-180,000	-180,000	-180,000	-180,000	-180,000	-180,000	-180,000
Marketing Strategy	9	+134,000							
Waikanae bus improvements	10	+60,000	+60,000	+60,000	+60,000	+60,000	+60,000	+60,000	+60,000
Computer database for Ridewell	11	+33,500	+33,500	+33,500	+33,500	+33,500	+33,500	+33,500	+33,500
Transmission Gully B/C	12	+56,250	+56,250	+56,250	+56,250	+56,250	+56,250	+56,250	+56,250
Net change		-215,070	+391,586	+1,111,586	+545,750	+545,750	+545,750	+545,750	+545,750
2002 LTFS Update (\$m) with all potential changes		26,485,432	26,287,994	28,246,266	27,292,921	27,432,978	27,237,097	27,105,893	27,077,920
% change on 2001 Approved LTFS Update (\$m)		-0.84%	0.62%	3.41%	-0.82%	0.64%	0.68%	0.68%	0.64%

Notes

2002 LTFS Update (\$m)

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| 1. Increase in Patronage Revenue | Patronage Revenue growth assumption increases based on growth trend since November 2000 |
| 2. Increase in cost of kickstart projects | Increases based on most recent estimates for Kickstart projects |
| 3. Increase in personnel costs | Salary increases, accompanied by additional staff in Transport Policy area to meet Council's increased transport planning needs. |
| 4. Change in other costs | Includes increases in corporate overheads and insurance costs |

Proposed changes / additions

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| 5. Additional Rolling stock refurbishments | Refurbishments to extend Ganz Mavag programme to English Electric / Wairarapa units until 2005/6 and the purchase of new units. |
| 6. Waikanae Electrification - delayed 6 months | Assumes ATR funding of 50% available |
| 7. Integrated Ticketing - delayed 18 months | Cost reductions in 2002/3 and 2003/4 as a result of delaying project, however from 2003/14 onwards no Transfund contribution assumed as project falls outside the kickstart timeframe. |
| 8. Real Time Information - bfwd 6 months | Additional costs in 2002/3, as a result of bringing project forward, more than offset by Transfund revenue streams in later years as a result of project now meeting kickstart timeframe. |
| 9. Marketing Strategy | Assumes 33% Passenger Services Administration subsidy from Transfund. |
| 10. Waikanae bus improvements | Assumes 40% kickstart funding from Transfund. |
| 11. Computer database for Ridewell | Assumes 33% Passenger Services Administration subsidy from Transfund. |
| 12. Transmission Gully B/C | Assumes 25% Land Transport Policy Administration subsidy from Transfund. |