



AGENDA

Executive, Audit & Risk

Monday 2 August 2021, 10am

Executive, Audit & Risk Committee

02 August 2021 10:00 AM

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Purpose of Executive, Audit and Risk Committee

This committee handles all of the administrative and financial matters relating to Council's operations and works programme. Because these matters relate to all aspects of the Council, the membership is aimed to reflect the different aspects of Council's committee structure.

Responsibilities

Financial and expenditure

Capital expenditure

Work proposals and expenditure

Corporate services and personnel matters

Port Taranaki Ltd matters

General Contractual and other matters.

Membership of Executive, Audit and Risk Committee

Councillor N W Walker (Chairperson)	Councillor M J Cloke
Councillor M P Joyce (ex officio)	Councillor D L Lean
Councillor C L Littlewood	Councillor M J McDonald
Councillor D N MacLeod (ex officio)	Mr B Robertson (Independent - Yarrow Stadium)

Health and Safety Message

Emergency Procedure

In the event of an emergency, please exit through the emergency door in the committee room by the kitchen.

If you require assistance to exit please see a staff member.

Once you reach the bottom of the stairs make your way to the assembly point at the birdcage. Staff will guide you to an alternative route if necessary.

Earthquake

If there is an earthquake - drop, cover and hold where possible.

Please remain where you are until further instruction is given.



Date 2 August 2021

Subject: **Confirmation of Minutes - 21 June 2021**

Approved by: M J Nield, Director - Corporate Services
S J Ruru, Chief Executive

Document: 2829767

Recommendations

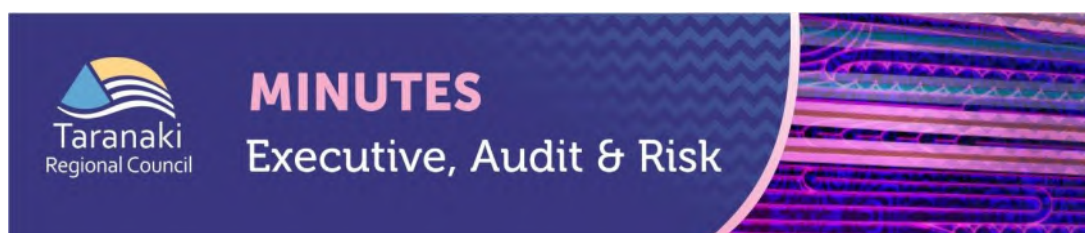
That Executive, Audit and Risk Committee of the Taranaki Regional Council:

- a) takes as read and confirms the minutes and resolutions of the Executive, Audit and Risk Committee held in the Taranaki Regional Council Chambers, 47 Cloten road, Stratford on Monday 21 June 2021 at 10am
- b) notes the recommendations therein were adopted by the Taranaki Regional Council on Tuesday 29 June 2021.

Matters arising

Appendices/Attachments

Document 2801665: Minutes Executive Audit and Risk Committee Meeting - 21 June 2021



Date 21 June 2021, 10am
Venue: Taranaki Regional Council chambers, 47 Cloten Road, Stratford
Document: 2801665

Members	Councillors	N W Walker M J Cloke D L Lean C L Littlewood M J McDonald M P Joyce	Committee Chairperson <i>zoom</i> <i>ex officio</i>
Attending	Mr Ms Ms Miss	M J Nield R Johnson N Walsh L Davidson	Director – Corporate Services Finance Manager Health and Safety Adviser Committee Administrator
Apologies	Apologies were received from Councillor D N MacLeod and Mr B Robertson.		
Notification of	Future of Local Government.		

1. Confirmation of Minutes – 10 May 2021

Resolved

That the Executive, Audit and Risk Committee of the Taranaki Regional Council:

- a) takes as read and confirms the minutes and resolutions of the Executive, Audit and Risk Committee held in the Taranaki Regional Council Chambers, 47 Cloten road, Stratford on Monday 10 May 2021 at 9am
- b) notes the recommendations therein were adopted by the Taranaki Regional Council on Tuesday 18 May 2021.

Cloke/Joyce

Matters arising

There were no matters arising.

2. Financial and Operational Report

- 2.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum receiving information on the operational and financial performance of the Council.

Recommended

That the Taranaki Regional Council:

- a) receives the memorandum *Financial and Operational Report* and the April 2021 Monthly Financial Report
- b) approves the right-off of \$372.60 due from Coastal Drainage Limited
- c) notes the digital media update
- d) approves the common seal transactions:
 - 2021/01 - Renewal of Lease - 43-49 Centennial Drive, new Plymouth – Alcatraz Storage
 - 2021/02 - Regional Pest Management Plan
Lean/McDonald

3. Health and Safety Report

- 3.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum to receive and consider the health and safety performance of the Council.
- 3.2 Councillor M Joyce, thanked Officers for the work in generating these reports and having a separate Health and Safety item in the agenda and acknowledged the information being made available.

Recommended

That the Taranaki Regional Council:

- a) receives the April and May 2021 health and safety reports.
Cloke/Joyce

4. Civic Financial Services Ltd: 2020 Annual Report

- 4.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum to receive and consider the 2020 Annual Report for Civic Financial Services Ltd.

Recommended

That the Taranaki Regional Council:

- a) receives Civic Financial Services Ltd's 2020 Annual Report.
Lean/Cloke

5. Public Excluded

In accordance with section 48(1) of the *Local Government Information and Meetings Act 1987*, resolves that the public is excluded from the following part of the proceedings of the Executive, Audit and Risk Committee Meeting on Monday 21 June 2021 for the following reasons:

Item 6 - Public Excluded Minutes – 10 May 2020

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

Item 7 - Office Refurbishment

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

Item 8 – Yarrow Stadium Update

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

Lean/Cloke

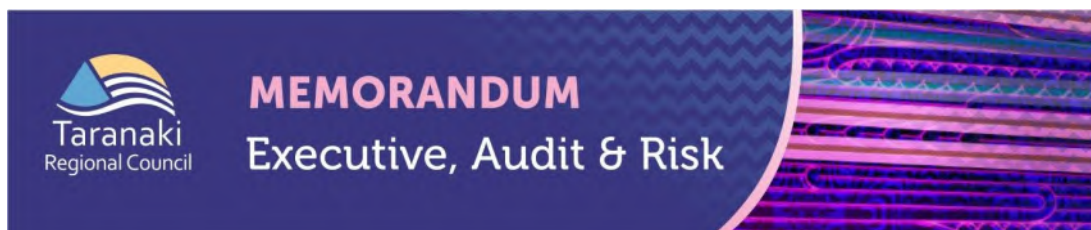
There being no further business, the Committee Chairperson, Councillor N W Walker, declared the open meeting of the Executive, Audit and Risk Committee closed at 10.47am.

Confirmed

**Executive, Audit &
Risk Chairperson:** _____

N W Walker

2 August 2021



Date 2 August 2021

Subject: **Financial and Operational Report**

Approved by: M J Nield, Director - Corporate Services
S J Ruru, Chief Executive

Document: 2823223

Purpose

1. The purpose of this memorandum is to receive information on operational and financial performance.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum *Financial and Operational Report* and the May 2021 Monthly Financial Report
- b) notes the digital media update
- c) approves the common seal transactions:
 - 2021/03 - Renewal of lease - TRC to JMS Holdings Group Ltd, 55 Centennial Drive, New Plymouth.
 - 2021/04 - New Lease - TRC to Technix Bitumen Technologies Ltd, 159-175 Breakwater Road, New Plymouth.
 - 2021/05 - New Lease - TRC to Technix Bitumen Technologies Ltd, 26-34 Centennial Drive, New Plymouth.

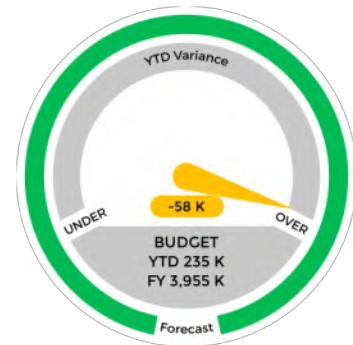
Background

2. The Council produces a Monthly Financial Report outlining the financial performance for the month and year to date. This memorandum supports the Monthly Financial Report by providing additional supporting operational and financial information. The Common Seal is operated under delegated authority. Part of that delegated authority is the reporting back of the seal transactions.

Discussion

3. Attached is the Monthly Financial Report for May 2021.

4. In the "Financial Indicators Section", for revenue, expenditure and operating surplus/ deficit, for the whole of the Council the actual year to date (YTD) performance is compared against the YTD budget. A green variance indicates that the variance is within plus or minus 5% and less than \$50,000. A yellow variance indicates that the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. A red variance indicates that the variance is more than plus or minus 10% and more than \$100,000. The arrow indicates the trend over time. A green up arrow indicates an improving trend and a red down arrow indicates a deteriorating trend.
5. The financial performance pie graphs for operating expenditure and income show the actual performance against budget and the forecast performance against budget, accumulated for all activities. The green slice indicates the number of activities where the variance is within plus or minus 5% and less than \$50,000. The yellow slice indicates the number of activities where the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. The red slice indicates the number of activities where the variance is more than plus or minus 10% and more than \$100,000.
6. For each Group of Activities (Resource management, Biosecurity and biodiversity, Transport, Hazard management, Recreation culture and heritage, and Regional representation, advocacy and investment management, in the "Financial Indicators Section", for revenue and expenditure, for that group of activities, the actual year to date (YTD) performance is compared against the YTD budget. A green variance indicates that the variance is within plus or minus 5% and less than \$50,000. A yellow variance indicates that the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. A red variance indicates that the variance is more than plus or minus 10% and more than \$100,000. The arrow indicates the trend over time. A green up arrow indicates and improving trend and a red down arrow indicates a deteriorating trend.
7. In the "Operating Expenditure by Activity" section, there is a dial for each activity comparing YTD expenditure against budget and a forecast for the rest of the year. The colours are green – variance of less than plus or minus 5%, yellow – plus or minus variance of more than 5% but less than 10% and red – plus or minus variance of more than 10%. The key components of each dial are:
 - The outer ring is the forecast for the rest of the year - green OK, yellow performance at risk, red target will not be achieved
 - The pointer indicates whether the variance is over or under budget and the colour indicates the scale of the variance - the actual variance figure sits at the bottom of the pointer
 - The YTD and full year (FY) budgets are included in the grey section.
8. Financially, the Council is in-line with the estimates established for 2020/2021 in the *2020/2021 Annual Plan*.
9. At 30 May 2021, the overall financial result is ahead of budget.



10. Corporate services' expenditure is running over budget due to increases in legal, information technology and recruitment expenditure. Additionally, there is a significant investment in investigations for the accommodation review. These expenses are affecting all activities as overheads. These expenditure trends will continue through the financial year as we continue to address the significant changes, such as the essential freshwater reforms.
11. Significant income and expenditure variances by activity (plus or minus \$100,000) are:
- *Resource management planning* - \$161,708 under budget due to staff vacancies and lower consultant fees than planned.
 - *Compliance monitoring programmes* - \$182,719 over budget due to staff focus on monitoring and reporting along with higher overheads.
 - *State of the environment monitoring* - \$439,851 over budget due to increased staff focus, overheads and costs associated with NPS Freshwater.
 - *Resource investigations and projects* - \$154,310 under budget due to staff focusing on compliance and SEM activities.
 - *Sustainable land management plans and plant supply programme* - \$622,196 under budget mainly due to riparian plant purchases occurring one month later than budgeted.
 - *Enhancement grants* - \$2,442,465 over budget due to the timing of Fresh Water Improvement, Public Waterways and Eco-system Restoration funds and STRESS expenditure. This additional expenditure is offset by reimbursing *Resource management government grants revenue* being \$2,700,938 over budget.
 - *Waitara River catchment* - \$5,999,950 under budget due to Waitara Lands expenditure not occurring until after the establishment of the Waitara River Committee.
 - *Resource management direct charges revenue* - \$1,110,016 under budget mainly due to Waitara Lands reserve distributions being less than expected.
 - *Biosecurity/pest management* - \$278,970 under budget due to the timing of Towards Predator Free Taranaki expenditure.
 - *Biosecurity and biodiversity direct charges revenue* - \$955,452 under budget mainly due to Predator Free 2050 funding being recognised on an accrual basis (as earned).
 - *Passenger transport* - \$337,896 under budget due to bus contract costs currently running lower than expected and lower depreciation due to the delay in the implementation of the regional integrated ticketing project.
 - *Transport direct charges revenue* - \$306,215 under budget due to bus fare revenue being down. This has been affected by the ongoing impacts of Covid-19.
 - *Transport government grants revenue* - \$465,539 over budget due to Covid-19 lost passenger revenue and the delayed regional integrated ticketing project being funded by Waka Kotahi.
 - *River control schemes* - \$126,342 under budget mainly due to no flood damage so far this year
 - *Regional Gardens* - \$1,139,015 under budget due to a delay in the Kaitake Trail project funding.

- *Governance* - \$114,919 over budget due to increased Iwi representative costs and higher overheads.
12. The Council reviewed its funding strategy with advisors PWC to satisfy short-term borrowing needs for the Yarrow Stadium rebuild, whilst also being cognisant of the long term debt forecast which is projected to peak at \$30 million in 2023. In July, the existing \$5 million LGFA debt was refinanced in accordance with the PWC recommendations. An additional \$4 million of debt is projected to be drawn down in August 2021 and a further \$1 million in October 2021, resulting in total projected borrowings of \$10 million as at 31 October 2021.

Operational Report

13. Operationally, programmes are materially on target with the planned levels of activity established for 2020/2021 in the *2020/2021 Annual Plan*.

Communications and Engagement

14. Communications activities are delivered across a range of channels including publications, media releases, advertising and digital media. Some recent highlights are:
- A media release showcasing a successful marine oil spill training exercise at Port Taranaki was run by local news media.
 - The community was advised of the opportunity to have a say on the representation review via public notice advertising and a media release.
 - A campaign to draw community attention to testing Waitara's flood protection gates (which necessitated the closing of Waitara Bridge) attracted good media coverage and more than 30,000 views on social media.
 - Applications opened for the 2021 Environmental Awards with advertising, a media release and digital marketing to drive nominations.
 - We responded to media enquiries about the Council's position on three waters reform.
 - The Talking Taranaki newsletter was published via an email to stakeholders and in community newspapers.

Social Media by the numbers

15. The total reach (non-unique users) across eight Facebook pages was 83,734 people. The total user engagement (where users liked, shared, clicked or commented) on our posts was 3,355. The lower reach and engagement (compared to last period) is a result of fewer social posts. Our Facebook page fans total 15,825 (non-unique) fans across eight pages.

Facebook page	Page fans*	Reach	Engagement
TaranakiRegionalCouncil	4,429	28,061	1,039
TaranakiPublicTransport	949	7,836	46
Tūpare	1,406	3,492	312

Pukeiti	2,080	3,807	302
Hollard Gardens	1,645	2,140	127
Towards Predator-Free Taranaki	1,224	26,249	1,283
Yarrow Stadium	3,692	12,034	240
Enviroschools	400	115	6

*Facebook has changed its methodology for capturing Follower and Fan data. This report is now aligned to Facebook's data collection, however, the change in methodology has resulted in lower reported Fan figures compared to last month.

Top Facebook posts		Reach	Engaged
1	<p>Heads up if you live or work in Waitara - the Town Bridge will be closed to traffic and pedestrians next Wednesday, 21 July, from 9.30am to 11am. We're sorry if that will inconvenience you. But there's a really good reason - we need to check that a new, custom-made flood barrier can be set up quickly and easily at the town end of the bridge... [continues]</p> <p>(Taranaki Regional Council)</p>	24.5K	3.8K
2	<p>MAJOR DELAYS EXPECTED - Taranaki Wide</p> <p>Due to the current protest taking place on Taranaki Roads we are experiencing major delays for all Citylink & Connector bus services. Please avoid traveling if you can or delay your trip until the roads are less congested.</p> <p>Thank you for patience and understanding.</p> <p>(Taranaki Public Transport)</p>	6.3K	1.3K
3	<p>Waitara people, don't forget the Town Bridge will be closed to traffic and pedestrians this coming Wednesday (21 July) from 9.30am to 11am while a new flood barrier is tested.</p> <p>The removable barrier will be deployed at the town end of the bridge if extreme rainfall ever results in the Waitara River threatening to rise above the bridge deck. It's the final part of our multi-year upgrade of the Lower Waitara River Flood Control Scheme... [continues]</p> <p>(Taranaki Regional Council)</p>	5.8K	710
4	<p>Do you live in Lower Vogeltown, or know someone who does? Well, it's time to #FillTheGaps! Thousands of New Plymouth residents are trapping rats in their backyards and helping bring back the birds, but our data shows several gaps in the trapping networks...[continues]</p>	5.5K	1.4K

Top Facebook posts	Reach	Engaged
(Towards Predator Free)		
<p>5 Got questions about weeds? Want a photo with Woody or the Weed Wizard himself?? Come and see the Weedbusters team at the Winter Seaside Market 4th JULY.</p> <p>Look out for them next to the Towards Predator-Free Taranaki stall. A great chance to find out how you can help protect and restore our native biodiversity... [continues]</p> <p>(Towards Predator Free)</p>	5.3K	82
<p>6 Showing us how it's done on our new fitness trail! Who's coming to try this weekend? 🍷</p> <p>(Pukeiti)</p>	2.6K	244
<p>7 Demolition of the TSB Stand is well underway! 🏗️</p> <p>Our Yarrow Stadium East Stand is almost unrecognisable! We're not saying goodbye to everything though ... some materials are being salvaged during the strip out to be spruced up, reused and recycled where possible – for instance, the concrete is going to a local quarry for re-use in other products... [continues]</p> <p>(Yarrow Stadium)</p>	1.9K	388
<p>8 Looking for a short walk this weekend? Check out Bernie's Trail, a magical trail that leads around the gardens and swamp area 🌿 Finish off at the Hollard Centre for a tea or coffee.</p> <p>(Hollard Gardens)</p>	1.3K	69
<p>9 Trapper of the Month (Westown) Nice work Shelley - leading the way when it comes to bringing back the birds! If you live in the western part of NP make sure you follow Restore New Plymouth Western Suburbs, record your catches and it could be you next month!</p> <p>(Toward Predator Free)</p>	1.2K	115
<p>10 Happy Friday everyone! This pair of whio (blue duck) were spotted by a TRC environment officer enjoying the rain at the top of Denbigh Road this week.</p> <p>It's so cool to see them venturing out of the national park more and more. Well done to farmers and landowners around the boundary - your trapping efforts are making it safer for them to do so.</p> <p>(Towards Predator Free)</p>	1.3K	47

Common Seal

16. The following transactions were executed under Common Seal:
- 2021/03 - Renewal of lease - TRC to JMS Holdings Group Ltd, 55 Centennial Drive, New Plymouth.
 - 2021/04 - New Lease - TRC to Technix Bitumen Technologies Ltd, 159-175 Breakwater Road, New Plymouth.
 - 2021/05 - New Lease - TRC to Technix Bitumen Technologies Ltd, 26-34 Centennial Drive, New Plymouth.

Financial considerations—LTP/Annual Plan

17. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

18. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

19. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

Community considerations

20. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

Legal considerations

21. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

Document 2830289: May 2021 Financial Report



MAY 2021

MONTHLY FINANCIAL REPORT




TARANAKI REGIONAL COUNCIL




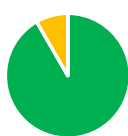
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Executive summary

Financial performance

FINANCIAL INDICATORS					
Financial threshold key (for adverse variances): ● ≥5% and ● <10% ≥10%					
Total revenue		Operating expenditure		Operating surplus/deficit	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council’s activities:		Council’s total revenue less operating expenditure:	
Actual YTD:	Trend:	Actual YTD:	Trend:	Actual YTD:	Trend:
\$41.9M	\$648.9K over budget 	\$36.4M	\$6102.5K under budget 	\$5.5M	\$6751.4K ahead of budget 
Against a YTD budget of \$41.2M and a full year budget of \$47.9M.		Against a YTD budget of \$42.5M and a full year budget of \$49.2M.		Against a YTD budget of \$-1.3M and a full year budget of \$-1.3M.	

FINANCIAL PERFORMANCE			
Operating Expenditure		Income	
Actual	Forecast	Actual	Forecast
Financial Performance 	Future Performance 	Financial Performance 	Future Performance 

Commentary and variances

The overall financial result is tracking ahead of budget and this is expected to continue to the end of the financial year.

Corporate services expenditure is running over budget due to increases in legal, information technology and recruitment expenditure. Additionally, there is a significant investment in investigations for the accommodation review. These expenses are impacting all activities as overheads. These expenditure trends will continue through the financial year as we continue to address the significant changes, such as the essential freshwater reforms.

Key

This section defines the symbols and colours used in the Executive Summary and the Groups of Activities.

Introduction

In the "Financial Indicators Section", for revenue, expenditure and operating surplus/deficit, for the whole of the Council the actual year to date (YTD) performance is compared against the YTD budget. A green variance indicates that the variance is within plus or minus 5% and less than \$50,000. A yellow variance indicates that the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. A red variance indicates that the variance is more than plus or minus 10% and more than \$100,000. The arrow indicates the trend over time. A green up arrow indicates and improving trend and a red down arrow indicates a deteriorating trend.

The financial performance pie graphs for operating expenditure and income show the actual performance against budget and the forecast performance against budget, accumulated for all activities. The green slice indicates the number of activities where the variance is within plus or minus 5% and less than \$50,000. The yellow slice indicates the number of activities where the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. The red slice indicates the number of activities where the variance is more than plus or minus 10% and more than \$100,000.

The operational performance pie graphs for levels of service and individual activities show the actual performance against budget and the forecast performance against budget, accumulated for all activities. The green slice indicates the number of levels of service/activities where the actual performance is on target. The yellow slice indicates the number of levels of service/activities where the actual performance is at risk of not being achieved. The red slice indicates the number of levels of service/activities where the actual performance is not meeting the target.

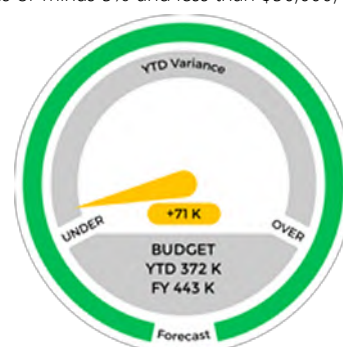
For each Group of Activities:

In the "Financial Indicators Section", for revenue and expenditure, for that group of activities, the actual year to date (YTD) performance is compared against the YTD budget. A green variance indicates that the variance is within plus or minus 5% and less than \$50,000. A yellow variance indicates that the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. A red variance indicates that the variance is more than plus or minus 10% and more than \$100,000. The arrow indicates the trend over time. A green up arrow indicates and improving trend and a red down arrow indicates a deteriorating trend.

In the "Operating Expenditure by Activity" section, there is a dial for each activity comparing YTD expenditure against budget and a forecast for the rest of the year. The colours are green – variance of less than plus or minus 5% and less than \$50,000, yellow – plus or minus variance of more than 5% and between \$50,000 and \$100,000 but less than 10% and red – plus or minus variance of more than 10% and \$100,000.

The key components of each dial are:

- The outer ring is the forecast for the rest of the year – green OK, yellow performance at risk, red target will not be achieved
- The pointer indicates whether the variance is over or under budget and the colour indicates the scale of the variance – the actual variance figure sits at the bottom of the pointer
- The YTD and Full Year (FY) budgets are included in the grey section.



The operational performance pie graphs for levels of service and individual activities show the actual performance against budget and the forecast performance against budget, accumulated for all activities within that group of activities. The green slice indicates the number of levels of service/activities where the actual performance is on target. The yellow slice indicates the number of levels of service/activities where the actual performance is at risk of not being achieved. The red slice indicates the number of levels of service/activities where the actual performance is not meeting the target.

Statement of comprehensive revenue and expense

This statement summarises performance against budget for the month and for the year to date.

	Month			Year to date			2020/2021
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
Cost of services							
Resource management	2,175,730	4,306,235	2,130,505	16,193,337	20,062,781	3,869,444	24,532,923
Biosecurity and biodiversity	761,644	543,302	-218,342	6,592,287	6,957,985	365,698	7,360,373
Transport	474,298	423,178	-51,120	4,203,640	4,555,353	351,713	4,992,065
Hazard management	71,094	86,081	14,987	761,111	920,862	159,751	998,686
Recreation culture and heritage	1,306,179	1,404,935	98,756	6,993,969	8,132,984	1,139,015	8,554,161
Regional representation advocacy and investment management	223,350	183,495	-39,855	1,684,976	1,622,948	-62,028	1,760,516
Total operating expenditure	5,012,294	6,947,226	1,934,932	36,429,320	42,252,913	5,823,593	48,198,724
Revenue from exchange transactions							
Direct charges revenue	339,644	298,463	41,181	3,776,408	4,088,813	-312,405	4,376,777
Rent revenue	135,321	95,833	39,488	1,273,244	1,054,163	219,081	1,150,000
Dividends	0	0	0	8,000,000	8,000,000	0	8,000,000
Revenue from non-exchange transactions							
General rates revenue	1,988,598	1,988,598	0	7,954,392	7,954,392	0	7,954,392
Targeted rates revenue	1,492,806	1,492,794	12	5,971,225	5,971,173	52	5,971,173
Direct charges revenue	154,430	2,172,194	-2,017,764	8,453,465	10,580,336	-2,126,871	15,026,419
Government grants	944,168	248,414	695,754	6,189,111	3,022,634	3,166,477	4,094,968
Vested assets	0	0	0	0	0	0	0
Total income	5,054,967	6,296,296	-1,241,329	41,617,845	40,671,511	946,334	46,573,729
Operating surplus/(deficit) before finance income/expenses & taxation	42,673	-650,930	693,603	5,188,525	-1,581,402	6,769,927	-1,624,995
Finance income	17,234	25,000	-7,766	277,605	575,000	-297,395	1,341,772
Finance expense	0	0	0	-21,118	-300,000	-278,882	-1,041,772
Net finance expense	17,234	25,000	-7,766	256,486	275,000	-18,514	300,000
Operating surplus before taxation	59,907	-625,930	685,837	5,445,011	-1,306,402	6,751,413	-1,324,995
Other gains/losses							
Gains/(losses) on revaluation of properties	0	0	0	0	0	0	0
Operating surplus before taxation	59,907	-625,930	685,837	5,445,011	-1,306,402	6,751,413	-1,324,995
Income tax expense	0	0	0	0	0	0	10,000
Surplus/(deficit) for the period	59,907	-625,930	685,837	5,445,011	-1,306,402	6,751,413	-1,334,995
Other comprehensive income							
Revaluation of property, plant and equipment	0	0	0	0	0	0	0
Other comprehensive income, net of tax	0	0	0	0	0	0	0
Operating surplus/(deficit)	59,907	-625,930	685,837	5,445,011	-1,306,402	6,751,413	-1,334,995

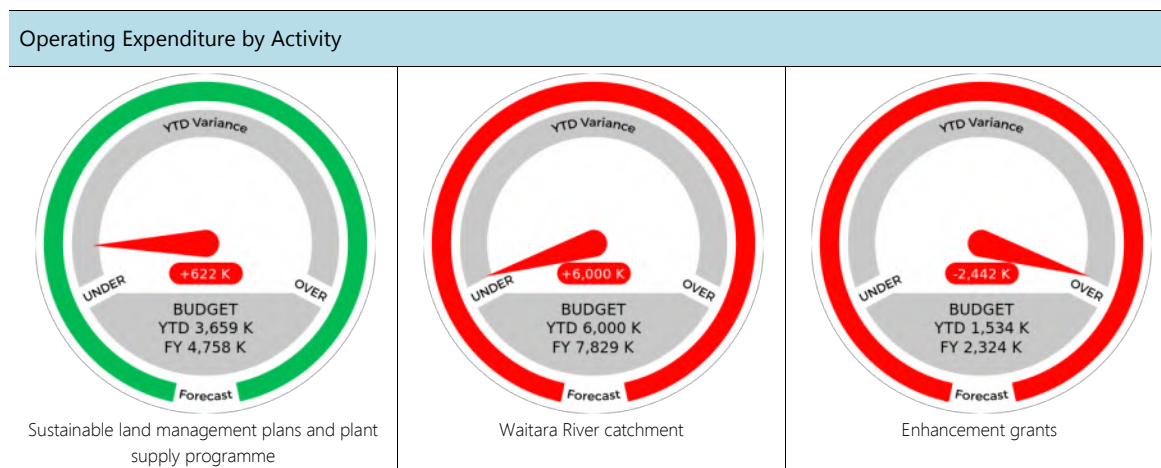
Resource management

Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): ● ≥5% and ● <10% ≥10%			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$13.5M	\$1590.9K over budget ↓	\$16.2M	\$3869.4K under budget ↑
Against a YTD budget of 11.9M and a full year budget of 17.3M.		Against a YTD budget of 20.1M and a full year budget of 24.5M.	

Operating Expenditure by Activity					
<p>Resource management planning</p>	<p>Consent processing and administration</p>	<p>Compliance monitoring programmes</p>			
<p>Pollution incidence and response</p>	<p>State of the environment monitoring</p>	<p>Resource investigations and projects</p>			

RESOURCE MANAGEMENT



Key	YTD Variance
■	< 5% and less than \$50,000
■	≥ 5% < 10% and between \$50,000 and \$100,000
■	≥ 10% and greater than \$100,000

Commentary and variances

Overall resource management expenditure is under budget. Material activity variances (> or < than \$100,000) are:

Resource management planning - \$161,708 under budget due to staff vacancies and lower consultant fees than planned.

Compliance monitoring programmes - \$182,719 over budget due to staff focus on monitoring and reporting along with higher overheads.

State of the environment monitoring - \$439,851 over budget due to increased staff focus, overheads and costs associated with NPS Freshwater.

Resource investigations and projects - \$154,310 under budget due to staff focusing on compliance and SEM activities.

Sustainable land management plans and plant supply programme - \$622,196 under budget mainly due to riparian plant purchases occurring one month later than budgeted in June.

Enhancement grants - \$2,442,465 over budget due to the timing of Fresh Water Improvement, Public Waterways and Eco-system Restoration funds and STRESS expenditure. This additional expenditure is offset by reimbursing government grant revenue being \$2,700,938 over budget.

Waitara River catchment - \$5,999,950 under budget due to Waitara lands expenditure not occurring until after the establishment of the Waitara River Committee.

Direct charges revenue - \$1,110,016 under budget mainly due to Waitara Lands reserve distributions being less than expected.

RESOURCE MANAGEMENT

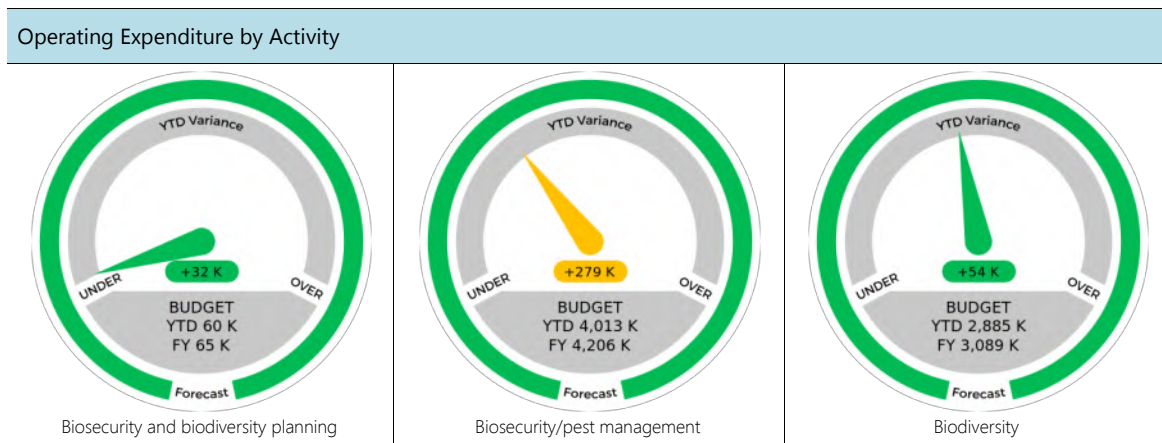
Cost of services statement

RESOURCE MANAGEMENT							
	Month			Year to date			2019/2020
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
Expenditure							
Resource management planning	105,266	109,671	4,405	812,044	973,752	161,708	1,055,744
Consent processing and administration	124,501	118,514	-5,987	1,021,144	1,068,142	46,998	1,157,001
Compliance monitoring programmes	367,723	363,877	-3,846	3,441,002	3,258,283	-182,719	3,535,190
Pollution incidents and response	118,975	103,277	-15,698	976,056	925,373	-50,683	1,004,005
State of the environment monitoring	315,269	247,863	-67,406	2,682,965	2,243,114	-439,851	2,434,537
Resource investigations and projects	40,907	43,370	2,463	246,999	401,309	154,310	435,802
Sustainable land management plans and plant supply programme	363,276	1,154,868	791,592	3,036,812	3,659,008	622,196	4,757,793
Waitara River catchment	0	2,000,000	2,000,000	50	6,000,000	5,999,950	7,828,882
Enhancement grants	739,812	164,795	-575,017	3,976,265	1,533,800	-2,442,465	2,323,969
Total expenditure	2,175,730	4,306,235	2,130,505	16,193,337	20,062,781	3,869,444	24,532,923
Income							
General rates	787,538	787,538	0	3,419,080	3,419,080	0	3,061,369
Direct charges	418,720	2,335,004	-1,916,284	9,549,748	10,659,764	-1,110,016	15,258,159
Government grants	702,327	83,333	618,994	3,907,681	1,206,743	2,700,938	2,036,000
Transfer from reserves	0	0	0	0	0	0	0
Transfer to reserves	-10,171	0	-10,171	-4,885,316	0	-4,885,316	-100,000
Investment funds	277,316	1,100,360	-823,044	4,202,145	4,777,194	-575,049	4,277,395
Total income	2,175,730	4,306,235	-2,130,505	16,193,337	20,062,781	-3,869,444	24,532,923
Operating surplus/(deficit)	0	0	0	0	0	0	0

Biosecurity and biodiversity

Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): ● $\geq 5\%$ and ● $< 10\% \geq 10\%$			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$1.7M	\$955.5K under budget ↓	\$6.6M	\$365.7K under budget ↓
Against a YTD budget of 2.7M and a full year budget of 2.7M.		Against a YTD budget of 7.0M and a full year budget of 7.4M.	



Key	YTD Variance
■	$< 5\%$ and less than \$50,000
■	$\geq 5\% < 10\%$ and between \$50,000 and \$100,000
■	$\geq 10\%$ and greater than \$100,000

Commentary and variances

Overall biosecurity and biodiversity expenditure is under budget. Material activity variances ($>$ or $<$ than \$100,000) are:

Biosecurity/pest management - \$278,970 under budget due to the timing of Towards Predator Free Taranaki expenditure.

Direct charges revenue is \$955,452 under budget mainly due to Predator Free 2050 funding being recognised on an accrual basis (as earned) rather than cash received.

Cost of services statement

BIOSECURITY AND BIODIVERSITY							
	Month			Year to date			2019/2020
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
Expenditure							
Biosecurity and biodiversity planning	3,890	6,784	2,894	27,893	60,198	32,305	65,272
Biosecurity/pest management	437,002	301,048	-135,954	3,734,167	4,013,137	278,970	4,206,046
Biodiversity	320,753	235,470	-85,283	2,830,227	2,884,650	54,423	3,089,055
Total expenditure	761,644	543,302	-218,342	6,592,287	6,957,985	365,698	7,360,373
Income							
General rates	220,258	220,258	0	1,782,291	1,782,291	0	1,985,485
Direct charges	7,058	15,295	-8,237	1,729,995	2,685,447	-955,452	2,700,737
Transfer from reserves	0	0	0	0	0	0	0
Transfer to reserves	0	0	0	0	0	0	-100,000
Investment funds	534,328	307,749	226,579	3,080,001	2,490,247	589,754	2,774,151
Total income	761,644	543,302	218,342	6,592,287	6,957,985	-365,698	7,360,373
Operating surplus/(deficit)	0	0	0	0	0	0	0

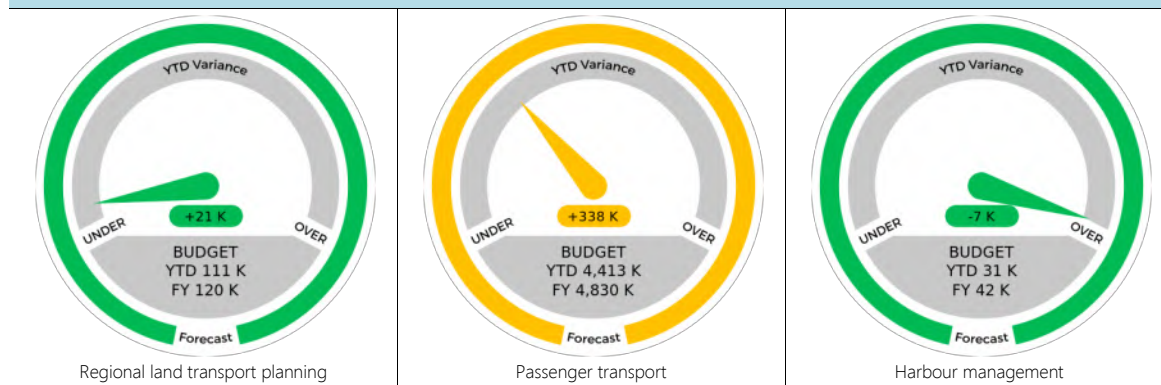
TRANSPORT

Transport

Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): ● ≥5% and ● <10% ≥10%			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$3.1M	\$159.3K over budget ↑	\$4.2M	\$351.7K under budget ↓
Against a YTD budget of 2.9M and a full year budget of 3.2M.		Against a YTD budget of 4.6M and a full year budget of 5.0M.	

Operating Expenditure by Activity



Key	YTD Variance
■	< 5% and less than \$50,000
■	≥ 5% < 10% and between \$50,000 and \$100,000
■	≥ 10% and greater than \$100,000

Commentary and variances

Overall transport expenditure is under budget. Material activity variances (> or < than \$100,000) are:

Passenger transport - \$337,896 under budget due to bus contract costs currently running lower than expected and lower depreciation due to the delay in the implementation of the regional integrated ticketing project.

Direct charges revenue - \$306,215 under budget due to bus fare revenue being down. This has been affected by the on-going impacts of Covid-19.

Government grants revenue - \$465,539 over budget due to Covid-19 lost passenger revenue and the delayed regional integrated ticketing project being funded by Waka Kotahi.

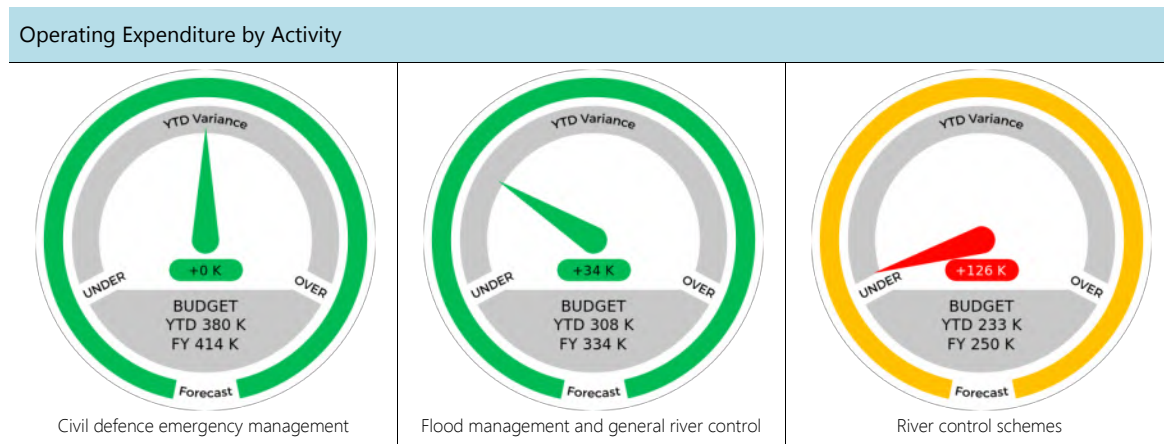
Cost of services statement

TRANSPORT							
	Month			Year to date			2019/2020
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
Expenditure							
Regional land transport planning	9,733	12,415	2,682	90,461	110,980	20,519	120,377
Passenger transport	464,565	410,638	-53,927	4,075,102	4,412,998	337,896	4,830,188
Harbour management	0	125	125	38,077	31,375	-6,702	41,500
Total expenditure	474,298	423,178	-51,120	4,203,640	4,555,353	351,713	4,992,065
Income							
General rates	-66,716	-66,716	0	159,495	159,495	0	199,448
Targeted rates	320,170	320,171	-2	1,280,678	1,280,678	0	1,280,678
Direct charges	64,969	97,858	-32,889	770,223	1,076,438	-306,215	1,174,300
Government grants	241,841	165,081	76,760	2,281,430	1,815,891	465,539	2,058,968
Government grants for capital	0	0	0	0	0	0	0
Transfer from reserves	0	0	0	0	0	0	0
Transfer to reserves	0	0	0	0	0	0	0
Investment funds	-85,966	-93,216	7,250	-288,186	222,851	-511,038	278,671
Total income	474,298	423,178	51,120	4,203,640	4,555,353	-351,713	4,992,065
Operating surplus/(deficit)	0	0	0	0	0	0	0

Hazard management

Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): ● $\geq 5\%$ and ● $< 10\% \geq 10\%$			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$0.0M	\$0.8K over budget ↑	\$0.8M	\$159.8K under budget ↑
Against a YTD budget of 0.0M and a full year budget of 0.0M.		Against a YTD budget of 0.9M and a full year budget of 1.0M.	



Key	YTD Variance
■	$< 5\%$ and less than \$50,000
■	$\geq 5\% < 10\%$ and between \$50,000 and \$100,000
■	$\geq 10\%$ and greater than \$100,000

Commentary and variances

Overall hazard management expenditure is under budget. Material activity variances ($>$ or $<$ than \$100,000) are:

River control schemes - \$126,342 under budget mainly due to no flood damage so far this year.

HAZARD MANAGEMENT

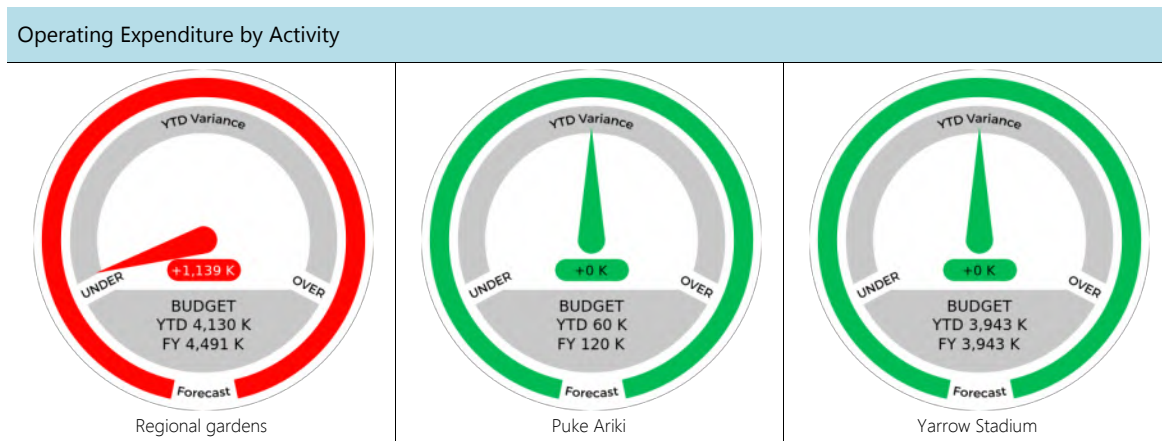
Cost of services statement

HAZARD MANAGEMENT							
	Month			Year to date			2019/2020
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
Expenditure							
Civil defence emergency management	33,170	34,505	1,335	379,670	379,555	-115	414,058
Flood management and general river control	32,567	32,909	342	274,481	308,005	33,524	334,138
River control schemes	5,357	18,667	13,310	106,960	233,302	126,342	250,490
Total expenditure	71,094	86,081	14,987	761,111	920,862	159,751	998,686
Income							
General rates	-32,818	-32,818	0	109,238	109,238	0	162,654
Targeted rates	186,944	186,944	0	747,776	747,776	0	747,776
Direct charges	112	0	112	754	0	754	0
Government grants	0	0	0	0	0	0	0
Transfer from reserves	0	0	0	118,307	0	118,307	0
Transfer to reserves	-171,850	0	-171,850	-677,005	0	-677,005	-50,228
Investment funds	110,898	-45,854	156,752	550,820	152,627	398,193	227,263
Total income	93,285	108,272	-14,987	849,890	1,009,641	-159,751	1,087,465
Operating surplus/(deficit)	22,191	22,191	0	88,779	88,779	0	88,779

Recreation, culture and heritage

Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): ● $\geq 5\%$ and ● $< 10\% \geq 10\%$			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$0.2M	\$30.0K over budget ↓	\$7.0M	\$1139.0K under budget ↑
Against a YTD budget of 0.2M and a full year budget of 0.2M.		Against a YTD budget of 8.1M and a full year budget of 8.6M.	



Key	YTD Variance
■	$< 5\%$ and less than \$50,000
■	$\geq 5\% < 10\%$ and between \$50,000 and \$100,000
■	$\geq 10\%$ and greater than \$100,000

Commentary and variances

Overall recreation, culture and heritage expenditure is under budget. Material activity variances ($>$ or $<$ than \$100,000) are:

Regional Gardens - \$1,139,015 under budget due to a delay in the Kaitake Trail project funding.

Cost of services statement

RECREATION CULTURE AND HERITAGE							
	Month			Year to date			2019/2020
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
Expenditure							
Regional gardens	320,500	419,256	98,756	2,991,250	4,130,265	1,139,015	4,491,442
Puke Ariki	0	0	0	60,000	60,000	0	120,000
Yarrow Stadium	985,679	985,679	0	3,942,719	3,942,719	0	3,942,719
Total expenditure	1,306,179	1,404,935	98,756	6,993,969	8,132,984	1,139,015	8,554,161
Income							
General rates	168,044	168,044	0	1,672,636	1,672,636	0	1,841,487
Targeted rates	985,693	985,679	14	3,942,771	3,942,719	52	3,942,719
Direct charges	13,107	16,418	-3,311	210,640	180,598	30,042	197,000
Investment funds	139,335	234,794	-95,459	1,167,922	2,337,031	-1,169,109	2,572,955
Total income	1,306,179	1,404,935	-98,756	6,993,969	8,132,984	-1,139,015	8,554,161
Operating surplus/(deficit)	0	0	0	0	0	0	0

Regional representation, advocacy and investment management

Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): ● ≥5% and ● <10% ≥10%			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$0.1M	\$28.2K over budget ↓	\$1.7M	\$62.0K over budget ↓
Against a YTD budget of 0.1M and a full year budget of 0.1M.		Against a YTD budget of 1.6M and a full year budget of 1.8M.	

Operating Expenditure by Activity		
<p>Investment management</p>	<p>Community engagement</p>	<p>Advocacy and response</p>
<p>Governance</p>	<p>Key</p> <ul style="list-style-type: none"> YTD Variance ■ < 5% and less than \$50,000 ■ ≥ 5% < 10% and between \$50,000 and \$100,000 ■ ≥ 10% and greater than \$100,000 	

Commentary and variances

Overall regional representation and advocacy expenditure is on budget. Material activity variances (> or < than \$100,000) are:
 Governance - \$114,919 over budget due to increased Iwi representative costs and higher overheads.

Cost of services statement

REGIONAL REPRESENTATION, ADVOCACY AND INVESTMENT MANAGEMENT							
	Month			Year to date			2019/2020
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
Expenditure							
Investment management	0	500	500	0	5,500	5,500	6,000
Community engagement	49,746	44,120	-5,626	396,899	403,838	6,939	438,513
Advocacy and response	34,962	33,071	-1,891	253,903	294,355	40,452	319,091
Governance	138,642	105,804	-32,838	1,034,174	919,255	-114,919	996,912
Total expenditure	223,350	183,495	-39,855	1,684,976	1,622,948	-62,028	1,760,516
Income							
General rates	74,008	74,008	0	649,100	649,100	0	703,948
Direct charges	281	6,083	-5,802	95,137	66,913	28,224	73,000
Investment funds	149,062	103,404	45,658	940,740	906,935	33,805	983,568
Total income	223,350	183,495	39,855	1,684,976	1,622,948	62,028	1,760,516
Operating surplus/(deficit)	0	0	0	0	0	0	0

Statement of financial position

This statement summarises the Council's assets, liabilities and residual equity. The statement is split between current items (those expected to be realised within 12 months) and non-current items (expected to last longer than 12 months).

	Month End Actual \$	2020/2021 Estimates \$	2019/2020 Annual Report \$
Current Assets			
Cash and cash equivalents	6,357,726	632,347	2,945,237
Current portion of investments	4,249,579	-	12,595,467
Trade and other receivables	7,319,650	2,000,000	6,969,430
Inventories	162,185	-	162,185
Loan to Taranaki Stadium Trust	5,000,000	25,000,000	4,000,000
Prepayments	736,899	100,000	245,831
Work in progress	517,705	400,000	189,382
Total current assets	24,343,745	28,132,347	27,107,532
Non-current assets			
Treasury investments	15,504,329	4,900,000	1,000,000
Port Taranaki Ltd	26,000,000	26,000,000	26,000,000
Civic Assurance Ltd	1,000	1,000	1,000
Regional Software Holdings Ltd	798,118	798,118	798,118
Intangible assets	630,785	1,825,922	869,701
Investment properties	19,249,000	17,380,500	19,559,000
Property plant and equipment	33,606,915	35,040,516	32,786,757
Deferred tax asset	80,499	-	80,499
Total non-current assets	95,870,646	85,946,056	81,095,075
Total assets	120,214,391	114,078,403	108,202,607
Current liabilities			
Trade and other payables	10,297,676	2,500,000	5,539,140
Work-in-progress	1,445,952	600,000	591,816
Employee entitlements current	1,095,104	935,000	1,141,005
Borrowings	5,000,000	-	4,000,000
Total current liabilities	17,838,732	4,035,000	11,271,961
Non-current liabilities			
Employee entitlements term	556,500	800,000	556,500
Borrowings	-	25,000,000	-
Total non-current liabilities	556,500	25,800,000	556,500
Total liabilities	18,395,232	29,835,000	11,828,461
Public equity			
Retained earnings	70,202,377	60,800,538	70,501,379
Reserves	26,399,910	18,933,527	20,655,895
Asset revaluation reserves	5,216,872	4,509,338	5,216,872
Total public equity	101,819,159	84,243,403	96,374,146
Total liabilities and equity	120,214,391	114,078,403	108,202,607

Commentary and variances

There are no significant variances to report.

Capital expenditure and disposals

Capital expenditure in excess of \$10,000 for the month was:

DESCRIPTION	AMOUNT \$
FME Software	40,000
Sophos Firewall Appliance	21,757
Environment Services Furniture Fitout	36,780
Tramline - Pukeiti WIP	14,680

Fixed asset disposals in excess of \$10,000 for the month were:-

DESCRIPTION	AMOUNT \$
2016 Toyota Hilux	29,565
2014 Ford Ranger	21,170

Local Authorities (Members' Interests) Act 1968

Additions to the *Creditors Detail List* for the month were:

CODE	CREDITOR NAME	ADDRESS	DATE ESTABLISHED
3834	Windy Point Limited	895 Makuri Road, Stratford	03-May-21
3835	Paradigm Shift Enterprises Limited	1 Laval Heights, Nelson	03-May-21
3836	Karanga Partnership	Wingrove Road, Stratford	04-May-21
3837	Ticketek	Marion Square, Wellington	05-May-21
3838	Gary & Margaret Mitchell	P O Box 37, Patea	06-May-21
3839	Vogeltown Pharmacy 2015 Limited	272 Carrington Street, New Plymouth	06-May-21
3840	Diligent Board Member Services NZ Ltd	17 Birmingham Drive, Christchurch	10-May-21
3841	Nga Kaitiaki O Puketapu Hapu Trust	62 McClean Street, Waitara	10-May-21
3842	Stratford Motel & Holiday Park	10 Page Street, Stratford	12-May-21
3843	Mt Pehu Farm Limited	1399 Okoki Road, Urenui	14-May-21
3844	Locus Limited	P O Box 41340, Auckland	14-May-21
3845	Riverina Farms Limited	P O Box 13, Waitotara	18-May-21
3846	Barkla, Alistair	16A Larlin Drive, Hawera	18-May-21
3847	CMI Ltd	Shortland Street, Auckland	18-May-21
3848	Honda Hub Hawera	250 Waihi Road, Hawera	19-May-21
3849	Mokoia Primary School	969A Main South Road, Hawera	27-May-21

Notes:

1. The schedule of all previously listed creditors for the purpose of the Local Authorities (Members' Interests) Act 1968 is available for Members' perusal.
2. The schedule excludes any staff who may have become a creditor.
3. Under the terms of Section 6 and Section (1) of the Local Authorities (Members' Interests) Act 1968, members are required to declare if they hold directly or indirectly, a pecuniary interest other than an interest in common with the public.

Financial delegations

The following payments were made during the period to 31 May 2021 that exceeded the budgeted approved delegated authority levels:

DESCRIPTION	AMOUNT \$
Nil	

Aged debtors analysis

The total debtors outstanding at 31 May 2021 were aged as follows:

DESCRIPTION	AMOUNT \$	PERCENT %
Current balance	4,206,385	66
30 days balance	2,043,055	32
60 days balance	21,040	0
90 days and over balance	150,303	2
Total debtors	6,420,783	100

Reserves

As at 31 May 2021 the following reserve balances were held:

DESCRIPTION	AMOUNT \$
Contingency/Disaster Reserve	1,086,000
North Taranaki/Waitara River Control Scheme Reserve	1,740,842
South Taranaki Rivers Control Scheme Reserve	12,455
Dividend Equalisation Reserve	6,424,063
Egmont National Park Control Reserve	613,000
Endowment Land Sales Reserve	2,470,000
Waitara Lands Act 2018 Reserve	14,053,550
Total reserves	26,399,910

Bank and investment balances

As at 31 May 2021 the following cash, bank and investment balances were held:

	% OF TOTAL	INVESTED \$	YIELD %	MATURITY DATE
Bank of New Zealand:				
Call Account	21	5,522,070	0.3	On Call
Current accounts	3	759,466	0.1	On Call
Waitara Lands Account		1,046	0.1	On Call
Waitara Lands Term Investment	4	1,362,494	1.0	29/04/2022
Subordinated Notes	5	1,004,547	2.7	17/12/2025
TSB Bank:				
Cheque Accounts		731		On Call
Call Account		67,261	0.3	On Call
Term Investment	6	1,627,374	0.9	09/10/2021
Waitara Lands Term Investment	9	2,221,911	0.8	31/07/2021
ASB Bank:				
Cheque Account		6,654		On Call
Term Investment	4	1,062,483	0.9	18/08/2021
Term Investment	8	2,007,499	0.9	13/06/2021
Waitara Lands Term Investment	8	2,129,818	1.0	7/11/2021
Waitara Lands Term Investment	4	1,166,079	0.9	18/02/2022
Westpac:				
Waitara Lands Account		498	0.1	On Call
Waitara Lands Term Investment	10	2,671,016	0.8	06/10/2020
Waitara Lands Term Investment	9	2,258,608	0.9	22/07/2021
Waitara Lands Term Investment	9	2,242,080	0.8	22/06/2021
Total	100	26,111,634	1.0*	

All investments are in accordance with the *Investment Policy*. * Weighted average interest rate.

www.trc.govt.nz



Date: 22 July 2021

Subject: **Health and Safety Reporting**

Approved by: M J Nield, Director - Corporate Services
S J Ruru, Chief Executive

Document: 2829165

Purpose

1. The purpose of this memorandum is to receive and consider reports on health and safety performance.

Recommendations

That the Taranaki Regional Council:

- a) receives the June 2021 health and safety report.

Background

2. At the last Executive, Audit and Risk Committee meeting it was agreed that the May 2021 report provided the required level of health and safety reporting. Any further feedback would be valuable for future reporting.

Discussion

3. The June 2021 health and safety report is attached.
4. Additional information and reporting can be provided dependent upon the information needs of Members and the strategic review of high-level risks being undertaken at a leadership level.
5. The June 2021 report includes a near miss overdue staff member. The use of technologies and our business practices around overdue staff are being reviewed. The current business practice is simple, any changes would have to meet all Council needs and be reasonably practicable.

Financial considerations—LTP/Annual Plan

6. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

7. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

8. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

Community considerations

9. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

Legal considerations

10. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

Document 2827318: June 2021 Health and Safety Dashboard



Health and Safety Dashboard

Reporting Period:

1 – 30 June 2021

Incidents (1 July 2020 – 30 June 2021)

Illness 0 (0)	Incidents 0 (13)	Injury 2 (25)
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ACC Claims 0 (5)	Near Miss 2 (64)	Notifiable 0 (0)
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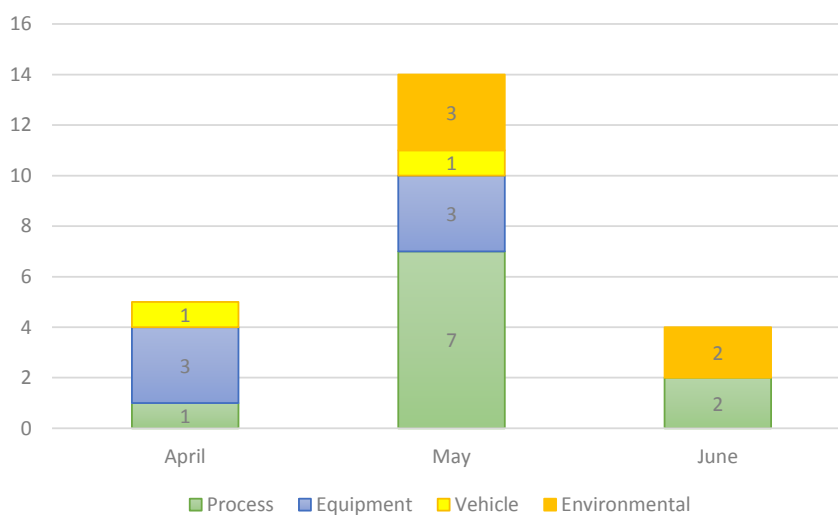
Types of Incidents and Injuries

Slips/Trips/Falls (no injury)	-
Sprains/Strains	2
Cuts/Abrasions	-
Bruising	-
Near Miss	2
Vehicle Damage	-
Insect Stings	-
Other	-

No Treatment	-
First Aid	1
Medical Centre	1
Physiotherapy/Osteopath	-
Hospital	-

Formal Investigation	-
WorkSafe Investigation	-

Incidents and Near Misses by Incident Mechanism



Health and Wellbeing

**Wellness Initiatives
promote 5 ways to wellbeing**

**Health Monitoring Assessments 9
Pre-employment assessments 2**

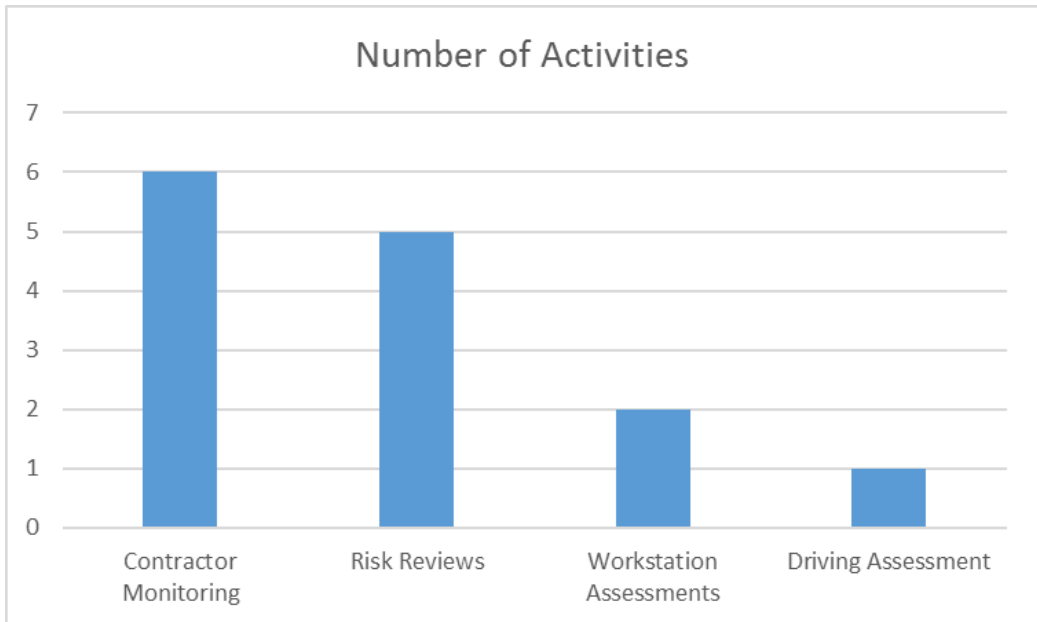
**Workplace Wellbeing
Brain Fatigue Management**

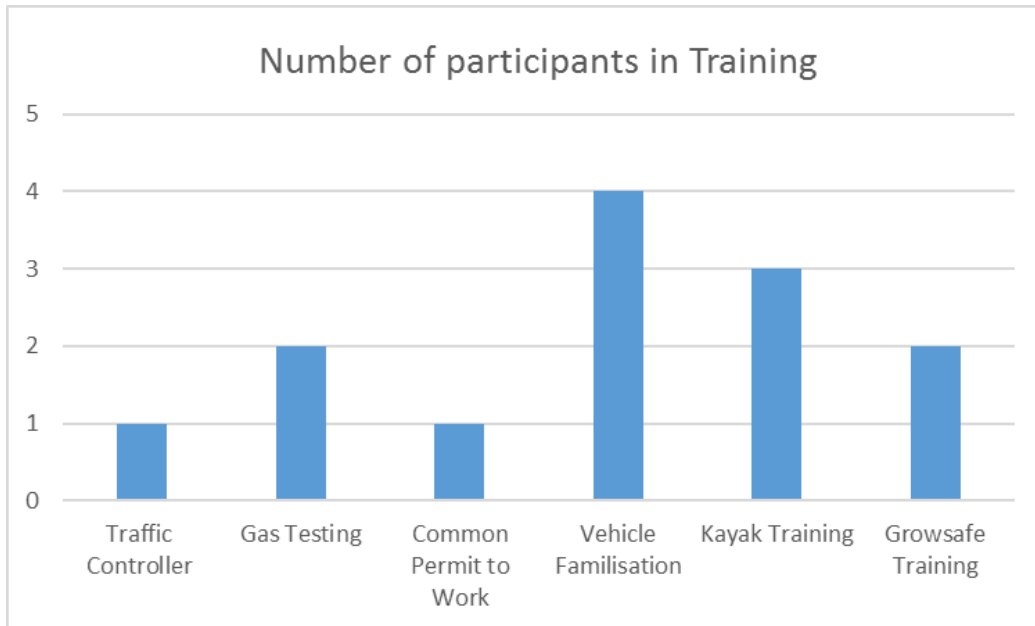
**4 non-work related return to work plans
in place**

Health and Safety Objectives Update

**TRC wellbeing plan based on the Māori
health model:
Te Whare Tapa Whā**

**Work in Progress:
Emergency Procedures in Review
On call for Inspectorate in Review
Developing a Wellbeing Strategy**





Critical events or have the potential to be critical			
Event	Potential Consequence	Actual Consequence	Potential Controls to implement
Near miss - missing person	Very High	Low	Review of technology and business processes around overdue staff – links to Inspectorate Review



Date 2 August 2021

Subject: **Port Taranaki Ltd: Draft Statement of Corporate Intent – 1 July 2021 to 30 June 2024**

Approved by: M J Nield, Director - Corporate Services
S J Ruru, Chief Executive

Document: 2811384

Purpose

1. The purpose of this memorandum is to receive and comment on Port Taranaki Ltd's draft Statement of Corporate Intent for the period 1 July 2021 to 30 June 2024.

Executive summary

2. Port Taranaki Ltd's draft Statement of Corporate Intent is presented for consideration. The document has been updated from last year. This is the opportunity to provide feedback to the Board of Port Taranaki Ltd on the draft Statement of Corporate Intent.

Recommendations

That the Taranaki Regional Council:

- a) receives Port Taranaki Ltd's draft Statement of Corporate Intent for the period 1 July 2021 to 30 June 2024
- b) provides any feedback to the Chief Executive on the content of the draft Statement of Corporate Intent.

Background

3. Section 8 of the *Port Companies Act 1998* (the Act) requires Port Taranaki Ltd's Directorate to deliver to the shareholder, a draft Statement of Corporate Intent. The content of the draft Statement of Corporate Intent is specified under section 9 of the Act.
4. Section 10 of the Act requires the Directorate to consider any comments from the shareholder on the draft Statement of Corporate Intent and then to deliver a completed Statement of Corporate Intent. It should be noted that port companies that are listed on the stock exchange or are less than 50% owned by local authorities are not required to produce a Statement of Corporate Intent.

Discussion

5. The Directorate of Port Taranaki Ltd has delivered the attached draft Statement of Corporate Intent pursuant to section 8 of the Act. The content complies with the requirements of section 9 of the Act.
6. This year's draft Statement of Corporate Intent (SCI) follows the same format adopted last year. In most areas, the content is the same or similar to previous years.
7. There is an addition to the Introduction section. The company has included a section on the work of the Climate Change Commission and notes that there will be an undefined impact on the port's operation.
8. A new section on the company's objectives has been added and the "Nature and Scope of Activities" has been added. Similarly the "Mission and Vision" has been updated and a section on sustainability added.
9. Essentially, the front-end of the SCI has been renewed and updated to address current strategic challenges.
10. The key financial targets have been updated to reflect the current financial projections. The company has just completed a successful and profitable year but it notes that there are trading challenges ahead. Performance targets around health, safety and wellbeing, the environment, people and governance intentions have been enhanced and included in the SCI.
11. The dividend payout policy remains unchanged and is in-line with the *2021/2031 Long-Term Plan*. The considerations around distribution of profits to the shareholder have been updated.
12. The draft Statement of Corporate Intent has been reviewed and there are no further comments or suggestions other than those previously noted to the Board of Port Taranaki Ltd. The Statement of Intent reflects the challenges faced by the Board as the Company addresses its strategic directions.
13. Now is the opportunity to provide feedback to Port Taranaki Ltd on the draft Statement of Corporate Intent.

Financial considerations—LTP/Annual Plan

14. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

15. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

16. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making

processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

Community considerations

17. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

Legal considerations

18. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

Document 2811375: Port Taranaki Ltd Draft Statement of Corporate Intent – 1 July 2021 – 30 June 2024.

DRAFT



PORT TARANAKI LIMITED

STATEMENT OF CORPORATE INTENT

For the period from 1 July 2021 to 30 June 2024

Introduction

This statement is submitted by the Directors of Port Taranaki Limited ("**Port Taranaki**", "**Company**" or "**Port**") in accordance with the requirements of Section 9 of the Port Companies Act 1988. It sets out the Board's intentions, objectives and expectations of the Company for the period 1 July 2021 to 30 June 2024.

The purpose of this Statement of Corporate Intent is to:

- State publicly the activities and intentions of Port Taranaki and the objectives to which those activities will contribute; and
- Provide a basis for the accountability of Port Taranaki's Board of Directors to the Shareholder for the performance of the Company.

Port Taranaki's achievements against the objectives in this SCI will be reported in the Company's Annual Report for the year ending 30 June 2022.

The Climate Change Commission (the "**Commission**") was established by the Climate Change Response (Zero Carbon) Amendment Act 2019. The Commission's purpose is to provide expert advice to the Government on reducing emissions and adapting to the impacts of climate change. On 9 June 2021 the Commission's final advice outlining how New Zealand can reach its climate target was published.

The Commission's advice has relevance to the energy sector, those sectors that serve the industry and therefore Taranaki. Accurately predicting the eventual impact on the energy sector and Port Taranaki is not currently possible as the Government is still to formulate its response to the Commission's advice.

Objectives

The Company's principal objective is to operate as a successful business. The Company interprets this to mean that its activities will create long-term value for all its stakeholders.

Accordingly, Port Taranaki seeks to create value for its Shareholder and ensure that the Company is seen as a responsible corporate citizen that is successful and sustainable and one that the region and community are proud of. The Company aims to:

- Deliver on the performance targets and measures set out in this SCI.
- Provide its Shareholder with a satisfactory dividend flow.
- Pursue business opportunities that seek to diversify revenue and are based upon our capabilities and expertise.

- Undertake activities designed to ensure the safe and effective utilisation of its assets, its people, contractors and other service providers.
- Provide customers with a safe, effective, efficient and competitive port operation.
- Focus on the health, safety, and wellbeing of its people by a culture of safety leadership and seeking to reduce risk and continuously improve safety in the working environment.
- Adopt an environmentally sustainable approach to the operation of all its activities and pursue a commitment to protecting the environment.
- Be a fair employer and provide a work place that values people, celebrates diversity and supports the development of its people.
- Have regard to the interests of the community in which it operates.
- Manage its financial assets and liabilities prudently and, in a manner, which will provide an appropriate return on the Shareholder's investment, whilst ensuring the provision of long-term marine and port infrastructure assets for the region.

Nature and Scope of Activities

Port Taranaki is the only deep-water port on the west coast of New Zealand and services bulk liquids (serving the nation's energy industry), dry bulk (logs, fertiliser, stock feed and cement) and general cargo. The Company creates long-term value by using its resources (assets and people) and relationships to undertake port and marine related commercial activities that include, but are not limited to, the provision of vessel and cargo/logistics handling services, offshore support and property and storage services.

In achieving its strategic objectives, the nature and scope of activities undertaken by the Company will be influenced by, and be responsive to, the competitive and regulatory environment. The Shareholder will be informed and consulted on any proposal for significant diversion from existing activities or expansion into new business areas.

To achieve our purpose, Port Taranaki's strategy is based upon three themes:

1. People – key to the productivity and capability of the Company.
2. Connectivity – enabling and influencing trade.
3. Land flexibility and availability – having port facilities suitable to broaden the range of cargo.

These themes are underpinned by:

- Delivering customer service that meets customers' expectations.
- Optimising the use of our assets and capability base.
- Investing in people and systems to continually improve performance and ensure everyone returns safely home every day.

Everyone at Port Taranaki is critical to achieving the Company's purpose.

Mission and Vision

Businesses face many challenges getting their products to market. At Port Taranaki we provide a safe harbour, services, and storage facilities that makes trade easy for customers and helps Taranaki prosper.

The Company's vision is to be "The Pride of Taranaki". This vision reflects a successful and sustainable business that the region and community are proud of and describes the Company's desire to develop community connections, create strong relationships with Iwi and signals a commitment to protecting and enhancing the environment in which the Company operates.

Port Taranaki will excel at its core activities and actively build on those to grow its business.

Sustainability

The Company's vision, as noted, is to be "The Pride of Taranaki". Sustainability is a key component of this. The Company recognises that it operates in a unique and yet highly modified environment and that its business operations impact many people. The Company's Sustainability Strategy seeks to address the issues that are: (1) material to the Company's risks, opportunities, and financial performance; and (2) important to its communities, customers, shareholder, Iwi, hapū and key stakeholders.

The Company's Sustainability Strategy seeks to address the areas where the Company has the most impact, and our future aims, and targets will focus on where our actions will lead to meaningful change. The next steps in furthering the Company's Sustainability Strategy is to develop specific goals, targets, and actions to pursue and report on.

As an initial step the Company has identified the following material issues and this draft SCI outlines the sustainability measures that the Company will be pursuing over the next 12 months. Key material issues for Port Taranaki:

1. Environmental performance. – this includes managing the impacts of the Port on air, water, land, the seabed and wildlife.
2. Climate change.
3. Iwi, hapū and community engagement.
4. Health, safety and wellbeing.
5. Workforce engagement.
6. Port user and customer communication and relationships.
7. Best practice governance.

Performance Targets

1. Trade Volumes

The Company will pursue strategies aimed at maximising the opportunity for trade through the Port and growing the Port's hinterland. Over the next three financial years

the Company aims to expand its hinterland and achieve a trade volume of five (5) million freight tonnes of which one (1) million freight tonnes will be non-bulk liquids trade.

2. Financial

The Company will provide an assessment of its financial performance against several measures based on the value of its assets including:

- Profitability and growth;
- Return on assets and capital employed; and
- Gearing levels and capability to service that debt.

The key financial targets of the Company are as presented in the table below:

<i>Year Ending 30 June</i>	2022 - 2024
EBITDA on Average Total Assets	> 10.2%
Return (NPAT) on Average Total Assets	> 4.0%
Return (NPAT) on Average Shareholder's Funds	> 5.5%
Shareholder Equity Ratio (Shareholder Equity / Total Assets)	> 65%
Interest Coverage Ratio	> 5x

The Company has completed the third year of a programme of extraordinary expenditure to repurpose or demolish aged and earthquake prone buildings and to remove the presence of asbestos on the site. Building demolitions scheduled across FY22 to FY24 is forecast at \$950 thousand. These demolitions and the need to dispose of firefighting foam, following amendments to Fire Fighting Chemicals Group Standards impact profitability and returns over the next three years.

3. Health, Safety and Wellbeing

The Health, Safety and Wellbeing of all port users and port user and customer communication and relationships are two key sustainability matters for the Company.

The Company is committed to ensuring that it provides a safe and healthy workplace for its employees, Port users, contractors, and the public. Health, Safety and Wellbeing measures the Company will focus on in the next twelve months include:

- Continuing to develop our engagement and relationships with port users to ensure a proactive and collaborative approach to shared PCBU responsibilities. This includes the ongoing rollout of an Operating Licence to PCBUs on site.
- Refreshing Fatigue Management procedures with aligned education programme for managers and staff.
- Developing a set of critical risk control standards, verifiable audit criteria, an assurance plan of scheduled critical risk checks/audits, and internal audit capability within operational teams.

4. Environment

The Company recognises that it operates in a unique and yet highly modified environment and is committed to protecting and enhancing the environment in which

the Company operates. This includes a commitment to improving its environmental practices and performance.

Our impact on the planet and climate change are key focus areas of Port Taranaki's Sustainability Strategy and in assessing our environmental impact and performance we look at our impact on the air, water, land, the seabed and wildlife.

Over the next 12 months a key focus is developing the appropriate measures and targets. The Company intends to move from compliance measures to what it terms "community care" measures and targets.

Port Taranaki aims to develop measures that are focused on:

- Water Quality.
- Kaimoana – implementing a monitoring programme and key performance indicators that determine the stability of the populations of taonga species.
- Biodiversity.
- Water Consumption.
- Carbon emissions.

In addition to developing the above measures, over the next 12 months environmental measures the Company will focus on include:

- Completing a cultural values framework for PTL and develop an agreed engagement protocol to support a healthy relationship with iwi and the broader community.
- Developing a long-term environmental management framework.
- Upgrading log yard stormwater systems.

5. People

Workforce engagement is another key focus area of Port Taranaki's Sustainability Strategy. Port Taranaki's people strategy is focused on developing a capable, agile workforce with an accountable culture through empowered teams.

The Company's seeks to be a fair employer and provide a workplace that values people, celebrates diversity and supports the development of its people.

Governance

PTL's Board of Directors is accountable to its Shareholder on how it runs the business, manages risks, reviews and improves performance and delivers on its promise as set out in this SCI.

In discharging its duties, Port Taranaki's Directors are committed to high standards of corporate governance and has adopted the following governance objectives:

1. To lay solid foundations for management and oversight.
2. To structure itself to add value through its composition, size and commitment.
3. To promote ethical and responsible decision-making and act ethically and responsibly.

4. To safeguard the integrity of its corporate reporting.
5. To respect the rights of its Shareholder.
6. To recognise and manage risk.
7. To remunerate fairly and responsibly.
8. To ensure that PTL acts as a good corporate citizen.
9. To promote a Company culture that embraces diversity and inclusion.

The Board conduct, responsibilities and commitments are guided by its Board Charter and key Company Policies.

PTL's Directors are appointed by the Shareholder and the role of the Board is to effectively represent and promote the interests of the Shareholder with a view to adding long-term value to the Company. Having regard to its role the Board directs and supervises the management of the business and affairs of the Company.

In accordance with its Board Charter, Board committees are formed when it is efficient or necessary to facilitate efficient decision-making. Each Board Committee has a written charter approved by the Board. The members of each Board Committee are appointed by the Board based upon the needs of the Company, relevant legislative and other requirements and the skills and experience of the individual Directors. The role, function, charter, performance and membership of each Committee are reviewed by the Board on an annual basis.

Distribution of Profits to Shareholder

The Company's Capital Management Policy is to maintain a stable and strong capital base to maintain investor and creditor confidence and to sustain the future business and development of the Company. In accordance with its Capital Management Policy, the Company's annual dividend pay-out takes into consideration:

- Earnings, cashflow and performance in any given period;
- Working capital requirements;
- Capital expenditure requirements;
- Risks from predicted short and medium-term economic and market conditions;
- The Company's trade and financial outlook;
- The free cash flow available for distribution
- The tax efficiency of distributions; and
- The interests of the Shareholder.

The Company forecasts, subject to the Directors' consideration of the above factors, that it will pay on average an annual dividend greater than or equal to \$8.0 million for each of the next three financial years.

As noted above, the current operating environment is highly uncertain and consequently developing forecasts is challenging. Dividend payments will reflect the circumstances at the time.

<i>Year Ending 30 June</i>	2022 - 2024
Dividends \$m per annum	\$8.00

Accounting Policies

Policy application will be made consistent with and conform to:

- The legal requirements of the Companies Act 1993;
- Generally accepted accounting principles (NZ GAAP);
- Financial Reporting Act 2013;
- New Zealand equivalents to the International Financial Reporting Standards (NZIFRS); and
- Other applicable regulatory and statutory requirements.

The latest published annual report including the Statement of Accounting Policies is available on the Company's website www.porttaranaki.co.nz.

Shareholder Information

The Company will provide the Shareholder with information (within two months of the relevant reporting period) that is normally provided to a controlling private Shareholder, and as required under the Port Companies Act 1988 as set out below.

- Quarterly report on activities and results including health, safety and environmental performance.
- Half-yearly report including such information as the Directors consider necessary to enable an informed assessment to be made of the Company's performance in the reporting period.
- Annual Report containing audited financial statements for the year.
- Budget and Business Plan financial information for the first of the three-year period covered under the Statement of Corporate Intent.
- Details of any significant new developments which have not been covered in the Budget or Statement of Corporate Intent for the year.
- Any information which would normally be available to a Shareholder, thereby enabling the Shareholder to assess the value of its investment in the Company.
- Significant departure from the anticipated performance of the Company including industrial or other activities that may affect the operations or reputation of the Company.
- Details of any new developments which would involve a significant move away from the current activities of the business.

In addition, the Company will provide to the Shareholder, within one month of commencement of each financial year, its draft Statement of Corporate Intent for that year with the expectation that it will be completed before the end of the first quarter of the financial year.

Procedures for Major Transactions and Other Acquisitions and Disposals

The Company will only invest in the shares of another business when the shares acquired are considered likely to bring added value or will further enhance the objectives of the Company.

The Company will not enter into major transactions as defined in Section 129(2) of the Companies Act 1993 without the consent of the Shareholder.

The Company will not enter into any transaction of the nature of a major transaction where a) the acquisition is of assets equivalent in value to 20% or more of the assets of the Company before the acquisition, or b) the disposition of assets equivalent in value to 20% or more of the assets of the Company, without giving written notice to the Shareholder of its intention and consulting with it.

The Company will always ensure that:

- Control of the affairs of every subsidiary of the Company is exercised by a majority of the Directors of that subsidiary; and
- A majority of the Directors of every subsidiary of the Company are persons who are also Directors or Executives of the Company, or who have been approved by the Shareholder for appointment as Directors of the subsidiary.

Procedures for Issues of Shares

In accordance with paragraph eight of the Company's constitution, the Company will not issue any shares unless the Shareholder has resolved by ordinary resolution to approve the issue.

Consent of the Shareholder must be granted prior to the Company entering into any transaction(s) that may have immediate or future potential to alter the current ownership structure of the Company.

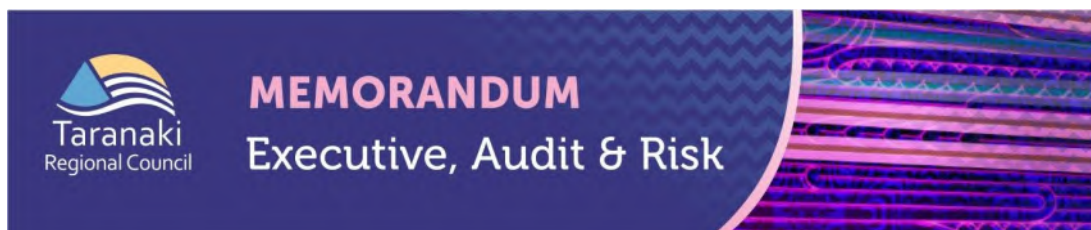
Activities for Which Compensation is Sought

The Company, if requested by the Shareholder, will construct and maintain recreational facilities, for which the Company expects to be remunerated.

Estimate of Commercial Value of the Shareholder's Investment

The Directors' assessment of the value of the Shareholder's investment in the Company is the valuation of the worth of the net tangible assets at 30 June 2021 as shown in the audited financial statements as at that date. The market value of the Company may differ to that value.

A reassessment of the value of the Shareholder's investment in the Company will be undertaken as may be required from time to time by the Shareholder or Directors. In reassessing the value of the Company, following a specific request to do so, the Company is likely to determine the commercial value of the Company through a discounted cash flow approach.



Date 2 August 2021

Subject: **Adoption of Statements of Intent**

Approved by: M J Nield, Director - Corporate Services
S J Ruru, Chief Executive

Document: 2830567

Purpose

1. The purpose of this memorandum is to adopt the finalised statements of intent for the Taranaki Stadium Trust and Regional Software Holdings Ltd.

Recommendations

That the Taranaki Regional Council:

- a) adopts the finalised 2021/2022 Statement of Intent for the Taranaki Stadium Trust
- b) adopts the finalised 2021/2022 Statement of Intent for Regional Software Holdings Ltd.

Background

2. Council Controlled Organisations (CCO) are required to deliver a draft statement of intent by 1 March preceding the year the statement relates to. The Council provides its feedback on the draft statements and each CCO must furnish a completed statement of intent by 30 June. The *Local Government Act 2002* has been amended to require councils to formally adopt the completed statements of intent, to publish them on their website and retain them on the website for a period of up to seven years.

Discussion

3. The Council has previously received, considered and provided feedback to the Taranaki Stadium Trust and Regional Software Holdings Ltd on their draft statements of intent. The finalised statements of intent are attached. The Council now needs to adopt them and publish them.

Financial considerations—LTP/Annual Plan

4. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

5. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

6. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

Community considerations

7. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

Legal considerations

8. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

Document 2715101: Taranaki Stadium Trust Statement of Intent

Document 2715743: Taranaki Stadium Trust Statement of Intent Estimates

Document 2830590: Regional Software Holdings Ltd Statement of Intent

TARANAKI STADIUM TRUST STATEMENT OF INTENT FOR THE YEAR TO 30 JUNE 2022

Document: 2715101

The Taranaki Stadium Trust (the Trust) is a charitable trust, incorporated in New Zealand, under the *Charitable Trusts Act 1957*. The Trust is a council-controlled organisation, as defined by section 6 of the *Local Government Act 2002*, of the Taranaki Regional Council. The Trust owns Yarrow Stadium (the Stadium) land, building and facilities. The operation of the stadium is carried out by the New Plymouth District Council (the Council) in accordance with a Management Agreement between the two parties.

Objectives

The fundamental objective of the Trust is to promote the effective and efficient maintenance, development, management, operation and promotion of the Stadium as a community asset used for recreation, sporting and cultural activities for the benefit of the people of Taranaki, working in particular with the Taranaki Regional Council and the New Plymouth District Council to advance this purpose.

The Trust was formed to take over the former Rugby Park and redevelop it into a quality venue for the benefit of the wider Taranaki region. The provision of the stadium facilities contributes to the overall infrastructure of the region and provides economic stimulus from events held at the stadium, particularly sporting events that encourage safe and healthy living.

Vision

The vision for Yarrow Stadium is:

- The best regional stadium in New Zealand that regularly hosts national and international sports and entertainment events.
- A stadium for both major events and community events and the premier outdoor field for team sports codes.
- A stadium that is loved by sports fans and the local community.
- A stadium that is a quality experience for event promoters, participants and spectators, which is achieved through superior event facilities, presentation and management and through the early adoption and smart use of technology.

Governance

The Trust is managed by Trustees (2) who are appointed by the Taranaki Regional Council in accordance with the Trust Deed.

Nature and Scope of Activities to Be Undertaken

The Taranaki Regional Council, the New Plymouth District Council and the Trust operate the Stadium in a partnership arrangement.

The Taranaki Regional Council provides funding for the long-term maintenance and development of the Stadium.

The New Plymouth District Council provides funding for the ongoing operation of the Stadium. The operation of the Stadium is undertaken by the New Plymouth District Council, in accordance with a Management Agreement with the Trust.

Ratio of Shareholder's Funds to Total Assets

The ratio of equity to total assets is expected to be greater than 20%. The Trust's equity includes:

- Accumulated funds
- Asset revaluation reserves.

The Trust's assets include the Yarrow Stadium building, land, furniture and fittings.

Accounting Policies

The policies will be consistent with:

- The Financial Reporting Act 1993
- New Zealand Generally Accepted Accounting Practice (NZ GAAP)
- PBE SFR-A (PS) Public Benefit Entity Simple Format Reporting – Accrual (Public Sector)

The full accounting policies are attached as Appendix 1.

Performance Targets

The Trust's performance will be judged against the following measures:

1. The presence of a Management Agreement with the New Plymouth District Council for the operation of the Stadium
2. The provision of funding for a programme of agreed maintenance and long-term development of the Stadium. The programme of maintenance and long-term development is to be agreed upon by the Taranaki Regional Council and the New Plymouth District Council. The current focus is on the delivery of the redevelopment project for the stadium.

Distribution Policy

As the Trust is a charitable trust, no distributions are planned.

Information to be Provided

The following information will be made available:

- A draft Statement of Intent (including budget financial information) prior to 1 March of each year.
- A Statement of Intent (including budget financial information) prior to the commencement of each financial year.
- A six monthly report on operations, including a comparison against the Statement of Intent, within two months after the six monthly reporting period.
- An annual report for the year, which will also be made available to the public within two months after the end of each financial year.

Procedures for Share Acquisitions

The Trust will not acquire or subscribe for any share issues.

Activities for which Compensation is Sought

The Taranaki Regional Council will fund the Trust for the maintenance and long-term development of the Stadium and the operation of the Trust. There are currently no other activities for which compensation is sought from the Taranaki Regional Council.

There are currently no activities for which compensation is sought from the New Plymouth District Council. It is noted that under the current Management Agreement, the New Plymouth District Council is responsible for funding the operational costs of the Stadium.

Commercial Value of the Trust's Investment

The commercial value of the Trust's investment is estimated as equal to the Trust's equity. This is based on the following:

- The rationale that the Trust is a going concern;
- The assets are carried at their current net value, as determined by independent valuers on a three yearly revaluation cycle, the next occurring as at 30 June 2020.

This estimate will be re-assessed in the same manner on an annual basis. At 30 June 2020, the equity was recorded at \$12,849,804 (30 June 2019: \$12,109,734).

Other Matters

There are no other matters.

Appendix 1: Statement of Accounting Policies

Reporting entity

The Taranaki Stadium Trust (the Trust) is a charitable trust incorporated in New Zealand under the *Charitable Trusts Act 1957* and is domiciled in New Zealand. The Trust is controlled by the Taranaki Regional Council and is a Council Controlled Organisation as defined under section 6 of the *Local Government Act 2002*, by virtue of the Council's right to appoint the Board of Trustees.

Rather than making a financial return, the primary objective of the Trust is to promote the effective and efficient maintenance, development, management, operation and promotion of Yarrow Stadium as a community asset used for recreation, sporting and cultural activities for the benefit of the people of Taranaki, working in particular with the Taranaki Regional Council and the New Plymouth District Council. The Trust has elected to apply PBE SFR-A (PS) Public Benefit Entity Simple Format Reporting – Accrual (Public Sector) on the basis that the Trust does not have public accountability (as defined) and has total annual expenses of less than \$2 million.

Basis of preparation

Measurement base

The financial statements have been prepared on a historical costs basis, modified by the revaluation of certain fixed assets.

Functional and presentation currency

The financial statements are presented in New Zealand dollars and all values are rounded to the nearest dollar. The functional currency of the Trust is New Zealand dollars.

New and amended accounting standards adopted

There have been no new or amended accounting standards adopted for the year ended 30 June 2020.

Changes in accounting policies

There have been no changes in accounting policies for the year ended 30 June 2020.

Significant accounting policies

The following is a summary of the significant accounting policies, adopted by the Trust, in the preparation of these financial statements.

Goods and services tax

The Trust is registered for Goods and Services Tax (GST). The financial statements have been prepared exclusive of GST, with the exception of receivables and payables, which are stated inclusive of GST. The net amount of GST, recoverable from or payable to the Inland Revenue Department (IRD), is included as part of receivables or payables, in the statement of financial position. The net amount of GST, paid to or received from the IRD, is classified as an operating cash flow, in the statement of cash flows.

Revenue

Council grants are recognised as revenue when the funding is received unless there is an obligation to return the funds if conditions of the grant are not met (“use or return condition”). If there is such an obligation, the grant is initially recorded as a liability and recognised as revenue when conditions of the grant are satisfied.

Interest revenue is recorded as it is earned during the year.

Revenue from donated assets is recognised upon receipt of the asset if the asset has a useful life of 12 months or more, and the value of the asset is readily obtainable and significant.

Cash and cash equivalents

Cash and cash equivalents includes cash on hand, deposits held at call with banks with original maturities of 3 months or less, and bank overdrafts. Bank overdrafts are shown within borrowings, as a current liability, in the statement of financial position.

Investments

Investments comprise investments in terms deposits with banks. Deposits with banks are initially recorded at the amount paid. If it appears that the carrying amount of the investment will not be recovered, it is written down to the expected recoverable amount.

Debtors and other receivables

Debtors are initially recorded at the amount owed. When it is likely the amount owed (or some portion) will not be collected, a provision for impairment is recognised and the loss is recorded as a bad debt expense.

Property, plant and equipment

Property, plant, and equipment is recorded at cost, less accumulated depreciation and impairment losses with the exception of land and buildings which is recorded at valuation. Donated assets are recognised upon receipt of the asset if the asset has a useful life of 12 months or more, and the current value of the asset is readily obtainable and significant. Significant donated assets for which current values are not readily obtainable are not recognised. For an asset to be sold, the asset is impaired if the market price for an equivalent asset falls below its carrying amount. For an asset to be used by the Trust, the asset is impaired if the value to the Trust in using the asset falls below the carrying amount of the asset.

Work in progress is recorded at cost. Cost includes expenditure which is directly attributable to the acquisition of an asset. Capital work in progress is not depreciated.

Accounting for revaluations

The Trust elects to apply PBE IPSAS 17 *Property, Plant and Equipment* for the purposes of accounting for revaluations.

When an item of property, plant and equipment is revalued, any accumulated depreciation, at the date of the revaluation, is eliminated against the gross carrying amount of the asset. Then, the net amount is restated, to reflect the revaluation.

If the carrying amount of an item of property, plant and equipment increases, as the result of a revaluation, the increase shall be recognised in the asset revaluation reserve, within other comprehensive income. However, the increase shall be recognised in the surplus or deficit, to the extent that it reverses a revaluation decrease, of the same class of assets, previously recognised in the surplus or deficit.

If the carrying amount of an item of property, plant and equipment decreases, as the result of a revaluation, the decrease shall be recognised in the surplus or deficit. However, the decrease shall be recognised in the asset revaluation reserve, within other comprehensive income, to the extent of any credit balance in the revaluation reserve, in relation to that asset class.

Revaluations of property, plant and equipment are accounted for on a class-of-asset basis.

In accordance with the Trust's Statement of Intent for the year to 30 June 2020, property, plant and equipment is revalued on a three yearly cycle, with the latest occurring as at 30 June 2020.

Additions

The cost of an item of property, plant and equipment is recognised as an asset if, and only if, it is probable that future economic benefits or service potential, associated with the item, will flow to the Trust, and the cost of the item can be measured reliably. In most instances, an item of property, plant and equipment will be recognised at cost. Where an asset is acquired at no cost, or for a nominal cost, it will be recognised at fair value as at the acquisition date.

Disposals

Gains and losses on disposal are determined by comparing proceeds received, with the carrying amount of the asset. Gains and losses on disposal are included in the surplus or deficit. When revalued assets are sold, amounts included in the asset revaluation reserve, in relation to those assets, will be transferred to accumulated funds.

Subsequent costs

Costs incurred subsequent to initial acquisition are capitalised if, and only if, it is probable that future economic benefits or service potential, associated with the item, will flow to the Trust, and the cost of the item can be measured reliably.

Impairment of property, plant and equipment

The carrying values of property, plant and equipment are reviewed annually for impairment, with reference to internal and external factors which may indicate the carrying value exceeds depreciated replacement cost. The Trust elects to apply *Impairment of Revalued Assets including Amendments to PBE IPSASs 21 and 26* for the purposes of the impairment recognised in note 6. Any significant impairment is recognised by writing the assets down to their depreciated replacement cost and charging the impairment to the relevant revaluation reserve or to the surplus or deficit, where there is no revaluation reserve. If an asset's carrying value exceeds its recoverable amount, the asset is impaired, and the carrying amount is written down to the recoverable amount. In relation to revalued assets, the impairment loss is recognised against the revaluation reserve, for that asset class. Where that results in a debit balance, in the revaluation reserve, the balance is recognised in the surplus or deficit. In relation to assets that are not revalued, the total impairment is recognised in the surplus or deficit.

Depreciation and amortisation expense

Depreciation is provided on a straight-line basis, at rates that will write-off the cost or valuation of assets, to their estimated residual values, over their useful lives. The rates of depreciation are as follows:

Buildings	1.25% to 6.67% per annum
Furniture, fittings and equipment	6.67% to 25.00% per annum
Office Equipment	15.00% to 30.00% per annum

The residual value and the useful life of an asset is reviewed, and adjusted if applicable, at the end of each financial year.

Creditors and other payables

Creditors and accrued expenses are measured at the amount owed.

Income tax

The Trust has been granted Charitable Status by the IRD and therefore, is exempt from income tax.

Loans

Loans are recognised at the amount borrowed from the lender. Loan balances include any interest accrued at year-end that has not yet been paid.

Critical accounting estimates and assumptions

In preparing these financial statements, the Trust has made estimates and assumptions concerning the future. These estimates and assumptions may differ from the actual results.

Estimates and assumptions are continually evaluated, and are based on historical experience and other factors, including expectations of future events that are believed to be reasonable under the circumstances. The estimates and assumptions that have a significant risk of causing a material adjustment to the value of assets and liabilities, within the next financial year, are discussed below:

Property, plant and equipment useful lives and residual values:

At each balance date, the Trust reviews the useful lives and residual values of its property, plant and equipment. To assess whether the useful lives and residual values are appropriate, the Trust considers a number of factors, such as, the physical condition of the asset, the expected period of use of the asset, and the expected disposal proceeds, from future sale of the asset.

An incorrect estimate of the useful life or residual value will impact on the depreciable amount of an asset and will therefore, impact depreciation expense in the statement of comprehensive income, and the carrying amount of the asset in the statement of financial position. The Trust minimises the risk of this uncertainty through physical inspection of assets.

Going concern

The financial statements are prepared on the assumption that the Trust will continue to operate in the foreseeable future. As at 30 June 2020, the Trust's current liabilities exceeded its current assets by \$4,488,066. This is mainly the result of \$155,313 of borrowings from a revolving facility, the \$4,000,000 of borrowings from Taranaki Regional Council and \$129,578 of payables relating to the repair and refurbishment project. The Trust is funded by Taranaki Regional Council to maintain Yarrow Stadium as a community asset.

Taranaki Regional Council has provided a letter of support to ensure that the Trust will continue to be provided financial support to enable it to pay its debts as they fall due. Taranaki Regional Council have also secured the funding that is required to repair the assets and the stadium as outlined in the Taranaki Regional Council 2019/2020 and 2020/2021 Annual Plans.

On 11 March 2020, the World Health Organisation declared a global pandemic as a result of the outbreak and spread of COVID-19. In response, New Zealand has moved through different alert levels with differing levels of restrictions on domestic activity.

The Trust has considered the impact of COVID-19 in respect of its status as a going concern. COVID-19 delayed the implementation of the repair and refurbishment project, thus providing the opportunity for the Taranaki Regional Council to apply for Government “shovel-ready” funding. This application was successful to the tune of \$20m which will reduce the debt cost to the Trust in future years. The Trust was able to continue operating throughout the different pandemic alert levels and COVID-19 has resulted in no impact on liquidity and working capital. There has been no impact on access to capital. The Trust is well positioned to maintain its financial position and to continue operating through this time of business uncertainty.

Taranaki Stadium Trust
Statement of Financial Performance
For the Three Years Ended 30 June 2022, 30 June 2023 and 30 June 2024

	Budget 2022	Budget 2023	Budget 2024
	\$	\$	\$
Income			
Taranaki Regional Council Grant	2,178,669	2,178,669	2,178,669
Crown Infrastructure Partners Funding	8,500,000	5,000,000	5,000,000
Interest received	0	0	0
Total income	<u>10,678,669</u>	<u>7,178,669</u>	<u>7,178,669</u>
Expenditure			
Depreciation and amortisation expense	1,000,000	1,000,000	1,900,000
Major maintenance	20,000	20,000	20,000
Interest	200,000	356,299	471,811
Insurance	150,000	150,000	125,000
Other expenses	15,000	15,300	15,600
Total expenses	<u>1,385,000</u>	<u>1,541,599</u>	<u>2,532,411</u>
Surplus/(deficit) before tax	<u>9,293,669</u>	<u>5,637,070</u>	<u>4,646,258</u>
Income tax expense	0	0	0
Total comprehensive income	<u>9,293,669</u>	<u>5,637,070</u>	<u>4,646,258</u>

Taranaki Stadium Trust
Statement of Changes in Equity
For the Three Years Ended 30 June 2022, 30 June 2023 and 30 June 2024

	Budget 2022	Budget 2023	Budget 2024
	\$	\$	\$
Balance at 1 July	17,155,677	26,449,346	32,086,416
Surplus/(Deficit) for the year	9,293,669	5,637,070	4,646,258
Other comprehensive income	0	0	0
Total comprehensive income	<u>9,293,669</u>	<u>5,637,070</u>	<u>4,646,258</u>
Balance at 30 June	<u>26,449,346</u>	<u>32,086,416</u>	<u>36,732,674</u>

Taranaki Stadium Trust
Statement of Financial Position
For the Three Years Ended 30 June 2022, 30 June 2023 and 30 June 2024

	Budget 2022	Budget 2023	Budget 2024
	\$	\$	\$
Assets			
Current assets			
Cash and cash equivalents	288,807	101,106	23,317
Debtors and other receivables	0	0	0
Total current assets	<u>288,807</u>	<u>101,106</u>	<u>23,317</u>
Non-current assets			
Property, plant and equipment	41,217,870	52,717,870	63,317,870
Total non-current assets	<u>41,217,870</u>	<u>52,717,870</u>	<u>63,317,870</u>
Total assets	<u>41,506,677</u>	<u>52,818,976</u>	<u>63,341,187</u>
Liabilities			
Current liabilities			
Creditors and other payables	80,000	80,000	80,000
Total current liabilities	<u>80,000</u>	<u>80,000</u>	<u>80,000</u>
Non-current liabilities			
Loan	14,977,331	20,652,560	26,528,513
Total non-current liabilities	<u>14,977,331</u>	<u>20,652,560</u>	<u>26,528,513</u>
Total liabilities	<u>15,057,331</u>	<u>20,732,560</u>	<u>26,608,513</u>
Net assets	<u>26,449,346</u>	<u>32,086,416</u>	<u>36,732,674</u>
Equity			
Accumulated funds	25,099,346	30,736,416	35,382,674
Asset Revaluation Reserve	1,350,000	1,350,000	1,350,000
Total equity attributable to the trust	<u>26,449,346</u>	<u>32,086,416</u>	<u>36,732,674</u>

Taranaki Stadium Trust
Statement of Cash Flows
For the Three Years Ended 30 June 2022, 30 June 2023 and 30 June 2024

	Budget 2022	Budget 2023	Budget 2024
	\$	\$	\$
Cash flows from operating activities			
Receipts from other revenue	10,678,669	7,178,669	7,178,669
Interest received	0	0	0
Payments to suppliers	(185,000)	(185,300)	(160,600)
Interest paid on the overdraft and bank fees	0	0	0
Goods and services tax (net)	0	0	0
Net cash from operating activities	<u>10,493,669</u>	<u>6,993,369</u>	<u>7,018,069</u>
Cash flows from investing activities			
Acquisition of property, plant and equipment	(19,800,000)	(12,500,000)	(12,500,000)
Net cash from investing activities	<u>(19,800,000)</u>	<u>(12,500,000)</u>	<u>(12,500,000)</u>
Cash flows from financing activities			
Loans raised	11,880,000	7,500,000	7,500,000
Interest paid	(200,000)	(356,299)	(471,811)
Repayment of borrowings	(2,102,669)	(1,824,771)	(1,624,047)
Net cash from financing activities	<u>9,577,331</u>	<u>5,318,930</u>	<u>5,404,142</u>
Net (decrease)/Increase in cash, cash equivalents and bank overdrafts	271,000	(187,701)	(77,789)
Cash, cash equivalents and bank overdrafts at the beginning of the year	17,807	288,807	101,106
Cash, cash equivalents and bank overdrafts at the end of the year	<u>288,807</u>	<u>101,106</u>	<u>23,317</u>

Regional Software Holdings Limited

Statement of Intent 2022/2023/2024

June 2021
Version 1.0

1 Introduction

This Statement of Intent is a declaration of the activities and intentions of Regional Software Holdings Limited (RSHL). The statement outlines the Directors' accountabilities to the shareholders for corporate performance, as is intended by Schedule 8 of the Local Government Act 2002.

RSHL has no subsidiaries or joint ventures.

1.1 Vision

To provide a high-quality shared service for the regional¹ council sector (and associated agencies) that delivers value to customers, shareholders and the sector.

1.2 Mission

Deliver shared solutions to the regional council sector along with collaborative outcomes through sector special interest groups to achieve:

- Consistent, good-practice regional council specific processes and functions
- Value through economies of scale
- Greater influence for the sector with central government through cohesion and collaboration
- Reduced risk through ensuring continuity of supply and control of the destiny of regional council sector specific software

1.3 Nature and Scope of Activities to be Undertaken

RSHL provides a framework for collaboration between the shareholders and across the sector. It supports the procurement or development of shared solutions in a manner that provides greater consistency in how we operate our core processes. RSHL provides a more cost effective alternative than individual councils can achieve on their own.

The company operates by facilitating collaborative initiatives between councils and through managed contractual arrangements. Some councils are both customers of RSHL and providers of service to RSHL.

RSHL activities are currently grouped into three key programmes of work:

IRIS	The IRIS Programme delivers the IRIS software platform to shareholder and customer councils. The IRIS software has been in use for 8 years and is currently in use at 7 councils. The 7 councils actively collaborate on the use of IRIS and the future development roadmap.
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¹ Including unitary authorities

	<p>With the IRIS NextGen Programme underway, the IRIS platform is now in it's sunset phase. (Being managed to retirement/replacement.)</p>
IRIS Next Generation	<p>RSHL and the member councils have determined that the IRIS software platform will need to be replaced within the next 2-4 years.</p> <p>IRIS Next Generation (NextGen) will be cloud based with better online and mobile features. IRIS NextGen will be more efficient for staff and customers.</p> <p>Along with the software solution, we will implement consistent "good practice" processes for the sector.</p> <p>Over the next two years, RSHL will identify:</p> <ul style="list-style-type: none"> • The IRIS NextGen solution • A transition plan for existing users • A growth plan to attract new councils to the program <p>The IRIS NextGen program will require changes to the shareholding and membership arrangements of RSHL. RSHL will implement these changes over the next two years.</p> <p>The budget for 2021/22 and indicative budget for subsequent years reflect the use of debt to fund the development of IRIS NextGen. This approach is seen as the best way to smooth the costs of the new solution over a longer term than would otherwise be the case.</p>
Sector Shared Services	<p>In 2020 the ReCoCo Programme was superseded by the Sector Financial Management System (SFMS).</p> <p>As part of the SFMS RSHL is responsible for the management of the funding for regional sector collaborative programmes.</p> <ul style="list-style-type: none"> • Regional Sector Office • Sector Business Plan • River Managers Programme • ReCoCo Technology Projects • EMaR Programme • Bio Managers Programme • Bio Control Programme <p>The sector has a budget of over \$2.5M for these initiatives. RSHL collects this funding from councils and engages suppliers to deliver services to achieve the outcomes from each of the programmes.</p> <p>ReCoCo is one of the programmes within the SFMS. Under the ReCoCo banner RSHL delivers collaborative technology projects for groups of regional councils under the ReCoCo Programme. The ReCoCo programme is led by the Corporate and Finance Special Interest Group.</p>

The success of IRIS, ReCoCo and the Sector Financial Management System is a key factor in the willingness within the sector to consider a full-fledged shared services organisation.

1.4 Values

In all RSHL decisions and interactions the Board and staff together with council participants who may be working within the RSHL framework will observe the following values and ethos:

- We are forward thinking and innovative
- We are responsive and deliver value
- We are professional and accountable
- We are flexible and open

1.5 Guiding Principles

- The right decision is that which provides the best outcomes for participating councils and the communities they serve.
- Our solutions will be practical, appropriate to the scale of the problem and affordable.
- Where appropriate we will utilise codes of practice and standards produced by industry groups.
- All parties to any decision or interaction will be treated with respect, dignity, integrity, and honesty.

1.6 Possible Opportunities for Growth

RSHL seeks to increase the value delivered to customers, shareholders and the sector.

RSHL has extended its collaboration framework and service delivery beyond the scope of the IRIS software product.

Through the Sector Financial Management System:

- RSHL will continue to deliver collaborative outcomes through the sector special interest.
- RSHL will work alongside the special interest groups to agree and deliver the collaborative work programme. This will operate on a cost recovery basis.
- RSHL will provide a vehicle for delivering shared solutions and services to the sector in order to achieve consistent, good practice regional sector specific processes.

RSHL will attract new councils to participate in defining and procuring the eventual replacement for IRIS – this is the IRIS NextGen project.

Over the next year RSHL expects to support the development of a regional sector shared services organisation, with a shareholding including most regional councils and unitary authorities.

New opportunities will be identified, and priorities set in the Business Plan. Other opportunities may arise and be investigated on a case by case basis. New activities will require explicit Board approval.

The potential market for RSHL to offer products and services is New Zealand Regional Councils and Unitary Authorities.

2 Objectives

The principal objective of RSHL is to deliver on the vision, mission and values.

The secondary objective of RSHL is to:²

- a) achieve the objectives of its Shareholders, both commercial and non-commercial as specified in this Statement of Intent;
- b) be a good employer;
- c) exhibit a sense of social and environmental responsibility by having regard to the interests of the community in which the Company operates and by endeavouring to accommodate or encourage these when able to do so.

3 Board's Approach to Governance

Members of RSHL's Board of Directors are appointed by the shareholders to govern and direct RSHL's activities. The Shareholders Agreement states that each shareholder has the right to appoint one Director, and that person will be the CEO, or a person nominated by the CEO.³ The Constitution allows each Director to appoint an alternative director.⁴ The Constitution also allows the Shareholders to appoint independent directors.⁵ The Constitution requires that the Board collectively must have relevant knowledge and experience of finance, public bodies, management, governance, and IT management.⁶

The Board is the overall final body responsible for all decision-making within the company. The Board is accountable to its shareholders for the financial and non-financial performance of the company.

Directors' behaviour is to comply with Institute of Directors' standards for Code of Conduct. The purpose of the code is to clarify how the Board of Directors shall define and deal with:

- The role and fundamental obligations of the Board
- Independence and conflict of interest, including conflict with management
- Board procedures, including the role of the Chairman and interaction with the General Manager
- Reliance on information and independent advice
- Confidentiality of company information
- Board and Director performance review and development

RSHL will conduct itself in accordance with its Constitution, its annual Statement of Intent agreed with shareholders, the provisions of the Local Government Act 2002 and the Companies Act 1993.

4 Ratio of Consolidated Shareholder's Funds to Total Assets

It is intended that for the 2021-22 financial year the proportion of equity to total assets be in excess of 60%. The board will re-evaluate this guideline as part of the debt and funding strategy for IRIS NextGen. A new guideline will be included in the 2022 Statement of Intent.

5 Accounting Policies

The financial statements of RSHL have been prepared in accordance with the requirements of the Local Government Act 2002 and the Companies Act 1993, which include the requirement to comply

² From: Constitution of Regional Software Holdings Ltd, Section 1.1

³RSHL Shareholders Agreement clause 4.1

⁴ RSHL Constitution clause 8.3

⁵ RSHL Constitution clause 8.4

⁶ RSHL Constitution clause 8.6

with New Zealand Generally Accepted Accounting Practice (NZGAAP), the Financial Reporting Act 1993 and the NZ PBE's Tier 2.

The financial statements have been prepared in accordance with Tier 2 Public Benefit Entity (PBE) Standards. RSHL is not publicly accountable and expenditure is not higher than \$30 million.

Appendix 1 includes RSHL's Accounting Policies

6 Performance Targets and Other Measures

Performance targets by which the success of the company may be judged in relation to its objectives are:

		2021/22	2022/23	2023/24
Non Financial	Undertake an annual survey of IRIS users and shareholder/customer Councils in relation to product performance, Datacom support and RSHL support. Provide a summary of the survey results in the annual report, including performance against the baseline. Survey results to be the same or better than the previous year.	Applies each year		
	Develop, approve and communicate the product strategy for IRIS NextGen.	Applies in the 2021/2022 year only.		
	Prepare and adopt the annual IRIS major enhancement roadmap by 30 June for delivery in the subsequent year.	Applies each year		
	Major Enhancement projects are completed within approved budget or (for items in progress) on track against their agreed timeline and budget at 30 June of each year.	Applies each year		
	Budgets for support and minor enhancements are approved by the Board by 30 June each year and delivery within these budgets is effectively managed by the Advisory Group and the General Manager.	Applies each year		
Financial	RSHL will operate within approved budget, with any material variations approved by the Board.	Applies each year		
	Annual charges for shareholders and customers to be at the level approved by the Board and Shareholder Councils based upon the approved operating budget and budgets for major and minor enhancements.	Applies each year		

Growth	Monitor the regional council sector market and explore/respond to opportunities to expand the customer and/or shareholder base of RSHL.	Applies each year
	Engage with councils in the sector to evaluate options for the eventual replacement of the current IRIS software package. The objective is to identify a solution that can be adopted by an increasing number of councils in the sector.	Applies each year
	Be a service delivery vehicle for regional council sector shared programmes under the Sector Financial Management System (or similar).	Applies every year.
	Be a service delivery vehicle for wider regional council sector and related bodies information management projects (ReCoCo) and related shared services. Projects to be delivered on time and on budget as agreed in each of the Statements of Work between RSHL and the ReCoCo Advisory Group.	Applies each year
	Work with the RCEOs Group to develop a business case for the Regional Sector Shared Services Organisation. Business Case to be considered by December 2021 to allow for the development of a new Statement of Intent in early 2022.	Applies in the 2021/2022 year only.

7 Distribution of Profits to Shareholders

RSHL does not have an objective to make a profit. It seeks to provide products and services at lower costs, and / or higher levels of service than shareholder councils can achieve on their own.

In order for RSHL to be subject to tax, generally it must meet the business test. Fundamental to this is a profit motive. Given the basis under which this CCO operates is to minimise the costs and generally operate on a cost recovery basis and that a pecuniary profit is not intended and highly unlikely, the lack of a profit motive is real.

The RSHL Shareholders Agreement states “If Operating Expenses for a fiscal year are less than the budgeted amount for such year, the Company will retain the funds for application to Operating Expenses for the subsequent fiscal year”⁷. Therefore there will not be a profit available for distribution.

8 Information to Be Provided to the Shareholders

The company will deliver the following Statements to shareholders:

- Within two months of the end of the first half of the financial year the following unaudited statements: Statement of Financial Performance, Statement of Financial Position, Statement of Cashflows and Service Performance.
- Within two months of the end of the financial year the following audited statements: Statement of Financial Performance, Statement of Financial Position, Statement of Cashflows, Service Performance plus a summary of how the company has fared against its objectives and prospects for the next financial year, and a report on the company’s medium to long-term plans.

⁷ Shareholders Agreement, clause 7.4

- The Directors shall approve by 1 March of each year a Draft Statement of Intent for the consideration of shareholders. The Directors must then consider any comments on the Draft Statement of Intent that are made by the shareholders and deliver the completed Statement of Intent to the shareholders by 30 June each year.
- Preparation of a draft Business Plan will begin each November, for the financial year that commences on the following June. This early preparation is to allow Shareholder Councils the ability to include any changes in Annual Fees, or any other form of financial impact, in their budget processes. The Board are to approve the business plan by the end of June prior to the commencement of the new financial year.
- Any new developments which have not been covered in the statement of corporate intent for the year. Including, but not limited to, an update on any outcomes arising from any changes in shareholding, including the effect on individual Council's shareholdings and apportionment of costs.
- Details of possible scenarios that might be foreseen that could result in annual fees increasing above approved budgets.
- Any other information which would normally be available to a shareholder, thereby enabling the shareholder to assess the value of its investment in the company.

9 Procedures for Major Transactions and Other Acquisitions and Disposals

The Company will not enter into major transactions as defined in Section 129(2) of the Companies Act 1993 without the consent of the shareholders.

10 Procedures for Issue of Shares

The RSHL shareholder agreement requires the approval of the Shareholders holding at least of 75% of the shares for "the issuing or acquisition of any Shares or any change to the rights attaching to any Shares"⁸.

11 Activities for Which Compensation Is Sought

Payment of an Annual Fee for IRIS will be sought from all customers of RSHL, which includes Shareholder Councils, for annual support and development fees, as set out in the License Agreement. The IRIS annual support fee also includes funding to cover the cost of running RSHL.

It is noted that other products or services may be delivered by RSHL. Any such services will only be delivered after the Directors have considered each individual business case including the proposed budget and agreed that the proposed service meets the objectives of RSHL.

Any ongoing activities to identify develop or procure additional products or services will be budgeted for in advance, subject to the business case. The subsequent recovery from one or more shareholder or customer councils will be agreed by the Directors on a case by case basis in accordance with the RSHL Constitution.

12 Estimate of Commercial Value of The Shareholder's Investment

The Directors' estimate of the commercial value of the Shareholders' investment in RSHL is equal to the Shareholders' equity in the Company. Reassessment of the value of this shareholding shall be undertaken on or about 30 June each year.

⁸ RSHL Subscription & Shareholders Agreement Section 5.1 (b)

The technologies used to develop the IRIS product will eventually reach the end of their useful life. From time to time, RSHL will need to reinvest to ensure the underlying technology remains fit for purpose and current. RSHL will identify the technologies for the next iteration of IRIS and the level of re-investment required. Future statements of intent will provide for this reinvestment. The impact on the residual value of the existing IRIS product will be reassessed at that time.

13 Shareholding

Regional Software Holdings Limited (RSHL) was formed on 17 October 2012. At the time of formation the company issued 10,000 shares to its shareholders based on a previously agreed sizing formula. The following shareholding was agreed:

Shareholder	Percentage	# of shares
Waikato Regional Council	32.75%	3,275
Northland Regional Council	16.75%	1,675
Horizons Regional Council	15.50%	1,550
Taranaki Regional Council	15.50%	1,550
Southland Regional Council	15.50%	1,550
West Coast Regional Council	4.00%	400

14 Proportion of Member Contributions

Member contributions for IRIS and the operation of RSHL will be collected in the following proportions.

Shareholder	Percentage
Waikato Regional Council	36.78%
Northland Regional Council	13.55%
Horizons Regional Council	18.17%
Taranaki Regional Council	13.55%
Southland Regional Council	13.55%
West Coast Regional Council	4.4%
Total	100%

Statement of Intent 2021-2022
Regional Software Holdings Limited
Statement of Financial Performance
For the 12 Months to 30 June

2020/21 Budget	Notes	2021/22 SOI	2022/23 Indicative	2023/24 Indicative
Income				
1,196,928	Members Contribution	1,214,881	1,239,179	1,264,211
1,196,928		1,214,881	1,239,179	1,264,211
Other Income				
600	Interest Received	600	600	600
0	Saas	0	0	0
0	Cognise & Elearning licences	0	0	0
125,163	Council Specific Funding	126,066	128,588	131,185
154,612	User Funding	156,931	160,070	163,303
0	ReCoCo Expense Recovery	75,000	75,000	75,000
1,477,303	Total Income	1,573,479	1,603,437	1,634,299
Expenditure				
Administration costs				
10,322	Administration costs	9,522	9,586	11,148
27,264	Accounting & Technical Support	32,343	32,666	33,308
5,900	Audit & Legal fees	86,534	26,765	27,305
212,815	Datacom Support Services	260,000	263,900	267,859
524,200	Technical Services	646,040	539,581	543,174
22,000	Environment Charges	22,444	22,893	23,356
0	Finance Costs	20,000	40,000	60,000
190,400	Management Fees	145,000	147,900	290,888
158,255	Personnel Costs	176,610	180,142	183,781
16,000	Promotional Costs	8,000	3,000	3,000
30,630	Independent Director's Fees	33,000	33,660	34,340
18,750	Travel & Meeting Costs	18,750	18,750	18,750
125,163	Other Direct Software	126,066	128,588	131,185
1,341,699	<i>Total administration costs</i>	1,584,310	1,447,431	1,628,093
Sundry other costs				
900,438	Depreciation	920,438	992,438	1,139,438
2,242,137	Total expenditure:	2,504,748	2,439,869	2,767,531
	Surplus/ (Deficit) from RSHL Activities	(931,269)	(836,432)	(1,133,232)
ReCoCo Activity				
Income				
220,000	Regional Sector Funding	2,551,392	2,551,392	2,551,392
	Total Income	2,551,392	2,551,392	2,551,392
Expenses				
	Administration Costs	25,000	25,000	25,000
	Personnel Costs	50,000	50,000	50,000
220,000	Regional Sector Shared Services Expenditure	2,476,392	2,476,392	2,476,392
	Total expenditure:	2,551,392	2,551,392	2,551,392
	Operating Surplus for ReCoCo Activities	0	0	0
(764,834)	Surplus/(Deficit) before Tax	(931,269)	(836,432)	(1,133,232)
	Income Tax Expenses			
(764,834)	Surplus/(Deficit) after Tax	(931,269)	(836,432)	(1,133,232)

Regional Software Holdings Limited
Statement of Financial Position
As at 30 June

2020/21 Budget	<u>Statement of Financial Position</u>	Notes	2021/22 SOI	2022/23 Indicative	2023/24 Indicative
	ASSETS				
	Current assets				
630,630	Bank Accounts and Cash		899,799	585,805	642,010
	Debtors and Prepayments				
	Non Current Assets				
3,518,909	Property, Plant & Equipment		3,318,471	3,796,034	3,606,596
<u>4,149,539</u>	Total Assets		<u>4,218,271</u>	<u>4,381,839</u>	<u>4,248,606</u>
	LIABILITIES				
	Current liabilities				
0	Creditors and Accrued Expenses		0	0	0
0	Income Received in Advance		0	0	0
	Non Current Liabilities				
0	Borrowings		1,000,000	2,000,000	3,000,000
<u>0</u>	Total Liabilities		<u>1,000,000</u>	<u>2,000,000</u>	<u>3,000,000</u>
<u>4,149,539</u>	NET ASSETS		<u>3,218,271</u>	<u>2,381,839</u>	<u>1,248,606</u>

REPRESENTED BY:

2020/21 Budget		2021/22 SOI	2022/23 Indicative	2023/24 Indicative
	Equity			
5,149,150	Equity	5,149,150	5,149,150	5,149,150
(764,834)	Current Year Earnings	(931,269)	(836,432)	(1,133,232)
(234,777)	Retained Earnings	(999,611)	(1,930,880)	(2,767,312)
<u>4,149,539</u>	Total Equity	<u>3,218,271</u>	<u>2,381,839</u>	<u>1,248,606</u>
		(1)	(1)	0
(0)	<u>Statement of Movement in Equity</u>			
	Opening Equity	4,149,539	3,218,271	2,381,839
	Comprehensive income for the year	(931,269)	(836,432)	(1,133,232)
0	Total Equity	3,218,271	2,381,839	1,248,606

Regional Software Holdings Limited
Statement of Cash Flows
For the 12 Months to 30 June

2020/21 Budget	Notes	2021/22 SOI	2022/23 Indicative	2023/24 Indicative
Cashflows from Operating Activities				
<u>Cash received from:</u>				
374,612		2,783,323	2,786,462	2,789,695
1,322,091		1,340,948	1,367,767	1,395,396
600		600	600	600
		0	0	0
1,697,303		4,124,871	4,154,829	4,185,691
<u>Cash applied to:</u>				
1,561,699		4,135,702	3,998,823	4,179,485
0		0	0	0
0		0	0	0
1,561,699		4,135,702	3,998,823	4,179,485
135,604		(10,831)	156,006	6,205
Cashflow from Investing Activities				
<u>Cash received from:</u>				
0		0	0	0
0		0	0	0
0		0	0	0
<u>Cash applied to:</u>				
200,000		720,000	1,470,000	950,000
0		0	0	0
200,000		720,000	1,470,000	950,000
(200,000)		(720,000)	(1,470,000)	(950,000)
Cashflow from Financing Activities				
<u>Cash received from:</u>				
0		0	0	0
0		1,000,000	1,000,000	1,000,000
0		1,000,000	1,000,000	1,000,000
<u>Cash applied to:</u>				
0		0	0	0
0		0	0	0
(64,396)		1,000,000	1,000,000	1,000,000
Net increase (decrease) in cash-flow for the year				
695,026		269,169	(313,994)	56,205
630,630		630,630	899,799	585,805
Closing cash balance				
630,630		899,799	585,805	642,010
Made up of:				
25,000		25,000	25,000	25,000
605,630		874,799	560,805	617,010
630,630		899,799	585,805	642,010

Appendix 1: Accounting Policies

1 General Information

Reporting Entity

Regional Software Holdings Limited (RSHL) is a Council Controlled Organisation (CCO), owned by Waikato Regional Council (32.75%) Northland Regional Council (16.75%) Horizons Regional Council (15.50%) Taranaki Regional Council (15.50%) Southland Regional Council (15.50%) and West Coast Regional Council (4.00%). RSHL was incorporated on 17 October 2012.

RSHL was primarily incorporated for the purposes of managing the investment and development of IRIS Software, and has designated itself a Public Benefit Entity (PBE), in keeping with the designation of the shareholders.

Public Benefit Entity Simple Format Reporting

The financial statements of RSHL have been prepared in accordance with the requirements of the Local Government Act 2002, which include the requirement to comply with New Zealand Generally Accepted Accounting Practice (NZGAAP).

The financial statements have been prepared to comply with Public Benefit Entity Standards (PBE Standards) for a Tier 2 entity. RSHL is not publicly accountable and expenditure is not higher than \$30 million. These financial statements comply with PBE standard.

Basis of Preparation of the Financial Statements

The prospective financial statements have been prepared on the going concern basis, and the accounting policies have been applied consistently throughout the period. The financial statements will be prepared on a historical cost basis.

Statement of Compliance

The financial statements of RSHL have been prepared in accordance with the requirements of the Local Government Act 2002 and the Companies Act 1993, which include the requirement to comply with New Zealand Generally Accepted Accounting Practice (NZGAAP).

The financial statements have been prepared to comply with Tier 2 Public Benefit Entity (PBE) Standards. RSHL is not publicly accountable and expenditure is not higher than \$30 million.

These financial statements comply with PBE Standards.

Presentation Currency and Rounding

The prospective financial statements have been prepared in New Zealand dollars and there will be rounding in the numbers in the financial statements, as the financial model used calculates to the cent but the annual report is rounded to the nearest dollar.

The functional currency of RSHL is New Zealand dollars.

The reporting period for these prospective financial statements is the year ending 30 June.

2 Summary of Significant Accounting Policies

Revenue

Revenue is measured at the fair value of consideration received or receivable.

Members Contributions and Other forms of Revenue (excluding investment revenue), including fees, charges, and other revenues are recognised on an accrual basis.

Interest revenue is recorded as it is earned.

Expenditure

Expenditure is recognised on an accrual basis when the service was provided, or the goods received.

Costs associated with maintaining the IRIS software suite are recognised as an expense when incurred.

Bank Accounts and Cash

Cash and cash equivalents include cash on hand, on demand or call deposits, other short-term deposits with original maturities of three months or less, and bank overdrafts.

Bank overdrafts are presented as a current liability in the Statement of Financial Position.

Debtors

Debtors are initially recorded at the amount owed. When it is likely the amount owed (or some portion) will not be collected, a provision for impairment is recognised and the loss is recorded as a bad debt expense.

Inventories

Inventory is initially recorded at cost. Goods held for sale are subsequently measured at the lower of cost and their selling process. Goods for use or distribution are subsequently measured at cost and written down if they become obsolete.

Goods and Services Tax (GST)

RSHL is registered for GST; these financial statements are presented net of GST, except for receivables and payables which are inclusive of GST. Where GST paid is not recoverable, due to it relating to exempt items, the GST inclusive amount is recognised as part of the related asset or expense including the GST relating to investing and financing activities.

The net amount of GST recoverable from, or payable to, the IRD is included as part of receivables or payables in the statement of financial position.

The net GST paid to, or recovered from, the Inland Revenue Department is recognised as an item in operating cash flow in the statement of cash flows.

Commitments and contingencies are disclosed exclusive of GST.

Income Tax

Income tax expenses calculated using the taxes payable method. As a result no allowance is made for deferred tax. Tax expense includes the current tax liability and adjustments to prior year tax liabilities.

Creditors and Accrued Expenses

Creditors and accrued expenses are measured at the amount owed.

Property, Plant and Equipment

Software acquisition and development

Costs that are directly associated with the development of the IRIS software suite are recognised as property, plant and equipment.

Depreciation

Depreciation begins when the asset is available for use and ceases at the date that the asset is derecognised. The depreciation charge for each period is recognised through the Statement of Financial Performance.

The carrying value is depreciated on a straight-line basis over its useful life. The useful life and associated depreciation rate for the IRIS software suite is 10 years and 10%. Revising changing to 20% over five years

Where software in this category is replaced, upgraded or determined by RSHL to be of no further operational benefit, a change in value will be recognised through the Statement of Financial Performance. This change in value will be the difference between the carrying value of the original item and its fair value.

Critical Accounting Estimates and Assumptions

In preparing these financial statements, RSHL has made estimates and assumptions concerning the future. These estimates and assumptions may differ from the subsequent actual results. Estimates and assumptions are continually evaluated and are based on historical experience and other factors, including expectations or future events that are believed to be reasonable under the circumstances.

Additional Disclosure

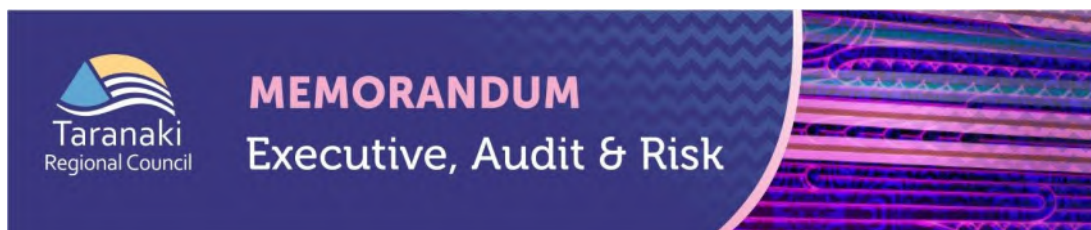
The Companies Act 1993 requires disclosure of the amount of donations, audit fees, fees for other services from the auditor, and the number of employees of the company who received remuneration and other benefits above \$100,000 per annum, in brackets of \$10,000.

Note For Information: Requirements for Statement of Intent

Source: Office of the Auditor General

<http://www.oag.govt.nz/2007/corporate-intent/appendix2.htm>

Item	Section
Statement of intent	This document
Coverage over three financial years and updated annually	1 & 8 & 6
Objectives of the group	2
A statement of the board's approach to governance	3
Nature and scope of the activities to be undertaken	1
Ratio of consolidated shareholders' funds to total assets, and the definitions of those terms	4
Accounting policies	5
Performance targets and other measures by which the performance of the group may be judged in relation to its objectives	6
An estimate of the amount or proportion of accumulated profits and capital reserves that is intended to be distributed to the shareholders	7
The kind of information to be provided to the shareholders/ shareholding Ministers by the organisation during the course of the next three financial years	8 (Shareholders)
Procedures to be followed before any member or the group subscribes for, purchases, or otherwise acquires shares in any company or other organisation	9
Any activities for which the board seeks compensation from any local authority, Harbour Board, or the Crown (whether or not the relevant entity has agreed to provide the compensation)	11 (Local authority)
The board's estimate of the commercial value of the Crown/shareholders' investment in the group and the manner in which, and the times at which, that value is to be reassessed	12 (Shareholders)
Other matters that are agreed by the shareholders/ shareholding Ministers and the board	none (Shareholders)
Annual report should contain information that is necessary to enable an informed assessment of the operations of the parent entity and its subsidiaries, including a comparison of performance with the relevant statement of intent or statement of corporate intent	8 (Plus explanation of material variances)



Date: 2 August 2021

Subject: **2020/2021 Annual Report Audit Engagement Letter**

Approved by: M J Nield, Director - Corporate Services
S J Ruru, Chief Executive

Document: 2830326

Purpose

1. The purpose of this memorandum is to receive and consider the Audit Engagement Letter relating to the audit of the *2020/2021 Annual Report*.

Recommendations

That the Taranaki Regional Council:

- a) receives and approves the Audit Engagement Letter for the audit of the *2020/2021 Annual Report*.

Background

2. The Council is commencing the process of preparing, auditing and adopting its *2020/2021 Annual Report*. The Council's auditors (Deloitte) are, similarly, preparing for the audit of the *Annual Report*.

Discussion

3. Deloitte have prepared an Audit Engagement Letter. As its name suggests, this letter outlines the basis under which the audit is to be undertaken, each party's responsibilities and the reporting to be undertaken. This is a standard document.
4. Management have had the opportunity to review and comment on the Audit Engagement Letter. There are no issues of concern and, accordingly, it is recommended that the document be received and approved.

Financial considerations—LTP/Annual Plan

5. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

6. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

7. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

Community considerations

8. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

Legal considerations

9. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

Document 2830325: Deloitte 2020/2021 Audit Engagement Letter



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10 June 2021

The Chairperson and Councillors
Taranaki Regional Council
Private Bag 713
STRATFORD 2392

Dear Councillors

AUDIT ENGAGEMENT LETTER

This audit engagement letter is sent to you on behalf of the Auditor-General who is the auditor of all “public entities”, including Taranaki Regional Council, under section 14 of the Public Audit Act 2001 (the Act). The Auditor-General has appointed me, Melissa Youngson, using the staff and resources of Deloitte Limited, under section 32 and 33 of the Act, to carry out the annual audits of the Taranaki Regional Council’s financial statements and performance information. We will be carrying out these annual audits on the Auditor-General’s behalf, for the year ending 30 June 2021.

This letter outlines:

- the terms of the audit engagement and the nature, and limitations, of the annual audit; and
- the respective responsibilities of the Chairperson and Councillors (“Council”) and me, as the Appointed Auditor, for the financial statements and performance information.

The objectives of the annual audit are:

- to provide an independent opinion on the Council’s financial statements and performance information; and
- to report on other matters that come to our attention as part of the annual audit. Typically those matters will relate to issues of financial management and accountability.

We will carry out the audit in accordance with the Auditor-General’s Auditing Standards, which incorporate the Professional and Ethical Standards and the International Standards on Auditing (New Zealand) issued by the New Zealand Auditing and Assurance Standards Board (collectively the Auditing Standards). The Auditing Standards require that we comply with ethical requirements, and plan and perform the annual audit to obtain reasonable assurance about whether the Taranaki Regional Council’s financial statements and performance information are free from material misstatement. The Auditing Standards also require that we remain alert to issues of concern to the Auditor-General. Such issues tend to relate to matters of financial management and accountability.

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Your responsibilities

Our audit will be carried out on the basis that the Council acknowledges that it has responsibility for:

- preparing the financial statements and performance information in accordance with any applicable legal requirements and financial reporting standards;
- having such internal control as determined necessary to enable the preparation of financial statements and performance information that are free from material misstatement, whether due to fraud or error; and
- providing us with:
 - access to all information relevant to preparing the financial statements and performance information such as records, documentation, and other information;
 - all other information, in addition to the financial statements and performance information, to be included in the annual report;
 - additional information that we may request from the Taranaki Regional Council for the purpose of the audit;
 - unrestricted access to Council members and employees that we consider necessary; and
 - written confirmation concerning representations made to us in connection with the audit.

In addition, the Council is responsible:

- for the preparation of the summary financial statements and summary performance information;
- for making the audited summary financial statements and summary performance information readily available to the intended users of that information; and
- for including our audit report on the summary financial statements and summary performance information in any document that contains that information and that indicates that we have reported on that information.

The Council's responsibilities extend to all resources, activities, and entities under its control. We expect that the Council will ensure:

- the resources, activities, and entities under its control have been operating effectively and efficiently;
- it has complied with its statutory obligations including laws, regulations, and contractual requirements;
- it has carried out its decisions and actions with due regard to minimising waste;
- it has met Parliament's and the public's expectations of appropriate standards of behaviour in the public sector in that it has carried out its decisions and actions with due regard to probity; and
- its decisions and actions have been taken with due regard to financial prudence.

We expect the Council and/or the individuals within the Taranaki Regional Council with delegated authority, to immediately inform us of any suspected fraud, where there is a reasonable basis that suspected fraud has occurred - regardless of the amount involved. Suspected fraud also includes instances of bribery and/or corruption.

The Council has certain responsibilities relating to the preparation of the financial statements and performance information and in respect of financial management and accountability matters. These specific responsibilities are set out in Annex 1. Annex 2 contains some additional responsibilities relating to the health and safety of audit staff. We expect members of the Council to be familiar with those responsibilities and, where necessary, have obtained advice about them.

The Council should have documented policies and procedures to support its responsibilities. It should also regularly monitor performance against its objectives.



Our responsibilities

Carrying out the audit

We are responsible for forming an independent opinion on whether the financial statements of Taranaki Regional Council:

- present fairly, in all material respects:
 - its financial position as at 30 June 2021; and
 - its financial performance and cash flows for the year then ended;
- comply with generally accepted accounting practice in New Zealand in accordance with Public Benefit Entity Reporting Standards; and
- the funding impact statement, presents fairly, in all material aspects, the amount of funds produced from each source of funding and how the funds were applied as compared to the information included in the Council's Annual Plan.

We are also responsible for forming an independent opinion on whether the performance information of Taranaki Regional Council:

- presents fairly, in all material respects, the performance for the year ended 30 June 2021, including:
 - the levels of service achieved compared with the intended levels of service and whether any intended changes to levels of service were achieved;
 - the reasons for any significant variation between the levels of service achieved and the intended levels of service; and
- complies with generally accepted accounting practice in New Zealand; and
- the statement about capital expenditure for each group of activities, presents fairly, in all material respects, actual capital expenditure as compared to the budgeted capital expenditure included in the Council's Annual Plan; and
- the funding impact statement for each group of activities, presents fairly, in all material aspects, the amount of funds produced from each source of funding and how the funds were applied as compared to the information included in the Council's Annual Plan.

An audit involves obtaining evidence about the amounts and disclosures in the financial statements and performance information. How we obtain this information depends on our judgement, including our assessment of the risks of material misstatement of the financial statements and performance information, whether due to fraud or error. An audit also includes evaluating the appropriateness of accounting policies and the reasonableness of accounting estimates, as well as evaluating the overall presentation of the financial statements and performance information.

We do not examine every transaction, nor do we guarantee complete accuracy of the financial statements and performance information. Because of the inherent limitations of an audit, together with the inherent limitations of internal control, there is an unavoidable risk that some material misstatements may not be detected, even though the audit is properly planned and performed in accordance with the Auditing Standards.

During the audit, we obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Council's internal controls. However, we will communicate to you in writing about any significant deficiencies in internal control relevant to the audit of the financial statements and performance information that we identify during the audit.



During the audit, the audit team will:

- be alert for issues of effectiveness and efficiency – in particular, how the Council and the Regional Council have carried out their activities;
- consider laws and regulations relevant to the audit;
- be alert for issues of waste – in particular, whether the Council obtained and applied the resources of the Regional Council in an economical manner, and whether any resources are being wasted;
- be alert for issues of a lack of probity – in particular, whether the Council and the Regional Council have met Parliament's and the public's expectations of appropriate standards of behaviour in the public sector; and
- be alert for issues of a lack of financial prudence.

You agree that, for the purpose of providing the services covered by this letter, we may use third parties, wherever located, to store and process information received from you or your agents; provided that such third parties are bound by confidentiality obligations similar to those contained in the Terms. For example, Deloitte uses a cloud services platform (currently Microsoft Azure), to host an integrated suite of audit tools which may be used as part of our engagement with you.

Our independence

It is essential that the audit team and Deloitte Limited remain both economically and attitudinally independent of Taranaki Regional Council (the Regional Council); including being independent of management personnel and members of the Council). This involves being, and appearing to be, free of any interest that might be regarded, whatever its actual effect, as being incompatible with the objectivity of the audit team and the Deloitte Limited.

To protect our independence, specific limitations are placed on us in accepting engagements with the Council other than the annual audit. We may accept certain types of other engagements, subject to the requirements of the Auditing Standards. Any other engagements must be the subject of a separate written arrangement between the Council and myself or Deloitte Limited.

Reporting

We will issue an independent audit report that will be attached to the financial statements and performance information. This report contains our opinion on the fair presentation of the financial statements and performance information and whether they comply with the applicable reporting requirements. The audit report may also include comment on other financial management and accountability matters that we consider may be of interest to the addressee of the audit report. In addition, we will issue an audit report that will be attached to the summary financial statements and summary performance information. This audit report will contain an opinion that provides the same level of assurance as the audit report on the full financial statements and full performance information.

We will also issue a management letter that will be sent to the Council. This letter communicates any matters that come to our attention during the audit that, in our opinion, are relevant to the Council. Typically those matters will relate to issues of financial management and accountability. We may also provide other management letters to the Taranaki Regional Council from time to time. We will inform the Council of any other management letters we have issued.

Please note that the Auditor-General may publicly report matters that are identified in the annual audit, in keeping with section 21 of the Public Audit Act 2001.



Next steps

Please acknowledge receipt of this letter and the terms of the audit engagement by signing the enclosed copy of the letter in the space provided and returning it to me. The terms will remain effective until a new Audit Engagement Letter is issued.

If you have any questions about the audit generally, or have any concerns about the quality of the audit, you should contact me as soon as possible. If after contacting me you still have concerns, you should contact the Director of Auditor Appointments at the Office of the Auditor-General on (04) 917 1500.

If you require any further information, or wish to discuss the terms of the audit engagement further before replying, please do not hesitate to contact me.

Yours sincerely

A handwritten signature in black ink, appearing to read "M. Youngson".

Melissa Youngson
Partner
for Deloitte Limited
On behalf of the Auditor-General



I acknowledge the terms of this engagement and that I have the required authority on behalf of the Council.

Signature:

Name:

Title: Date:

Annex 1 – Respective specific responsibilities of the Council and the Appointed Auditor

Responsibilities for the financial statements and performance information	
<i>Responsibilities of the Council</i>	<i>Responsibilities of the Appointed Auditor</i>
<p>You are required by legislation to prepare financial statements and performance information in accordance with legal requirements and financial reporting standards.</p> <p>You must also ensure that any accompanying information in the annual report is consistent with that reported in the audited financial statements and performance information.</p> <p>You are required by legislation to prepare the financial statements and performance information and provide that information to us before the statutory reporting deadline. It is normal practice for you to set your own timetable to comply with statutory reporting deadlines. To meet the reporting deadlines, we are dependent on receiving the financial statements and performance information ready for audit and in enough time to enable the audit to be completed. "Ready for audit" means that the financial statements and performance information have been prepared in accordance with legal requirements and financial reporting standards, and are supported by proper accounting records and complete evidential documentation.</p>	<p>We are responsible for carrying out an annual audit, on behalf of the Auditor-General. We are responsible for forming an independent opinion on whether the financial statements:</p> <ul style="list-style-type: none"> - present fairly, in all material respects: <ul style="list-style-type: none"> - the financial position as at 30 June 2021; and - the financial performance and cash flows for the year then ended; - comply with generally accepted accounting practice in New Zealand in accordance with Public Benefit Entity Reporting Standards. - the funding impact statement, presents fairly, in all material respects, the amount of funds produced from each source of funding and how the funds were applied as compared to the information included in the Council's Annual Plan; <p>We are also responsible for forming an independent opinion on whether the performance information:</p> <ul style="list-style-type: none"> - presents fairly, in all material respects, the performance for the year ended 30 June 2021, including: <ul style="list-style-type: none"> - the levels of service achieved compared with the intended levels of service and whether any intended changes to levels of service were achieved; and - the reasons for any significant variation between the levels of service achieved and the intended levels of service. - complies with generally accepted accounting practice in New Zealand; and - the statement about capital expenditure for each group of activities, presents fairly, in all material respects, actual capital expenditure as compared to the budgeted capital expenditure included in the Council's Annual Plan; and - the funding impact statement for each group of activities, presents fairly, in all material respects, the amount of funds produced from each source of funding and how the funds were applied as compared to the information included in the Council's Annual Plan.

	<p>Materiality is one of the main factors affecting our judgement on the areas to be tested and on the timing, nature, and extent of the tests and procedures performed during the audit. In planning and performing the annual audit, we aim to obtain reasonable assurance that the financial statements and performance information do not have material misstatements caused by either fraud or error. Material misstatements are differences or omissions of amounts and disclosures that, in our judgement, are likely to influence the audit report addressee's overall understanding of the financial statements and performance information.</p> <p>If we find material misstatements that are not corrected, they will be referred to in the audit opinion. The Auditor-General's preference is for you to correct any material misstatements and avoid the need for them to be referred to in the audit opinion.</p> <p>An audit also involves evaluating:</p> <ul style="list-style-type: none"> - the appropriateness of accounting policies used and whether they have been consistently applied; - the reasonableness of the significant accounting estimates and judgements made by those charged with governance; - the appropriateness of the content and measures in any performance information; - the adequacy of the disclosures in the financial statements and performance information; and - the overall presentation of the financial statements and performance information. <p>We will ask you for written confirmation of representations made about the financial statements and performance information. In particular, we will seek confirmation that:</p> <ul style="list-style-type: none"> - the adoption of the going concern basis of accounting is appropriate; - all material transactions have been recorded and are reflected in the financial statements and performance information; - all instances of non-compliance or suspected non-compliance with laws and regulations have been disclosed to us; and - uncorrected misstatements noted during the audit are immaterial to the financial statements and performance information. <p>Any representation made does not in any way reduce our responsibility to perform appropriate audit procedures and enquiries.</p>
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	<p>We will ensure that the annual audit is completed by the reporting deadline or, if that is not practicable because of the non-receipt or condition of the financial statements and performance information, or for some other reason beyond our control, as soon as possible after that.</p> <p>The work papers that we produce in carrying out the audit are the property of the Auditor-General. Work papers are confidential to the Auditor-General and subject to the disclosure provisions in section 30 of the Public Audit Act 2001.</p>
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Responsibilities for the accounting records	
<i>Responsibilities of the Council</i>	<i>Responsibilities of the Appointed Auditor</i>
<p>You are responsible for maintaining accounting and other records that:</p> <ul style="list-style-type: none"> - correctly record and explain the transactions of the public entity; - enable you to monitor the resources, activities, and entities under your control; - enable the public entity's financial position to be determined with reasonable accuracy at any time; - enable you to prepare financial statements and performance information that comply with legislation (and that allow the financial statements and performance information to be readily and properly audited); and - are in keeping with the requirements of the Commissioner of Inland Revenue. 	<p>We will perform sufficient tests to obtain reasonable assurance as to whether the underlying records are reliable and adequate as a basis for preparing the financial statements and performance information.</p> <p>If, in our opinion, the records are not reliable or accurate enough to enable the preparation of the financial statements and performance information and the necessary evidence cannot be obtained by other means, we will need to consider the effect on the audit opinion.</p>

Responsibilities for accounting and internal control systems	
<i>Responsibilities of the Council</i>	<i>Responsibilities of the Appointed Auditor</i>
<p>You are responsible for establishing and maintaining accounting and internal control systems (appropriate to the size of the public entity), supported by written policies and procedures, designed to provide reasonable assurance as to the integrity and reliability of financial and - where applicable - performance information reporting.</p>	<p>The annual audit is not designed to identify all significant weaknesses in your accounting and internal control systems. We will review the accounting and internal control systems only to the extent required to express an opinion on the financial statements and performance information.</p> <p>We will report to you separately, on any significant weaknesses in the accounting and internal control systems that come to our notice and that we consider may be relevant to you. Any such report will provide constructive recommendations to assist you to address those weaknesses.</p>

Responsibilities for preventing and detecting fraud and error	
<i>Responsibilities of the Council</i>	<i>Responsibilities of the Appointed Auditor</i>
<p>The responsibility for the prevention and detection of fraud and error rests with you, through the implementation and continued operation of adequate internal control systems (appropriate to</p>	<p>We design our audit to obtain reasonable, but not absolute, assurance of detecting fraud or error that would have a material effect on the financial statements and performance information. We will review the accounting and internal control systems</p>

<p>the size of the public entity) supported by written policies and procedures.</p> <p>We expect you to formally address the matter of fraud, and formulate an appropriate policy on how to minimise it and (if it occurs) how it will be dealt with. Fraud also includes bribery and corruption.</p> <p>We expect you to consider reporting all instances of actual, suspected, or alleged fraud to the appropriate law enforcement agency, which will decide whether proceedings for a criminal offence should be instituted. We expect you to immediately inform us of any suspected fraud where you, and/or any individuals within the Taranaki Regional Council with delegated authority have a reasonable basis that suspected fraud has occurred - regardless of the amount involved.</p>	<p>only to the extent required for them to express an opinion on the financial statements and performance information, but we will:</p> <ul style="list-style-type: none"> - obtain an understanding of internal control and assess its ability for preventing and detecting material fraud and error; and - report to you any significant weaknesses in internal control that come to our notice. <p>We are required to immediately advise the Office of the Auditor-General of all instances of actual, suspected, or alleged fraud.</p> <p>As part of the audit, you will be asked for written confirmation that you have disclosed all known instances of actual, suspected, or alleged fraud to us.</p> <p>If we become aware of the possible existence of fraud, whether through applying audit procedures, advice from you, or management, or by any other means, we will communicate this to you with the expectation that you will consider whether it is appropriate to report the fraud to the appropriate law enforcement agency. In the event that you do not report the fraud to the appropriate law enforcement agency, the Auditor-General will consider doing so, if it is appropriate for the purposes of protecting the interests of the public.</p>
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Responsibilities for compliance with laws and regulations	
<i>Responsibilities of the Council</i>	<i>Responsibilities of the Appointed Auditor</i>
<p>You are responsible for ensuring that the public entity has systems, policies, and procedures (appropriate to the size of the public entity) to ensure that all applicable legislative, regulatory, and contractual requirements that apply to the activities and functions of the public entity are complied with. Such systems, policies, and procedures should be documented.</p>	<p>We will obtain an understanding of the systems, policies, and procedures put in place for the purpose of ensuring compliance with those legislative and regulatory requirements that are relevant to the audit. Our consideration of specific laws and regulations will depend on a number of factors, including:</p> <ul style="list-style-type: none"> - the relevance of the law or regulation to the audit; - our assessment of the risk of non-compliance; - the impact of non-compliance for the addressee of the audit report <p>The way in which we will report instances of non-compliance that come to our attention will depend on considerations of materiality or significance. We will report to you and to the Auditor-General all material and significant instances of non-compliance.</p> <p>We will also report to you any significant weaknesses that we observe in internal control systems, policies, and procedures for monitoring compliance with laws and regulations.</p>



Responsibilities to establish and maintain appropriate standards of conduct and personal integrity	
<i>Responsibilities of the Council</i>	<i>Responsibilities of the Appointed Auditor</i>
<p>You should at all times take all practicable steps to ensure that your members and employees maintain high standards of conduct and personal integrity. You should document your expected standards of conduct and personal integrity in a "Code of Conduct" and, where applicable, support the "Code of Conduct" with policies and procedures.</p> <p>The expected standards of conduct and personal integrity should be determined by reference to accepted "Codes of Conduct" that apply to the public sector.</p>	<p>We will have regard to whether you maintain high standards of conduct and personal integrity – particularly in matters relating to financial management and accountability. Specifically, we will be alert for significant instances where members and employees of the public entity may not have acted in accordance with the standards of conduct and personal integrity expected of them.</p> <p>The way in which we will report instances that come to our attention will depend on significance. We will report to you and to the Auditor-General all significant departures from expected standards of conduct and personal integrity that come to our attention during the audit.</p> <p>The Auditor-General, on receiving a report from us, may, at his discretion and with consideration of its significance, decide to conduct a performance audit of, or an inquiry into, the matters raised. The performance audit or inquiry will be subject to specific terms of reference, in consultation with you. Alternatively, the Auditor-General may decide to publicly report the matter without carrying out a performance audit or inquiry.</p>

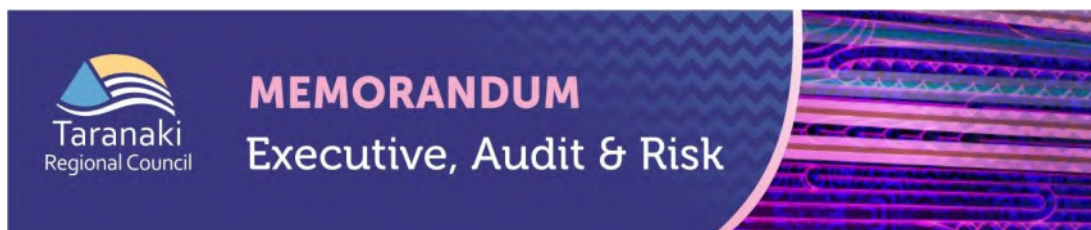
Responsibilities for conflicts of interest and related parties	
<i>Responsibilities of the Council</i>	<i>Responsibilities of the Appointed Auditor</i>
<p>You should have policies and procedures to ensure that your members and employees carry out their duties free from bias.</p> <p>You should maintain a full and complete record of related parties and their interests. It is your responsibility to record and disclose related-party transactions in the financial statements and performance information in accordance with generally accepted accounting practice.</p>	<p>To help determine whether your members and employees have carried out their duties free from bias, we will review information provided by you that identifies related parties, and will be alert for other material related-party transactions. Depending on the circumstances, we may enquire whether you have complied with any statutory requirements for conflicts of interest and whether these transactions have been properly recorded and disclosed in the financial statements and performance information.</p>

Responsibilities for publishing the audited financial statements on a website	
<i>Responsibilities of the Council</i>	<i>Responsibilities of the Appointed Auditor</i>
<p>You are responsible for the electronic presentation of the financial statements and performance information on the public entity's website. This includes ensuring that there are enough security and controls over information on the website to maintain the integrity of the data presented.</p> <p>If the audit report is reproduced in any medium, you should present the complete financial statements, including notes, accounting policies, and any other accountability statements.</p>	<p>Examining the controls over the electronic presentation of audited financial statements and performance information, and the associated audit report, on your website is beyond the scope of the annual audit.</p>



Annex 2 – Health and safety of audit staff

The Auditor-General and Audit Service Providers take seriously their responsibility to provide a safe working environment for audit staff. Under the Health and Safety at Work Act 2015 we need to make arrangements with you to keep our audit staff safe while they are working at your premises. We expect you to provide a safe work environment for our audit staff. This includes providing adequate lighting and ventilation, suitable desks and chairs, and safety equipment, where required. We also expect you to provide them with all information or training necessary to protect them from any risks they may be exposed to at your premises. This includes advising them of emergency evacuation procedures and how to report any health and safety issues.



Date 2 August 2021

Subject: **Report of the Port Taranaki Harbourmaster 2020/2021**

Approved by: A D McLay, Director - Resource Management
S J Ruru, Chief Executive

Document: 2822304

Purpose

1. The purpose of this memorandum is to receive and consider the 2020/21 Harbourmaster report.
2. The Harbourmaster, Mr Tony Parr, will present the memorandum.

Recommendations

That the Taranaki Regional Council:

- a) receives the 2020/21 Harbourmaster report
- b) notes the levels of service in the Long Term Plan have been met.

Background

3. The Port and Harbour Marine Safety Code (P&HMSC) is a voluntary national standard for the safe management of marine activities in New Zealand ports and harbours. Port Taranaki has a Safety Management System (SMS) which has been developed under P&HMSC guidance and includes identified hazards and associated risk assessment and profiles for the port and harbour. The SMS is fully operational. All maritime activities in the port and harbour are continuously monitored for safety against the SMS.

Discussion

4. The Harbourmasters report is attached to this memorandum and includes a full report on activities. Highlights are the operation of the Marine Panel and Port Safety Advisory Group where navigation/safety and port operations are carefully managed.
5. The level of service in the Council's Long Term Plan, concerning the safe navigation for all users of the waters of Port Taranaki and its approaches, has been met.
6. Also, there have been no significant breaches of the requirements of the P&HMSC, including the Port Taranaki Harbour Safety Management System.

Financial considerations—LTP/Annual Plan

7. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

8. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

9. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

Community considerations

10. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

Legal considerations

11. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

Document 2820645: Report of the Port Taranaki Harbourmaster 2020/2021.

Report of the Port Taranaki Harbourmaster 2020/2021

A total of 627 vessel movements were undertaken through Port Taranaki in the year ended June 2021, this is an increase from the 543 movements in the previous year.

The visits were noticeably bulk carriers servicing the log export trade while numbers of tankers and other bulk carriers remained largely steady.

Harbourmaster

Tony Parr successfully maintained the role of Harbourmaster throughout the period.

The port company's four harbour pilots hold warrants as Deputy Harbourmasters. They act as harbourmaster in my infrequent absence.

Significant Incidents

There have been no significant incidents involving maritime safety; that is, no incident that has resulted in injury or loss of life, damage to property or damage to the environment.

Nevertheless, two near misses occurred during the year:

- One concerned a large merchant vessel entering the port under pilotage. The pilot aborted the entry before the ship entered the channel due to difficulty steering the ship.
- A second involved a close quarters situation between a large vessel underway and a recreational vessel at anchor. The vessel's wake caused difficulty for the anchored vessel.

Appropriate investigation and remedial actions were undertaken in both incidents to avoid a re-occurrence.

Pilotage

There are currently four harbour pilot licences in force for Port Taranaki. A trainee pilot has been appointed and has been training as a pilot for the past six months.

Port Taranaki Limited's programme for the training of pilots and masters for licences and exemptions, developed in consultation with the

Harbourmaster, was revised and approved by Maritime New Zealand during the year. The training programme has been revised to emphasise pilotage in a range of weather conditions at the port, as well as vessel type and size.

Hydrographic Survey and Dredging

The port and North Taranaki Bight sea areas were surveyed by Land Information New Zealand over the summer months. There were no significant unexpected findings. A renewed chart for the North Taranaki Bight sea area is expected from the survey.

In addition Port Taranaki Limited has undertaken its periodic hydrographic surveys of the port and harbour area and the results forwarded to LINZ for promulgation to mariners.

The harbour area was dredged over the summer months in accordance with the biennial dredging programme by the dredge *Albatros*, concentrating mainly on the southern side of the main breakwater. Port and harbour channel depths are satisfactory for the operation of the port.

Port and Harbour Marine Safety Code (P&HMSC)

The Safety Management System (SMS), developed under the P&HMSC guidance, and associated hazard and risk profiles for the port and harbour, are fully operational. All maritime activities in the port and harbour are continuously monitored for safety against the SMS. The SMS has been reviewed in consultation with the Port Company against the latest edition of the Code (2020) and recently released *Guidance for the Conduct of Maritime Hazard and Risk Assessments*.

The annual 'Joint Assessment' between the Regional Council and Port Company for the operation of the SMS was completed and forwarded to Maritime New Zealand. The SMS continues to be administered and maintained jointly without difficulty.

The SMS is programmed to be peer reviewed by a Maritime New Zealand appointed team in early 2022.

Marine Panel

The Harbourmaster chairs quarterly meetings of the Marine Panel, which serves as a forum to discuss and take action on matters within the parameters of the SMS regarding navigational safety. The panel ensures the Council's navigation and safety responsibilities are considered against the port and harbour SMS.

Port Safety Advisory Group (PSAG)

Over the course of the year Port Taranaki has conducted two PSAG meetings for its customers and stakeholders. These meetings cover mainly safety of landside operations but the Harbourmaster has taken the opportunity to deliver a presentation on the SMS for the port and harbour. It is intended to continue attendance with a series of presentations on navigational safety.

Key Stakeholder Liaison

The Harbourmaster has continued to maintain a strong working relationship with Maritime New Zealand on matters affecting the port and harbour. Throughout the year the Harbourmaster has worked to establish a network for informal dialogue with harbour users both commercial and recreational. This includes clubs, associations and waterfront businesses, as well as the Taranaki Coastguard.

Marine Oil Spill Pollution Control

One table top exercise and one live training exercise were undertaken at Port Taranaki over the year. The latter involved deployment of booms and oil skimmers using Taranaki Regional Council, Port Taranaki Limited and New Plymouth Underwater Limited staff and resources.

A regular maintenance programme has continued on the oil pollution control equipment held at Port Taranaki.

Safety of the Private Marina

The privately owned marina located on the inner Lee Breakwater is in the process of sale to New Plymouth Underwater Limited. The marina is noted as being in a poor state of repair at the time of sale. New Plymouth Underwater intend to refurbish the marina so that it can safely accommodate six moored craft, including the Coastguard vessel, and the *MV Southern Express*, an offshore tender vessel.

Impact of Port Operations

Growth in the export logs has been a significant feature of port operations throughout the year. Logs often fall into the water during ship loading and may become hazardous to navigation in the harbour. The port company has successfully implemented a policy that floating logs are to be recovered from the water as soon as possible by the stevedoring company concerned.

The port company's maritime operations have been restructured and reorganised to allow for better coordination between component parts. Safety is a key feature of the new procedures that accompany this change.

Port Taranaki and Approaches Harbour Bylaws 2020

The reviewed bylaws came into force on 12 October 2020, together with renewed signage along the Ngamotu Beach foreshore. There has been little public feedback or comment on the revised bylaws.

Recreational boating

The number of recreational and small commercial craft utilising the facilities at the Lee Breakwater remains high and facilities are very stretched in busy periods, particularly during the summer. The facilities remain fit for purpose with regular Port Taranaki Limited maintenance.

Jet skis and excessive speeds by recreational vessels in 5 knot designated areas continue to be the main areas of concern with recreational boating. Education has been a successful tool while enforcement remains an option.

Levels of service have been met

The level of service in the Council's Long Term Plan, concerning the safe navigation for all users of the waters of Port Taranaki and its approaches, has been met.

Also, there have been no significant breaches of the requirements of the NZ Port and Marine Safety Code, including the Port Taranaki Harbour Safety Management System.

Harbourmaster Intentions 2021/22

- Ongoing port company and stakeholder liaison.
- Participation in Maritime New Zealand's 'No Excuses' campaign for recreational boating safety over the summer period.
- Increased 'on the water' presence over the summer months.
- Preparation for peer review of the Port and Harbour Safety Management System.
- Establishment of an anchorage area for merchant vessels in the North Taranaki Bight (a work in progress).
- Monitor and advise where necessary on the refurbishment of the private marina on the inner Lee Breakwater.

A.J. (Tony) PARR
Harbourmaster
July 2021

Document #2820645



Date: 2 August 2021

Subject: **Proposal and Rezoning of Fare Schedule for Public Transport**

Approved by: M J Nield, Director - Corporate Services
S J Ruru, Chief Executive

Document: 2827500

Purpose

1. The purpose of this memorandum is to detail proposed simplification adjustments to the current public transport fare scheduling and improvements to the zoning strategy within Taranaki.

Executive summary

2. The current fare scheduling and zoning in Taranaki has been in place since 2014. With the significant growth, and expansion to the New Plymouth city boundaries as well as population shifts seeking affordable housing in smaller towns in Taranaki the opportunity exists to review and simplify the zoning, increasing the attractiveness of public transport for all members of the community.
3. Financial analysis of adjusting to a five zone, base fare of \$2 plus \$1 per zone across Taranaki shows there is a material positive net cash flow of \$68,000 for an eight month period based on actual bus usage for the period October 2020 - June 2021. This does not allow for any lift in demand due to improved financial access for all commuters.
4. Simplification and access was a common theme in submissions to the Regional Land Transport Plan process. This change to the fare structure will be the first phase in the planned project to improve the bus services.
5. Operational risks of failures to the electronic ticketing devices will be minimised and ensure accurate management of this system. The current state has had two outages of significance since launch of the Bee Card. This was noted by Init as a risk due to the volume of rules/fares/tariff management structures.
6. A branding and advertising campaign will be scoped as part of this proposed change - including some contracted back of bus advertising, digital and printed media.

Recommendations

That the Taranaki Regional Council:

- a) notes the proposed changes to the fare and ticketing schedules as proposed, and approves the commencement of this project
- b) determines that this decision be recognised not significant in terms of section 76 of the *Local Government Act 2002*
- c) determines that it has complied with the decision-making provisions of the *Local Government Act 2002* to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determines that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Background

7. As part of the review of Regional Land Transport Plan outcomes feedback was clear and evident that bus services needed to be simpler, more accessible and easy to use. The complex fare structure and zone changes within fares is a detracting feature for users of bus services.
8. The current position has 25 distinct fare zones across the Taranaki region. Within these fare zones are two separate 'rules' on ticketing. This has proven difficult to convey to the public in the fare table, and can be confusing to determine the actual cost of travel for the public.
9. Current operation of the Init system, due to the complexity of rule and fare scheduling code has been a risk of failure of the system. In fact in both February and March 2021 system outages caused by the highlighted risks cost two days of fare income as patrons had to be taken on as 'promo' passengers rather than paying with their Bee Card. This simplification will remove this risk and with planned route and timing adjustments allow improvements to public services to be undertaken without risk of failure.
10. Cost of access to public transport may also be prohibitive in what is now reasonably densely populated areas. An example of this is a trip from Waitara to New Plymouth is \$6.20 as a cash fare, and \$4.63 using a Bee card. In a lower socio economic environment this would be cost prohibitive to make a return journey to New Plymouth, and alternative methods of transport would be sought (ridesharing for example). Bell Block is \$4.20 per journey and has experienced significant construction and population growth - infrastructure for bus routes is not available in 40% of the Bell Block area.
11. To manage the more expensive fares has impacted rules around other fares and the window for a transfer has been adjusted to meet this demand. By adjusting the zones we can remove the need for an extended time frame for transfer (currently 90 minutes), and means that people that aren't in effect transferring get a free journey to their second destination.
12. Analysis has been completed around the current bus data and based on a flat fare of \$2 and an increase in zone of \$1 the effect is a nett increase in income of \$68,000. This is based on actual trips and passengers since the Bee Card launch. This does not take into account any increased demand or more frequent services (also noted as key in the Regional Land Transport Plan submissions).

13. The largest cost increase for consumers will be 40c per journey. This applies within the New Plymouth City catchment itself, but for most other patrons within New Plymouth it will be a reduction in their fares between \$1 - \$2.37.
14. Further analysis will be undertaken and consultation with Waka Kotahi (discussions are ongoing around how to manage inflationary expectations and adjustments to cost) however this will provide time and an opportunity to appropriately scope the project and its requirements, whilst minimising long term operational risks.

Discussion

15. Consultation with contractors and users has determined the desire for change to the current state is high. It is a multi-benefit opportunity to allow access for all and encourage step change in the transport space in Taranaki.

Options

16. Leaving the status quo will not provide the relevant step change to public transport as clearly advocated for by consumers and Government. There is also a risk of system failure due to the current state.
17. Changing to a simple fare structure but leaving the routes the same will prompt community feedback around timings and potential new services which is also scoped for the coming financial year.
18. Make the fare changes, continue to engage with the community and monitor the data for changes in patronage and stop-to-stop routes. It provides the opportunity to clear the path for improved and planned services and segways into the NPDC integrated transport strategy (including public transport hubs).

Significance

19. In terms of the Significance and Engagement Policy, this decision is not considered significant as:
 - The consequences of the decision do not affect a large number of residents and ratepayers to a moderate extent
 - The consequences of the decision do not affect a small number of residents and ratepayers to a large extent
 - The issue does not have a history of generating wide public interest within Taranaki.

Financial considerations—LTP/Annual Plan

20. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

21. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks

including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

22. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Community considerations

23. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

Legal considerations

24. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

Document 2833010: RITS Tariffs business rules fare policies v61 (pg 100-115)

RITS tariffs business rules – fare polices and rules (v6160)

28 January 2021

Tariffs subgroup

Prepared by Adam Lawrence
adam@ianwallis.org
0275455175

Version control

Version	Date	Changes	Person
09	26/6/17	Update journey rules (s5.1.1.1) and card fare calculation rules (s5.1.1.2). Add loop route rule to other journey rules (s5.6). Add some rules to obtain/replace card (s6.1). Updated worked examples in Appendix C.	Adam Lawrence
10	5/7/17	Updates following subgroup meeting, including restructure to focus on tariffs first. Changes include change to terminology to use Leg instead of Trip.	Adam Lawrence
11-15	24/7/17	Updates to Part B mainly, including draft tariff rules for Otago, Invercargill and Taranaki.	Adam Lawrence
16	4/8/17	Nelson, Northland, Hawkes Bay draft rules complete. Working on Waikato, Horizons, Bay of Plenty.	Adam Lawrence
17	11/8/17	Complete Part B rules for all regions	Adam Lawrence
18	15/8/17	Update chapter 11 to incorporate Horizon's feedback	Adam Lawrence
19	16/8/17	Update chapter 14 to incorporate Nelson feedback. Also update chapter 9 to identify other future fare schedules that Waikato considering.	Adam Lawrence
20	17/8/17	Minor changes following subgroup meeting.	Adam Lawrence
21	4/9/17	Update chapters 9 to 16 to incorporate feedback. Added new section 6.2 Treatment of third-party revenue to be completed later.	Adam Lawrence
22	18/9/17	Renamed document and moved Part C into separate papers. Updates throughout to remove yellow highlighting. Cyan highlight indicates feedback required from INIT. Part C only section incomplete, recommend remove from document. Updated Part B content. Removed appendices with regional information no longer required and worked examples which are no longer applicable.	Adam Lawrence
23	20/9/17	Chapters 1-4 finalised by tariffs subgroup. Chapters 5-6 updated ready for review by tariffs subgroup. Part B also requires review.	Adam Lawrence
24	21/9/17	Further changes following subgroup meeting sent out to check before issuing (with track changes).	Adam Lawrence
25	21/9/17	Document ready for distribution to INIT and final review by regions.	Adam Lawrence
26	8/10/17	Significant changes following sessions with INIT.	Adam Lawrence
27	17/10/17	Further updates, main changes shown in green highlight. Yellow highlight are areas to follow up. Document updated so that Fare Capping replaces day, week and monthly passes. It also replaces any multi-trip product. This needs to be confirmed with each region. Tag-On Fares need to be specified by each region. These are placeholders only at present.	Adam Lawrence
28	25/10/17	Section 4.2.5 add fare capping questions to INIT. Section 5.1.2 update cash journey and transfer rule to be more explicit.	Adam Lawrence
30	3/11/17	Significant updates and editorial changes following subgroup meeting. Includes removing duplication at start of Part B – these are now included in relevant sections of Part A.	Adam Lawrence
31	6/11/17	Updates following meeting with regions today.	Adam Lawrence
32	9/11/17	Updates to incorporate regional feedback and for final review and agreement by tariffs subgroup. Some changes expected following group meeting.	Adam Lawrence
33	10/11/17	Incorporate feedback from regions and changes agreed by tariffs subgroup meeting. Subgroup agreed to issue to INIT.	Adam Lawrence
34	20/11/17	Chapter 11 replaced with simplified tariff rules for Bay of Plenty.	Adam Lawrence
35	4/9/18	Draft for region review. Significant updates to Part B chapters to reflect updated region tariff requirements and provide revised fare schedules and fare triangles.	Adam Lawrence
36	20/9/18	Add note to chapters 9-16 that due to negative card balance and transfer rules changes may be required to tag-on fares, minimum card balance and low card balance warning. Chapter 9 Northland correct fare zones for Okara Loop. Chapter 10 Waikato update Table 10.1, fare schedule fares and new fare triangle, change card concession to card senior plus concession with different rules. Chapter 11 Bay of Plenty minor change to fare schedule	Adam Lawrence

		fares. Chapter 12 Horizons update Table 12.1, charges to free tertiary fare rules in Table 12.2 and card free tertiary rules in s12.4. Chapter 13 Hawkes Bay minor change to Table 13.2 fares. Chapter 14 Taranaki minor change to Table 14.2 fares and Table 14.3 fare triangle. Chapter 15 change minimum card balance value. Chapter 16 Otago add note saying draft with incomplete fare triangle. Chapter 17 Invercargill update cash rule to specify no transfers, updated Card SGC concession to state apply senior concession at other times.	
37	18/10/18	Chapter 12 Horizons minor update to Table 12.1 bus routes. Chapter 16 Otago major changes to Table 16.2 fare schedule and Table 16.3 fare triangle. Remove cyan highlighting from statements in Part A that are now agreed. Chapter 8 content deleted as superseded by updates to chapters 9-17. Remove note from chapters 9-16 that due to negative card balance and transfer rules changes may be required to tag-on fares, minimum card balance and low card balance warning - if changes are required these will be made via change control.	Adam Lawrence
38	29/10/18	Chapter 9 Northland, section 9.5.1 minimum card balance changed from -\$1 to -\$2.50 as per email dated 29/10/18. Table 9.2 tag-on fares updated to equal card fares. Chapter 12 Horizons section 12.3.4 Card Free Tertiary concession correction to valid zones and four additional organisations added (Organisation [A, B, C, D]) where organisations A & B are valid in zone 1, 2B, 3B only and C & D also valid in zone 7. Chapter 13 Hawkes Bay, section 13.3-1. Correction to Table 13.2 DHB fares. New Table 13.3 with two additional attributed fare concessions (Council Staff and EIT Student) with additional rules in s13.4-1.c. Remove routes from Table 13.1. Section 13.5.1 minimum card balance changed from -\$2 to -\$3 as per email dated 29/10/18. Chapter 16 Otago major changes to Table 16.2 fare schedule and Table 16.3 fare triangle. Section 16.5.1 different minimum card balance set by subregion (-\$4.50 Dunedin and \$0.00 Wakatipu Basin). Chapter 17 Invercargill, section 17.3-2 start date for fare schedule C set to 5 November.	Adam Lawrence
39	29/3/19	Chapter 15 Nelson updated to include some changes to business rules.	Adam Lawrence
40	2/5/19	Chapter 11 Bay of Plenty updated to included number of fare rule revisions. Chapter 12 Horizons updated with transfer rules changed to 2 legs in s12.4 (refer XRITS-601) and table 12.8 attributed fare heading corrected for free tertiary (refer XRITS-410).	Adam Lawrence
41	29/5/19	Chapter 10 Waikato fare level adjustments and minor clarifications. Chapter 12 Horizons updated with minor corrections following feedback on v40. Chapter 14 Taranaki fares levels updated and transfer window increased to 2.5 hours.	Adam Lawrence
42	7/6/19	Update count rules for all regions to specify that under-5, promo and other counts that are to be recorded as passenger boardings in all patronage and revenue reporting. Change beneficiaries (CSC) to Community Services Card (CSC) for Taranaki, Horizons, Northland, Napier/Hasting. Chapter 11 Bay of Plenty 13/5/19 feedback. Chapter 14 Taranaki updates to remove disabled with carer and other changes required from Jan 2019. Chapter 12 Horizons minor correction to transfer rule.	Adam Lawrence
43	17/6/19	Chapter 9 Northland update fare values. Chapter 11 Bay of Plenty correct fare values. Chapter 12 Horizons add note regarding use term Beneficiary and correct route names.	Adam Lawrence
44	1/7/19	Chapter 9 Northland change minimum card value. Chapter 10 Waikato correct youth fares and add reference to GTFS data for figures 10.1 and 10.2. Chapter 11 Bay of Plenty changes to child free fare rules and extend Supergold off-peak to include PM period plus minor changes to bus routes. Chapter 13 Hawkes Bay correction to DHB attributed fares. Chapter 15 Nelson add SGC attributed fare values.	Adam Lawrence

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45	26/11/19	Chapter 9 Northland update to include count buttons for Child and Adult cash day passes. Update to all regions (except Taranaki) to specify minimum top as \$5.00 within Region Wide Settings. Chapter 16 Otago, changes to Tag-on fares for Dunedin to \$6.00 and Wakatipu Basin to \$5.00. Change transfer window in Wakatipu Basin (from 30 minutes to 45). Remove reference to minimum card balance for Wakatipu basin. Chapter 12 Horizons, update to 12.4 to clarify zone transfer note for subzones 1 and 7A.	Abbey Chamberlain
46	24/12/2019	Change to section 4.2.2, noting the child concession age change for Northland, Horizons and Waikato. Changes to Waikato, Horizons and Northland; sections 9.4, 10.4 and 12.4 to update child concession to reflect passengers aged 5-18 (inclusive), instead of school children. Chapter 12 Horizons update to section 12.5.2 Fare schedule. UCOL staff and UCOL student concession should apply on fare schedule MWT00A, zones 7A, 1, 2B and 3B. Massey staff and Massey student concession should apply on the Feilding services (MWT00A) <u>if</u> the trip starts and ends in zone.	Abbey Chamberlain
47	20/02/2020	Update to section 4.2.2, table 4.5, reference 3, to update note on child concession parameters. Update to Chapter 11, Bay of Plenty Fare Schedule table 11.1. This adds in 55 school routes for 2020 and removes 30 services no longer running. Update to Bay of Plenty 11.4 Fare schedule rules, regarding Card Free School concession. Removal of notes subjecting rules to INIT/RITS approval. Update to Nelson Chapter 15: table 15.1 to split Route 4907 into three separate routes.	Abbey Chamberlain
48	14/04/2020	Change to section 4.2.2, adding information on Secondary Student Concession, applicable in every region. Subsequent update to every fare schedule table in the document, including a 'Secondary Student Concession' column in every table. Update to Chapter 10, reflecting that the WRC Hamilton Youth concession is dormant. Also updated to reflect that Waikato have changed the age parameter of their Child concession to be up to and including 18-year olds. Update to Chapter 13 Hawke's Bay, 13.4, part C to amend card child rules to be applicable to users aged 5-18, not 'school children'. Update to Fare schedule table 13.3. Addition of Maximum Journey Time definition in Chapters 9 and 12 respectively.	Abbey Chamberlain
48	18/05/2020	Update to Chapter 11, table 11.1 to reflect changes in some school routes and add three new Rotorua and District routes. Update to reflect child concession is ages 5-18 (inclusive).	Abbey Chamberlain
48	22/05/2020	Table 12.2 Journey fares for fare schedule MWT00A Table 12.4 Journey fares for fare schedule MWT05A Table 12.4 Journey fares for fare schedule MWT06A Table 12.4 Journey fares for fare schedule MWT09A Section 12.4, Fare schedule rules (1 c ii – correction of typo, should be aged 5-15, not 5-18) Section 12.4, Fare schedule rules (1 g i c – inclusion of SuperGold Card count button). Table 12.1 updated to remove two old routes and foot notes that are no longer relevant Section 12.4, Fare schedule rules (1 g i d-g – count buttons for our tertiary schemes).	Kelly Curry
48	22/05/2020	Updates to WRC chapter, section 10.4 g to add count buttons for Adult, Child and SuperGold passengers travelling without Bee cards.	Abbey Chamberlain
48	08/06/2020	Update to Nelson Chapter 15 to reflect age range for Child concession is 5-18 (inclusive).	Abbey Chamberlain

49	16/06/2020	Chapter 10, Waikato updates. Table 10.1 GTFS route IDs updated to reflect those active and no longer in use. Table 10.2 Introduction of simplified fare structure. Fare capping set to \$999 in all cases to make unattainable (capping not required in interim). Note to make Day passes not required. Table 10.3 Concessions reduced, making UOWA2, DHBA1, DHBA2 dormant concessions (to come into use in future). 10.5 Fare triangle update for Mangakino services 10.4 1. c. Removal of youth and child free weekend travel. 10.4 1. f. Addition of Accessibility Concession Count Button. Maximum journey time defined at 180 minutes.	Abbey Chamberlain
49	16/06/2020	Clarification to chapter 7, table 7.1: card issuance fee is to be \$0.00 for each region for the duration of the transition period. Minimum top up is to be \$5.00 on website, except in cases where the user is a SG concession holder, or when a pass is loaded.	Abbey Chamberlain
49A	18/06/2020	Update to table 10.3, Huntly School attributed fare for zones 2 and 3.	Abbey Chamberlain
50	19/06/2020	Hawke's Bay updates, Chapter 13. Tables 13.2, 13.3, 13.4 change to reflect new flat fare structure. 13.4- describe new fare structure. 13.4.1.c.vii- amend name of council concession 13.4.1.d.iv. amend name of council concession 13.4.1.g.i. addition of counts buttons for DHB Staff, DHB patients & SG. Introduction Of maximum journey time for Hawke's Bay, section 13.5.4.	Abbey Chamberlain
50	22/06/2020	Update to Chapter 12, table 12.1 to include 2 additional bus routes for Massey/IPU. Update to Chapter 15, table 15.1 to include 2 new routes for Richmond Loop services. Addition of Maximum journey time configuration for Nelson (section 15.5.4).	Abbey Chamberlain
51	09/07/2020	Updates for Chapter 11, Bay of Plenty. Fare code 2 added to tables 11.2, 11.3, 11.4 and 11.5 Fare code 18 changed in tables 11.2 and 11.3 Fare code 02 added to the 1A – 2B zone combination (Tauranga to Ōmokoroa) in table 11.6. Fare code for 5A – 4C changed to 08 (was 12) in table 11.6. Section 11.4, section f iv (b) (amendment to wording of Child pass) Section 11.4, 2c, v. (a) Update to ensure the standard off-peak definition for Supergold is modified for the Bay of Plenty to include the period between 3.15pm to 6.15pm weekdays. (for BOP01A & BOP00A) Update to child concession behaviour (section 11.4, 1, c)	Abbey Chamberlain
52	24/07/20	Chapter 15, section 15.4, part 1b, iii: insert Cash concession button. Valid for Seniors, CSC holders and students. Chapter 11: tables 11.3- addition of Fare code 02. Amendments to fares of fare code 18. Tables 11.4 & 11.5- insert 02 fare code at \$999 cap.	Abbey Chamberlain
52	27/07/2020	Chapter 16. Update to reflect flat fare trial in Otago. Table 16.1 -Addition of 4 routes (2 for Dunedin, 2 for Wakatipu basin). Table 16.2- Cash fares all \$3.00. Card fare \$2.00 adult, \$1.50 child and \$0.00 SuperGold. Tag on Fare \$4.00 in all cases but SG. Table 16.3- Cash fares all \$4.00. Tag on fare \$0.00 in all cases but SG. Journey fares \$2.00 for adult, \$1.50 for child. Fare schedule rules- 1aii- journey leg limit change to 2. Mention of Route 70 having additional transfer. For Dunedin and Queenstown- change child to be 5-18 (inclusive) Make concessions dormant. Make SuperGold concession free at all times. Remove attributed fare for SG.	Abbey Chamberlain

		Add passenger count buttons for SuperGold for Qt and Dunedin. Section 16.5- Add maximum journey time of 180 minutes. Change low balance warning to be at \$4.00. Change minimum card balance to be -\$4.00.	
52	27/07/2020	Chapter 14- table 14.1: change route long name for 2935. Table 14.2- change child card fares. Remove 40 trip fare products. Section 14.4- remove section f (40 trip). Table 14.8- remove R40 transfer. Section 14.5- remove section 2 for 40 trip low balance warning.	Abbey Chamberlain
53	07/08/2020	Otago: Chapter 16- table 16.2- change journey fares for child and secondary students to \$1.20. Change tag-on fare to \$3.00 Table 16.4- change tag on fare to \$3.00 Section 16.4, amendment to transfer rule for route 70, clarifying zones and areas of transfer.	Abbey Chamberlain
54	27/08/2020	Waikato- Chapter 10- introduction of rail travel. 10.1- introduction of subzones for rail 10.2- rename Rail proposed route to "Hamilton-Auckland Rail" 10.3- introduction to multi modal fares. Notes on code fares defined. Inclusion of rail fare lookup table. Table 10.2- Introduction of rail zones and pricing levels Tables 10.3 & 10.4- introduction of rail zones and pricing levels, and change name of Huntly concession to Rakaumanga School. Introduction of 2 new concessions (Te Huia Organisational Travel 1 & 2). Table 10.5- new fare triangle which includes rail subzones. Section 10.4- card inter-leg journey defined for multi modal journeys. Section 10.4.1.c,v (f)- change name of Huntly school concession 10.4.1,c,v (i) & (j)- add concession detail for Te Huia Organisational travel 1 & 2 concessions. 10.4.1 (f)- remove fare products day passes. No longer required due to capping. Maximum journey time listed for rail and bus.	Abbey Chamberlain
55	27/08/2020	<u>Chapter 16- Otago</u> Table 16.2: Update to add cash fares for pricing levels 2i, 3i, 4i, 5i, 6i, 7, 7i, 7ii, 8i, 8ii, 8iii. Section 16.4.1 (f)- note explaining SG travel is free at all times during ORC flat fare trial. <u>Chapter 13- Hawke's Bay</u> Section 13.4.1.b.v.- remove DHB Patient card fares Section 13.4.1.d.- remove DHB Patient card fares. <u>Chapter 12- Horizons (changing to long term fares to replace COVID fares previously implemented).</u> Table 12.2- changes to fares for adult and concession passengers. Table 12.6- changes to Adult, child, concession and SG fares. Table 12.12- changes to Adult and concession fares. Section 12.4.1.a.ii- Change card inter-leg transfer window to 60 minutes. Section 12.4.1.c.ii- change child concession to be 5-18 (inclusive). Note secondary student concession must be available for older students. Section 12.4.2.c.ii- Card child applies to passengers aged 5-18 (inclusive). Note about secondary concession requirements. Section 12.4.2.i- add counts for SG, Massey, UCOL, IPU and ETC. Section 12.5. Add item 12.5.6- implement card issuance fee to be \$5.00 at retail locations (CSW, on bus and MRD).	Abbey Chamberlain
56	25/09/2020	<u>Chapter 10- Waikato</u> Update to Routes table 10.2 to change rail route ID to 15636. <u>Chapter 11- Bay of Plenty</u> Section 11.5: Inclusion of Maximum Journey Time configuration (270 Minutes)	Abbey Chamberlain

		<p><u>Chapter 12- Horizons</u> Amendment to concession fare, table 12.12 to correct adult fare.</p> <p><u>Chapter 14- Taranaki.</u> Update to table 14.1 for all Route IDs Section 14.4.2.c: Change of 'other concession' names. Introduction of transfer count button in TKI00A. Note that no count button for transfer required in other fare schedules. Section 14.5 Inclusion of Maximum Journey Time configuration (150 minutes).</p> <p><u>Chapter 17- Invercargill</u> Section 17.5: Inclusion of Maximum Journey Time configuration (70 minutes)</p>	
57	19/10/2020	<p>Change card issuance fee across all regions to be \$5.00 at retail locations. Note in section 13.5.5 that Hawke's Bay now require a button on BDC for card issue. Section 16.4.1,f,iii- introduction of new 'Card sale' button in Otago for drivers to sell already active cards.</p>	Abbey Chamberlain
58	04/11/2020	<p><u>Chapter 13- Hawke's Bay</u> Section 13.4.1,g,iii- introduction of 'card sale' button for drivers to sell active cards.</p> <p><u>Chapter 10- Waikato</u> Section 10.3,1,e. Update to rail fare lookup table. Update to fares in table 10.2 & 10.3. Section 10.4,1,k. Note on WRC staff concession. Section 10.5.6- inclusion of tag on/tag off time lapse allowed for rail.</p>	Abbey Chamberlain
59	09/12/2020	<p><u>Chapter 12- Horizons</u> Update to Route IDs and names, table 12.2.</p> <p><u>Chapter 10- Waikato</u> Rail Fare lookup table, amend adult 3 zones rail to \$4.00 Table 10.2 amend adult fare, 3 zones R to \$4.00. Table 10.2- removal of cash fares for routes which require transfers between rail/bus (not applicable as per fare schedule rules).</p> <p><u>Chapter 11- Bay of Plenty</u> Table 11.1- introduction of new route (ID 17103), removal of 2020 reference on school routes.</p> <p><u>Chapter 14- Taranaki</u> Implement new concession for WITT staff. (Tables 14.2, 14.4)</p>	Abbey Chamberlain
60	28/01/2021	<p><u>Chapter 11- Bay of Plenty</u> Introduction of Accessibility concession Tables 11.2, 11.3, 11.4, 11.5. Referenced in Section 11.4.</p> <p><u>Chapter 16 - Otago</u></p> <ul style="list-style-type: none"> - Tables 16.2/16.4-Change SG attributed fare to \$2.00 - Tables 16.2/16.4- Change SG tag on fare to \$3.00 (applicable at all times, peak and off-peak) - Table 16.4- Change Fare code 04 cash price levels for Wakatipu Basin - Section 16.4. Change SG timing to be off-peak periods only (not at all times) - Section 16.4. Remove SuperGold count buttons - Section 16.4.2.f. – add Airport Cash Adult, Airport Cash Child buttons (relating to fare code 04 OTA01A) 	Abbey Chamberlain
61	17/02/2021	<p><u>Chapter 11- Bay of Plenty (Change was originally listed in version 60, but work was placed on hold, so is delivered in v61):</u> Introduction of Accessibility concession, Tables 11.2, 11.3, 11.4, 11.5. Referenced in Section 11.4</p>	Abbey Chamberlain

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		<p><u>Chapter 14- Taranaki</u> <u>Section 14.4.1.c. v. WITT Staff Concession, Section 14.4.1.d. ii. WITT Staff Concession (concession was already written in fare schedule, but not defined in the rules).</u></p> <p><u>Chapter 16- Otago</u> <u>Table 16.3- change header to note flat fare trial runs until June 2021. Amend wording for airport cash fares (section 16.4.2.f a) and b)).</u></p>	
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1 Introduction

This document establishes a framework for the fare system and tariffing levels for the public transport offer. **The default position for RITS is to support and deliver the fare products that currently existing in the regions.**

The tariffs subgroup has been tasked with identifying the fare policies that the RITS must support and to identify the tariff rules that will be implemented as part of the RITS rollout for each region.

This document covers fare policies and tariff rules for each region as follows and must be read in conjunction with the business requirements (refer Appendix B):

1. Part A: Fare policies and associated business rules that the RITS must support

This will identify the fare policies and associated business that the RITS must support. Table 1.1 provides an overview of the areas that will be covered, with Table 1.2 listing the RFP business requirements that are covered by the fare policies

2. Part B: Tariff rules for each region

This will identify the specific tariffs that are to be implemented for each region. It is expected that these will be a subset of the supported fare policies but the offering may expand following completion of the RITS rollout.

Card management and revenue protection are also within the remit of the tariffs subgroup but are covered in separate documents. Other tasks, such as establishing systems for ticketing, sales and distribution, clearing and revenue collection are covered by other subgroups.

Table 1.1 Overview of fare policies and associated business rules that the RITS must support

Fare policy area	Description
Supported fare policies	This area covers the fare policies that must be supported by RITS. This includes defining: <ul style="list-style-type: none"> Fare structure (spatial, temporal,) Pricing concepts (Journey, concessions, off-peak, capping) Fare products (period passes, multi-leg, events, etc)
Passenger journey	This area covers the passenger journey experience. This includes: <ul style="list-style-type: none"> Pay fare (Card e-purse/product, Cash, Free) Purchase product Cancel pay fare or purchase action Customer information at Tag-On/Off Ticket information Other Journey rules (e.g. free exit duration, anti-passback, etc)
Apportionment	This area covers the apportionment of patronage and revenue between services, routes, units and regions for key factor reporting and allocation of payments between regions. NB: This area does not include integration with financial accounting systems.

Table 1.2 Business requirements within the remit of the tariffs subgroup

Business requirements in scope of subgroup	Business requirements out of scope of subgroup
<ul style="list-style-type: none"> Supported fare policies <ul style="list-style-type: none"> Product Management [RFP s2.2.1.5] Maintain Fares [BR27R] Maintain Topology [BR28R] Passenger journey <ul style="list-style-type: none"> Pay Fare with Smartcard [BR6P] Pay Fare with Cash [BR1P/O] Customer Count [BR21O] Purchase Smartcard Product [BR3P/C] Cancel Purchase Action [BR5P/O/C] Apportionment <ul style="list-style-type: none"> Financial Management [RFP s2.2.1.6] Card management (separate document) 	<ul style="list-style-type: none"> Update Registered Smartcard Details [BR9P/C] View Smartcard Contents [BR7P/O/C/R] Link Smartcard Accounts [BR12P/C] Control Bus Smartcard Equipment [BR16 O] Monitor Bus Smartcard Equipment [BR17O] Maintain Shifts and Staff Details [BR18O/C/R] Conduct Shift [BR19O/C/R] Access Reports [BR20O/C/R] Reconcile [BR22O/C/R] Activate/Deactivate Smartcard [BR23P/C/R] Perform Balance Transfer [BR24P/C]

<ul style="list-style-type: none"> ○ Obtain Smartcard [BR2P/C] ○ Replace Smartcard [BR11P/C] ○ Purchase Smartcard Stored Value [BR4P/C] ○ Register Smartcard [BR8P/C] ○ Manage Smartcard Account Details [BR13P/C] ○ Manage Smartcard Concession Details [BR14P/C] ○ Perform Bulk Concessions on Smartcards [BR25C/R] ○ Obtain Smartcard Transaction History [BR10P/C] ○ Request Transaction Correction [BR15P/C/R] • Revenue protection (separate document) ○ Check Smartcard [BR29O/R] 	
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2 Key outcomes

The following are key outcomes for the RITS:

Minimise driver interaction

Provide detailed travel data

Minimise opportunities for misuse

Tag-On/ Off has been adopted as the best means of delivering on these outcomes. The following will be required:

1. Passengers will be required to Tag-On/Off where possible
2. Concessions will be delivered through Tag-On/ Off where possible
3. Tag-Off should be incentivised

3 Terminology

A glossary is provided in Appendix A.

PART A FARE POLICIES AND ASSOCIATED BUSINESS RULES

4 Supported fare policies

This covers the fare policies that must be supported by RITS.

NB: This section must be read in conjunction with the Product Management [RFP s2.2.1.5], Maintain Fares [BR27R] and Maintain Topology [BR28R] business requirements (refer Appendix B.1).

4.1 Fare structure

The fare structure includes spatial (e.g. geographic zones) and temporal (e.g. peak/off-peak) considerations and the how these translate to *Fare Schedules*.

4.1.1 Spatial structure

Table 4.1 Business rules for spatial structure

Ref	Business rules	Subgroup comments
1	Regions must be able to define <i>Flat Fare</i> and <i>Zone Fare</i> structures where the <i>Fare</i> is based on the number of fare zones travelled through (flat fare refers to a <i>Zone Fare</i> structure with only one zone).	
2	<i>Zone Fares</i> are based on the number of zones travelled through and are calculated by counting the number of fare boundaries crossed and adding one.	An alternative approach is to count each zone once even if it is re-entered but INIT have advised they can only support one approach. Zones fares have been revised for Nelson and Hawkes Bay which previously used this alternative approach. Nelson – based on the existing network structure all services will have the same fares under this rule as they did under the alternative approach, so no changes required. Hawkes Bay – an additional 3-zone fare has been defined to deliver the same outcome as the previous approach.
3	Regions must be able to define <i>Point-To-Point Fare</i> structures where the <i>Fare</i> is specified for travel between two specific locations (each of which may be a group of <i>Stops</i>).	

4.1.2 Temporal structure

Table 4.2 Business rules for temporal structure

Ref	Business rules	Subgroup comments
1	Regions must be able to configure fares by <i>Time of Day</i> (e.g. peak/offpeak, etc).	
2	Regions must be able to configure fares by <i>Day of Week</i> (e.g. weekday/weekend/public holiday).	
3	Regions must be able to configure fares by <i>Calendar Period</i> (e.g. school term/non-term, etc).	
4	Regions must be able to configure a different temporal structure for each fare product in a <i>Fare Schedule</i> .	

4.1.3 Fare Schedules

Table 4.3 Business rules for fare schedules

Ref	Business rules	Subgroup comments
1	A <u>Fare Schedule</u> and associated <u>Fare Table</u> will identify the <u>Fare</u> for a <u>Journey</u> . Regions must be able to create and maintain multiple <u>Fare Schedules</u> and <u>Fare Tables</u> based on the spatial and temporal structures identified.	NB: Transfers are only supported within the same fare schedule.
2	Each <u>Route</u> must have an <u>Active Fare Schedule</u> and all <u>Stops</u> on that <u>Route</u> must be linked to an entry in the relevant <u>Fare Table</u> .	
3	The <u>Active Fare Schedule</u> may be changed to another <u>Fare Schedule</u> according to a schedule based on <u>Time of Day</u> , <u>Day of Week</u> and <u>Calendar Date</u> . Regions must be able to specify this schedule for each <u>Route</u> .	
4	The creation of a new or updated <u>Fare Schedule</u> must be completed at least [x mins] prior to the <u>Fare Schedule</u> being used as an <u>Active Fare Schedule</u> for any <u>Route</u> .	NB: Regions will define their own operational rules and approval processes to meet this business rule.
5	Any new Fare Schedule must pass an INIT testing and approval process prior to being available for use as an <u>Active Fare Schedule</u> . This rule is required to ensure sufficient time for changes to be tested and/or devices updated for any new <u>Fare Schedules</u> . A region must ensure changes are tested to the Regions satisfaction prior to being put into operation.	

4.2 Pricing concepts

The calculation of fares is determined by the fare structure but within this framework the following pricing concepts apply: Journey based pricing, concession fares, off-peak fares, and fare capping. Fare products such as period passes are discussed in the next section.

4.2.1 Journey fares

Journey fares refer to the principle that the passenger fare should cover the full Journey to their destination irrespective of the number of Transfers required. This may not apply to certain Fare Products.

Table 4.4 Business rules for Journey based pricing

Ref	Business rules	Subgroup comments
1	When a <u>Passenger</u> pays a <u>Fare</u> using either <u>Stored Value</u> on a <u>Card</u> or <u>Cash</u> the <u>Fare</u> must be calculated using <u>Journey</u> based pricing. NB: This rule does not apply to Fare Products.	But this may not apply to certain Fare Products e.g. period passes, return fares.
2	A <u>Journey</u> is defined by setting the <u>Inter-Leg Transfer Window</u> , <u>Journey Transfer Window</u> and <u>Journey Leg Limit</u> parameters (refer Pay Fare in s5.1). These parameters may provide different rules for each <u>Fare Schedule</u> .	The Pay Fare business rules in s5.1 address how Journey Fares are calculated.
3	A <u>Journey</u> must be able to be maintained when <u>Transfers</u> are required between <u>Services</u> with different <u>Fare Schedules</u> (e.g. time of day, fare structures, etc). When there is a <u>Transfer</u> between different <u>Fare Schedules</u> , <u>RITS</u> must apply a one zone/cheapest fare discount to each <u>Transfer Boarding</u> (calculated using a single-Leg <u>Journey</u> Fare). This only applies where the alight and board locations are in the same zone/location and not included in the <u>Journey Fare</u> . Regions must be able to define the groupings of services to which this rule applies and does not apply.	This rule allows the <u>Journey</u> to be maintained when the origin and destination are in different <u>Fare Schedules</u> . Also, refer business rule #3 in Table 5.3. NB: Transfers are only supported within the same fare schedule.
4	The <u>Inter-Leg Transfer Window</u> and <u>Journey Transfer Window</u> must allow exceptions to be applied where these parameters can be set to a higher value for specified route and locations (stops/zones).	This is necessary for some routes in Taranaki where the wait time between services is longer than the standard transfer windows.

4.2.2 Concession fares

Table 4.5 Business rules for Concession fares

Ref	Business rules	Subgroup comments
1	Regions must be able to add an unlimited number of <u>Concessions</u> , or fare categories with different <u>Fares</u> , to each <u>Fare Schedule</u> .	Agreed. Unlimited to be defined in consultation with INIT.
2	<u>Concessions</u> must be available for either or both <u>Card</u> and <u>Cash</u> in each region: <ul style="list-style-type: none"> For <u>Card</u> transactions, the <u>Card</u> must have previously been registered and the <u>Concession</u> verified. For <u>Cash</u> transactions, where supported, the <u>Driver</u> must confirm eligibility (e.g. student ID). 	Agreed. NB: This rule limits concessions to registered Cards, this includes concessions for school children.
3	As a minimum, the following <u>Concessions</u> must be available in each <u>Fare Schedule</u> : <ul style="list-style-type: none"> <u>Child Concession</u> must provide a discount for school children using a <u>Card</u> or <u>Cash</u> to pay their <u>Fare</u>. School children are all children aged 5-15 and all older children attending school. <u>Secondary Student Concession</u> must provide a discount for school children (who are not automatically granted a child concession through their date of birth) using <u>card</u> to pay their <u>Fare</u>. <u>Standard Concession</u> must provide a common discount for defined passenger groups (e.g. Tertiary, Disabled, etc). The RITS must separately identify each <u>Concession</u> passenger group for reporting purposes.¹ <u>Supergold Scheme Concession</u> provides free travel for passengers during the <u>Supergold Scheme Concession</u> off-peak period and a senior concession fare at other times in regions where a senior concession is available (in most regions seniors are a <u>Standard Concession</u> group). <p>NB: Under-5s travel for free but this travel is recorded as a passenger count (refer s4.4).</p>	This is the minimum requirement; additional concessions can be added by each region. The <u>Child Concession</u> definition of child applies across all regions and reflects existing rules, but which are currently expressed differently in each region. Proof of eligibility will be a consideration for older children who are usually required to show a school ID or be in school uniform. The <u>Standard Concession</u> eligibility criteria is defined by each region but overtime the consortium members will work towards a more standard set of criteria based on age or other proof of eligibility (e.g. Community Services Card). NB: Some Supergold card holders are under 65 (e.g. war pensioners). These passengers will also qualify for the senior concession according to this rule. Note treatment of under-5 as a passenger count.
4	The <u>Supergold Scheme Concession</u> off-peak period definition will be fully configurable by the system administrator. The relevant period for a <u>Journey</u> is determined by the time of Boarding (<u>Tag-On</u>). At go-live, the <u>Supergold Scheme Concession</u> off-peak period definition will be 8.45am to 3.15pm weekdays, after 6.15pm weekdays and all-day weekends and public holidays. These times include a 15-minute grace period before and after the defined <u>Supergold Scheme Concession</u> off-peak period.	
5	The <u>Supergold Scheme Concession</u> requires a registered and verified <u>Card</u> and will not apply to <u>Cash</u> transactions.	
6	For <u>Concessions</u> that allow free travel for passengers and this travel is not recorded by a <u>Card</u> transaction the <u>Driver</u> must record that travel as a passenger count (refer s4.4).	

¹ The passenger groups can be separately identified if each is recorded as a separate Concession in RITS but each of these Concessions uses a Standard Concession rate in the Fare Schedule.

7	Cards can have only one concession loaded at a time. All Concessions, except for the <u>Child Concession</u> and <u>Supergold Scheme Concession</u> , are valid only in the region in which the Concession was validated.	NB: Multiple concessions per card could be a future enhancement and may be necessary to avoid any issues that might arise with customers having to hold multiple cards for different concessions/regions.
8	When replacing a <u>Card</u> with an existing <u>Concession</u> , the old card will be cancelled (hot listed) and the <u>Concession</u> transferred to a new <u>Card</u> . Any existing <u>concession</u> on the new <u>Card</u> will be replaced.	
9	When loading a <u>Concession</u> onto a <u>Card</u> , the <u>Concession</u> will replace any existing <u>Concession</u> on the <u>Card</u> . NB: This rule applies both when loading a single <u>Card Concession</u> and when applying a bulk import of <u>Card Concessions</u> .	

4.2.3 Off-peak fares

Table 4.6 Business rules for off-peak fares

Ref	Business rules	Subgroup comments
1	The RITS must support peak and off-peak fares (refer temporal structure in s4.1.2).	
2	The <u>Fare Schedule</u> that applies at the time of <u>First Boarding</u> will apply to all <u>Trips</u> undertaken as part of that <u>Journey</u> . This excludes <u>Supergold Card Scheme Journeys</u> if rule #3 is applied by a region.	
3	For <u>Supergold Card Scheme Journeys</u> , individual regions must be able to specify that <u>Transfer Boardings</u> outside the <u>Supergold Card Scheme</u> entitlement hours will start a new <u>Journey</u> .	

4.2.4 Group travel

Group travel allows passengers travelling together as a group to the same destination to pay the fare for the entire group using Stored Value on a single Card. This is not intended to provide any additional benefit or discount for group travel.

Table 4.7 Business rules for group travel

Ref	Business rules	Subgroup comments
1	Group travel to the same destination will be available on <u>Card</u> and will require <u>Driver</u> interaction. The <u>Passenger</u> must inform the <u>Driver</u> of the number of passengers and their destination (which may be on a different <u>Service</u>).	
2	The <u>Card</u> must have sufficient <u>Stored Value</u> for the full fare which will be deducted from the <u>Card</u> and a group travel product created. A <u>Tag-Off</u> is required for subsequent <u>Legs</u> to be included in the group travel <u>Journey</u> . The <u>Journey</u> may only continue for Legs that are within the value of the total fare paid when <u>First Boarding</u> .	
3	Group travel will be available for <u>Adult</u> and <u>Child</u> fares. The <u>Driver</u> will record the number of Adult and Child passengers and the <u>Fare</u> will be calculated based on the respective <u>Card</u> Fares.	
4	The number of passengers included in group travel will be limited to the amount of <u>Stored Value</u> available on the <u>Card</u> .	Agreed to limit to amount of <u>Stored Value</u> available on the <u>Card</u> .

4.2.5 Fare capping

Fare capping is a pricing concept that caps the total amount of fares paid by a passenger for a defined period of travel (e.g. daily, weekly). This compares to period passes where passengers must estimate and pay for their travel upfront.

Table 4.8 Business rules for fare capping

Ref	Business rules	Subgroup comments
1	The RITS will be deployed to provide fare capping on Card. Fare capping would apply a daily or weekly cap on the value of fares paid by passengers. Fare capping must be applied using a layered approach where multiple overlapping caps could apply e.g. day/week/monthly in addition to caps for different number of zones travelled.	
2	This capping approach is based on <i>Journey</i> fares, which are calculated following tag-off on a tag-on/off system. This provides an opportunity to incentive users to tag-off by applying caps to only those journeys where the passenger has completed a tag-off.	
3	Day Caps. Day Caps will apply to any one calendar day, to end of service. Once the dollar value of a day cap is reached travel is free within the qualifying number of zones for the rest of the day.	
4	Week Caps. Week Caps will apply to a calendar week, being Monday to end of service Sunday. Once the dollar value of a week cap is reached travel is free within the qualifying number of zones for the rest of the week.	Due to complexity for settlement, caps will not apply for periods longer than a week. A region could provide month passes for periods longer than a week (refer period passes in section 4.3.1).
5	<p>The fare capping methodology requires a separate "bucket" to track the amount of fares paid against each cap type (i.e. day, week month). The cap amount for each cap type can vary based on parameters such as zones travelled or time of day, which is important for zonal systems where caps need to be higher for longer distance travel. The bucket for each cap type starts with a balance of zero and resets to zero according to defined capping period rules.</p> <p>When a passenger completes a qualifying journey, the system will compare the balance of each bucket against the relevant cap. If the balance of any bucket is greater or equal to the relevant cap amount then the passenger travels for free and the balance of all buckets remains the same. If all buckets have a balance less than the relevant cap, then the passenger will be charged the full fare, up to the amount of any applicable cap, and this will be added to all buckets.</p> <p>For example, let us assume a standard fare of \$2 with day, week and monthly caps set at \$5, \$22 and \$80 respectively. These caps would apply as follows:</p> <ul style="list-style-type: none"> On day one the passenger will pay \$2 for their first two journeys which gives a balance of \$4 in each of the day, week and month capping buckets. If the passenger makes a third journey on the same day they will only be charged \$1 as the fare would otherwise exceed the \$5 day cap. The \$1 fare paid is added to the day, week and month capping buckets. At the end of day one the bucket for the day cap will be reset to zero. If this pattern is repeated, then at the start of day five the balance of the capping buckets will be \$0 for the day cap and \$20 (4 days x \$5 day cap) for the week and month caps. On day five will be charged \$2 for their first journey, which will be added to each of the capping buckets. But there would be no charge for the second or subsequent journeys on that day, or for the rest of the week, because the bucket for the week cap would be full. The same would apply to the month cap, which would be reached part-way through day three of week three, which is calculated as (3 weeks x \$22) + (2 days x \$5) + (2 journeys x \$2) = (\$66) + (\$10) + (\$4) = \$80. 	<p>NB: The methodology set out here is based on what INIT have advised on how capping will apply.</p> <p>NB: Revenue apportionment of capped fares is covered in Table 6.1 rule #3.</p> <p>INIT to provide copy of working model for consortium endorsement within the SDD.</p>

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6	The capping system shall be configurable so that fare capping in each region can apply to a) all card holders, or b) only registered card holders in that region. The default for all regions at go-live is option b) registered card holders, unless otherwise stated in the region-specific tariffs in Part B.	
7	Where there is an <u>Attributed Fare</u> with a \$0.00 fare paid by the passenger then the capping approach does not apply to that Journey.	
8	Where there is a fare paid by the passenger and an <u>Attributed Fare</u> , the capping approach applies to either a) the customer fare portion only, or b) both the customer fare and <u>Attributed Fare</u> portions. This must be able to be specified by each individual <u>Attribute Fare</u> tariff. The default position is option a) unless otherwise specified in the region-specific tariffs tables in Part B.	

4.2.6 Attributed Fares

An Attributed Fare applies when the passenger travels for free or at a discounted rate and third-party revenue is to be claimed. This can be for a specific Concession or Organisational Scheme.

Any Fare paid by the passenger and the Attributed Fare must be separately identifiable and recorded as part of the leg and Journey record. The passenger must be able to view the amount of any Fare that they pay but must not be able to view the amount of the Attributed Fare claimed.

Attributed Fares must be accounted for and separately reported in the settlement process. This information must also be available as a separate report specified to each Attribute Fare tariff.

4.3 Fare products

The RITS must support the following fare products, in addition to the pricing concepts above: period passes, multi-leg, special event, group travel.

4.3.1 Period Pass products

Table 4.9 Business rules for Period Pass products

Ref	Business rules	Subgroup comments
1	<p>Period Passes allow unlimited travel within a defined period. Regions must be able to add an unlimited number of <u>Period Passes</u> to each <u>Fare Schedule</u>. The validity of each <u>Period Pass</u> may be configured with combinations of the following:</p> <ul style="list-style-type: none"> • [x] hours • [y] days • Day type and day of week • Calendar day or month • Specific hours 	
2	<p>The following <u>Period Passes</u> will be available as a minimum:</p> <ul style="list-style-type: none"> • Day Pass - valid for a calendar day (to end of service) • Week Pass – valid for [x] number of days (to end of service) • Month Pass – valid for [y] days (to end of service) 	
3	<p><u>Period Passes</u> must be available on <u>Card</u> and/or <u>Cash</u>:</p> <ul style="list-style-type: none"> • For <u>Card</u>, <u>Period Passes</u> will be valid from the date and time of first use (not purchase). • For <u>Cash</u>, <u>Period Passes</u> will be valid from the date and time of purchase. <u>Cash</u> period passes will only be available from the <u>Driver</u>. 	Recommend replace Period Passes on Card with Fare Capping when available.

4.3.2 Multi-Journey products

Table 4.10 Business rules for multi-Journey products

Ref	Business rules	Subgroup comments
1	<p>Regions must be able to add multi-<u>Journey</u> products to a <u>Fare Schedule</u>. A multi-<u>Journey</u> product will allow [x] number of <u>Journeys</u> to be loaded on a <u>Card</u>. Multi-<u>Journey</u> products will not be available on <u>Cash</u>. If a valid multi-<u>Journey</u> product exists on a <u>Card</u> this will be used instead of <u>Stored Value</u> when the passenger <u>Tags-On</u> and the available number of <u>Journeys</u> will be reduced by one. The passenger will be required to <u>Tag-Off</u> for any transfers otherwise the next <u>Tag-On</u> will deduct another <u>Journey</u> from the multi-<u>Journey</u> product. Once the multi-<u>Journey</u> product is used up the fare will be deducted from <u>Stored Value</u>.</p>	This is required for Taranaki.

4.3.3 Organisational fare products

Examples of organisation products include discounted or free travel for passengers registered with an organisation e.g. DHB staff, hospital patients, university students, etc.

Table 4.11 Business rules for organisational fare products

Ref	Business rules	Subgroup comments
1	Regions shall be able to add organisational schemes to a <u>Fare Schedule</u> . This will be equivalent to adding an additional <u>Concession</u> .	Refer Attributed Fares in section 4.2.6.
2	The RITS shall record the revenue that is required to be collected from each organisation for travel claimed against that organisational schedule (i.e. identified as <u>Attributed Fares</u>).	

4.3.4 Special event / promotional products**Table 4.12 Business rules for special event / promotional products**

Ref	Business rules	Subgroup comments
1	Regions shall be able to create ad-hoc fare products that are valid for specific events or time periods.	

4.3.5 Single Journey products**Table 4.13 Business rules for single Journey products**

Ref	Business rules	Subgroup comments
1	A <u>Passenger</u> must be able to purchase a single fare ticket from a <u>Driver</u> using <u>Stored Value</u> on a <u>Card</u> . This will require <u>Driver</u> interaction. The <u>Driver</u> will issue a receipt as proof of purchase.	This may be required for special fares or services e.g. after midnight buses.
2	The <u>Card Fare Schedule</u> applies. This product will be available for <u>Adult</u> fares and for all <u>Concessions</u> where a <u>Cash Concession</u> is available.	

4.4 Passenger counts**Table 4.14 Business rules for passenger counts**

Ref	Business rules	Subgroup comments
1	The RITS shall support passenger counts for multiple passenger groups. The <u>Driver</u> must be able to enter these counts, e.g. for under-5, free and promotional fares, which are to be defined by each region.	Also refer Table 5.5 on free fares for passengers.
2	<u>Drivers</u> must be able to record under-5 boardings as a separate passenger count.	
3	Regions must be able to record additional counts, not necessarily related to the fare paid, for example: Wheelchair count – where the Driver must record a count of wheelchair loadings, this is a separate count from the Fare paid	

4.5 Fare and policy changes

Regions are working towards developing operating procedures for fare and policy changes going forward.

5 Passenger Journey

This covers the passenger Journey experience. This section must be read in conjunction with the Pay Fare with Smartcard [BR6P], Pay Fare with Cash [BR1P/O], Customer Count [BR21O], Purchase Smartcard Product [BR3P/C] and Cancel Purchase Action [BR5P/O/C] business requirements (refer Appendix B.2):

A passenger *Journey* includes the complete sequence of *Legs* required to achieve a specific purpose at a specific *Destination*, as illustrated in Figure 5.1. The parameters controlling a *Journey* are set out in Table 5.1.

Figure 5.1 Elements of a Journey

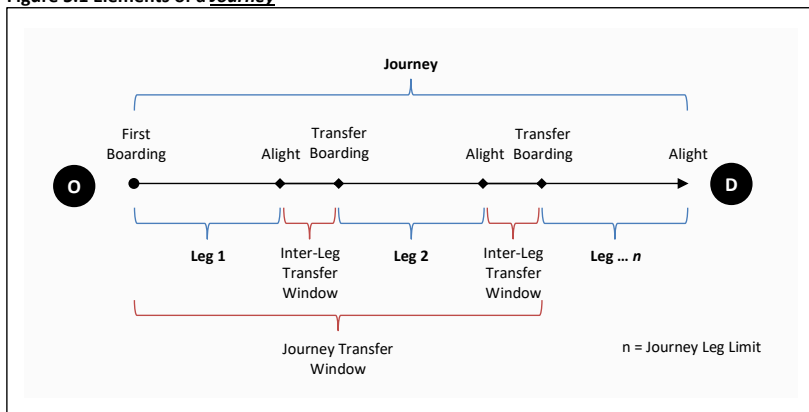


Table 5.1 Journey parameters

Journey rule	Description	Card rules	Cash rules
<u>Inter-Leg Transfer Window</u>	The maximum amount of elapsed time between a <u>Transfer Boarding</u> and the preceding <u>Alighting</u> before starting a new <u>Journey</u> .	For <u>Card Journeys</u> , passengers must <u>Tag-On</u> for <u>Boardings</u> and <u>Tag-Off</u> for <u>Alightings</u> . The <u>Inter-Leg Transfer Window</u> , <u>Journey Transfer Window</u> and <u>Journey Leg Limit</u> are all used to control the start and end of a <u>Journey</u> . NB: If an <u>Inter-Leg Transfer Window</u> is set then any failure to <u>Tag-On/Off</u> correctly will start a new <u>Journey</u> .	For <u>Cash Journeys</u> , passengers are required to interact with the <u>Driver</u> when <u>Boarding</u> but no action is required when <u>Alighting</u> . The <u>Journey Transfer Window</u> alone is used to control the start and end of a <u>Journey</u> . <u>Passengers</u> pay the <u>Driver</u> for their <u>First Boarding</u> and a <u>Ticket</u> is issued with an expiry time. The <u>Driver</u> records subsequent <u>Boardings</u> as a <u>Transfer Boarding</u> . The <u>Journey</u> ends when the expiry time on the <u>Ticket</u> is reached.
<u>Journey Transfer Window</u>	The maximum amount of elapsed time between the <u>First Boarding</u> of a <u>Journey</u> and subsequent <u>Transfer Boardings</u> before starting a new <u>Journey</u> .		
<u>Journey Leg Limit</u>	The maximum number of <u>Legs</u> allowed as part of a <u>Journey</u> .		

5.1 Pay fare (Card, Cash, Free)

5.1.1 Card fares

The concept of a Journey that applies when using a Card fare is outlined in Figure 5.2 and the relevant business rules set out in Table 5.2. The calculation of Card fares is set out below.

Figure 5.2 Card Journey

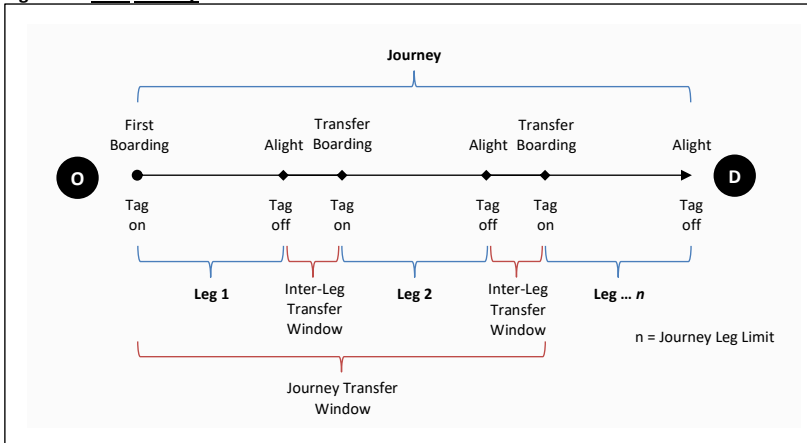


Table 5.2 Business rules for Card Fare Journeys

Ref	Business rules	Subgroup comments
1	<p>Passengers are required to <u>Tag-On</u> when <u>Boarding</u> and <u>Tag-Off</u> when <u>Alighting</u> to determine the <u>Fare</u> payable. The following rules shall apply for <u>Card Journeys</u> and will be configurable by region:</p> <ol style="list-style-type: none"> 1. <u>Inter-Leg Transfer Window</u>: [x]-minutes 2. <u>Journey Transfer Window</u>: [y]-hours 3. <u>Journey Leg Limit</u>: [z] 	<p>The ability to specify the <u>Inter-Leg Transfer Window</u> and <u>Journey Leg Limit</u> is a minimum requirement for the RITS consortium.</p> <p>The parameters are to be defined by each region, the following rules are recommended by the subgroup:</p> <ol style="list-style-type: none"> 1. <u>Inter-Leg Transfer Window</u>: 30-minutes 2. <u>Journey Transfer Window</u>: Varies by region 3. <u>Journey Leg Limit</u>: Varies by region <p>The 30-minute <u>Inter-Leg Transfer Window</u> is recommended to reduce the potential for <u>Journeys</u> to include a return <u>Leg</u> (i.e. passengers are unlikely to complete their business within a 30-minute period). In some cases, there may be no connecting <u>Service</u> within the specified time in which case the region will need to be able to specify <u>Routes</u> and locations where a longer <u>Inter-Leg Transfer Window</u> is applied. The <u>Journey Transfer Window</u> and <u>Journey Leg Limit</u> are less important when an <u>Inter-Leg Transfer Window</u> is used and can therefore be more generous.</p> <p>NB: If an <u>Inter-Leg Transfer Window</u> is set then any failure to <u>Tag-On/Off</u> correctly will start a new <u>Journey</u>. If no <u>Inter-Leg Transfer Window</u> is set, then a shorter <u>Journey Transfer Window</u> (e.g. one hour) may be required to reduce risk of use for return trips.</p>
2	<p>Business rule #1 means that if an <u>Inter-Leg Transfer Window</u> is set then any failure to <u>Tag-On/Off</u> correctly will start a new <u>Journey</u>. If no <u>Inter-Leg Transfer Window</u> is set, then a shorter <u>Journey Transfer Window</u> (e.g. one hour) may be required to reduce risk of use for return trips.</p>	

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3	The <u>Card Balance</u> must be sufficient to pay the <u>Minimum Potential Fare</u> for the <u>Journey</u> . This will be \$0.00 for <u>Concessions</u> where no fare is payable by the passenger (e.g. <u>Supergold Scheme Concession</u>).	NB: Most <u>Concessions</u> with no fare payable include an <u>Attributed Fare</u> , that is paid by a third-party.
4	The <u>Card Balance</u> and product expiry will be notified to the <u>Passenger</u> on each <u>Tag-On/Off</u> action.	This is RFP business requirement BR6.
5	Business rules for low balance card warning. When a passenger has a low card balance they will be given an audio indication and be shown their card balance at tag-on and tag-off. A low card balance is where the balance is [\$10.00] or less. This value must be configurable.	NB: The same low balance amount will apply across the consortium.
6	The <u>Supergold Scheme Concession</u> will apply the same Journey rules as standard fares but an " <u>Attributed Fare</u> " must be recorded for each <u>Supergold Scheme Concession</u> Boarding. The <u>Attributed Fare</u> will apply to both <u>First Boardings</u> and <u>Transfer Boardings</u> .	This will allow reporting on both Boardings and Journeys while maintaining existing SGC claims regime which is based on total boardings.

The general approach for calculating Card fares is as follows:

- At Tag-On the Tag-On Fare will be charged for the current Service.
- At Tag-Off the actual fare will be calculated using the Card Fare Schedule and the difference between this and the cumulative fare already charged will be refunded. If the passenger does not Tag-Off there will be no refund and the next Tag-On will start a new Journey.
- The more detailed process is set out in Table 5.3, with definitions included in the glossary.

Table 5.3 Business rules for calculating Card fares

Ref	Business rules	Subgroup comments
1	Prior to <u>Card Journey</u> . Set <u>Cumulative Fare</u> = 0.	The subgroup recommends that passengers be incentivised to <u>Tag-Off</u> at the end of a <u>Leg</u> .
2	<p>During the <u>Card Journey</u>. Passenger <u>Tags Card</u></p> <ol style="list-style-type: none"> 1. Load the latest <u>Journey</u> record for this <u>Card</u>. 2. Determine whether <u>Tag-On</u> or <u>Tag-Off</u>. If the <u>Journey</u> already has a valid <u>Tag-On</u> for this <u>Service</u> and no <u>Tag-Off</u> then treat as a <u>Tag-Off</u> otherwise treat as a <u>Tag-On</u>. <p>If a <u>Tag-On</u> then:</p> <ol style="list-style-type: none"> 1. Load the latest <u>Journey</u> record for the <u>Card</u>. <ul style="list-style-type: none"> o Check whether the first <u>Tag-On</u> is within the <u>Journey Transfer Window</u> and <u>Journey Leg Limit</u>. If not, then start a new <u>Journey</u>. o Check whether the previous action was a <u>Tag-Off</u> and if so whether it was within the <u>Inter-Leg Transfer Window</u> (if set). If not, then start a new <u>Journey</u>. o Check whether the <u>Tag-On</u> location (i.e. zone or point) is in the same location as the preceding Tag-Off. If not, then start a new Journey. 2. If a new <u>Journey</u> then create a new <u>Journey</u> record for the <u>Card</u> and determine the appropriate <u>Fare Schedule</u> and passenger type (e.g. Adult Single Cash, etc). 3. <u>Card Balance</u> checks: <ul style="list-style-type: none"> o Lookup the <u>Minimum Potential Fare</u> and <u>Tag-On Fare</u> from the <u>Fare Schedule</u> for the relevant <u>Service</u>, boarding location and passenger type. o If the <u>Minimum Potential Fare</u> is greater than the <u>Card Balance</u> then decline the transaction, otherwise proceed to next check. 	

	<ul style="list-style-type: none"> o If the <u>Card Balance</u> minus the <u>Tag-On Fare</u> is less than the <u>Minimum Card Balance</u> then decline the transaction, otherwise proceed to the next step. <ol style="list-style-type: none"> 4. Calculate the <u>Incremental Fare</u> by setting this to the value of the <u>Tag-On Fare</u> for the appropriate <u>Fare Schedule</u>. 5. Charge the <u>Incremental Fare</u> to the <u>Card</u> and add the Incremental Fare to the <u>Cumulative Fare</u>. If the resulting <u>Card Balance</u> is less than the <u>Minimum Card Balance</u>, then set the <u>Card Balance</u> equal to the <u>Minimum Card Balance</u>. <p>If a <u>Tag-Off</u> then:</p> <ol style="list-style-type: none"> 1. Calculate the <u>Actual Fare</u> for distance travelled, from the first stop of the <u>Journey</u> to the last stop where this <u>Tag-Off</u> was made, or between the stops for this Leg where the <u>Tag-On</u> and <u>Tag-Off</u> was made, whichever is the higher (this is to ensure the correct fare is charged when the passenger re-enters a zone). 2. Calculate the <u>Incremental Fare</u> which is the <u>Actual Fare</u> calculated above less the <u>Cumulative Fare</u> already charged. 3. Charge (or refund) the <u>Incremental Fare</u> to the <u>Card</u> and update the <u>Cumulative Fare</u>. If the resulting <u>Card Balance</u> is less than the <u>Minimum Card Balance</u>, then set the <u>Card Balance</u> equal to the <u>Minimum Card Balance</u>. 	
3	Rule deleted.	
4	The <u>Fare Schedule</u> to use for a <u>Journey</u> is the one valid at the time of <u>First Boarding</u> (e.g. if first boarding was during off-peak and transfer boarding during peak then off-peak fare schedule could continue to be used). Also refer rules #2 and #3 in Table 4.6.	

5.1.2 Cash fares

The concept of a Journey that applies when using a Cash fare is outlined in Figure 5.3 and the relevant business rules set out in Table 5.4

The calculation of a Cash fare requires the passenger to interact with the Driver when Boarding to determine the Fare payable and record the progress of a Journey. No action is required when Alighting.

The Pay Driver action is a physical passenger payment of a Fare and Driver issuance of a Ticket for First Boardings and Driver check of Ticket validity for Transfer Boardings.

Figure 5.3 Cash journey with transfers

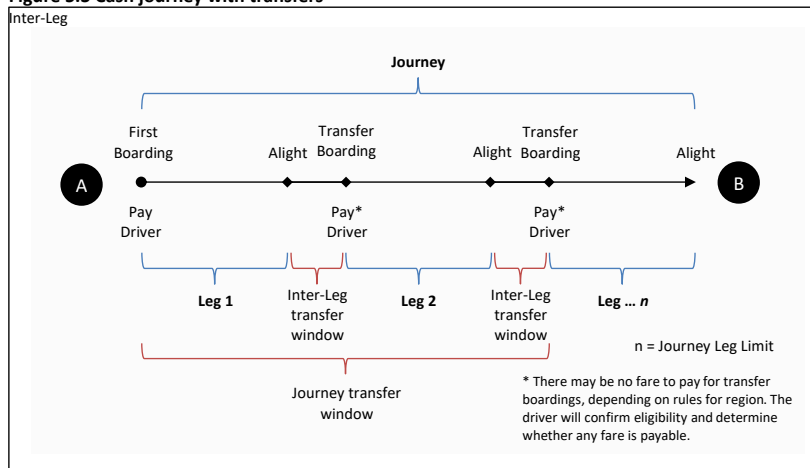


Table 5.4 Business rules for pay fare by Cash (Journey rules)

Ref	Business rules	Subgroup comments
1	<p><u>Passengers</u> pay the <u>Driver</u> at the time of their <u>First Boarding</u> for the full <u>Journey</u>. The <u>Driver</u> will issue a paper ticket identifying the ticket product, the fare zones for which it is valid and an expiry time for transfers.</p> <p>The passenger must show the paper ticket to the <u>Driver</u> when boarding another <u>Service</u>. If the ticket is valid, the <u>Driver</u> will record the boarding as a <u>Transfer Boarding</u>. <u>Transfer Boardings</u> must be recorded separately for each ticket type (e.g. adult, child, concession type). The <u>Journey</u> ends when the expiry time is reached. The following default rules shall apply for <u>Cash Journeys</u>:</p> <ul style="list-style-type: none"> <u>Inter-Leq Transfer Window</u>: n/a <u>Journey Transfer Window</u>: [y]-minutes <u>Journey Leg Limit</u>: n/a 	<p>The long-term vision is to reduce Cash Journeys. There is no revenue apportionment for cash transfers (refer Table 6.1 rule #1)</p> <p>The following rules are recommended by the subgroup for <u>Cash Journeys</u>:</p> <ul style="list-style-type: none"> <u>Inter-Leq Transfer Window</u>: n/a <u>Journey Transfer Window</u>: 60-minutes <u>Journey Leg Limit</u>: n/a <p>The <u>Journey Transfer Window</u> is used to control the start and end of a <u>Journey</u>. A shorter <u>Journey Transfer Window</u> is appropriate than for <u>Card</u> to reduce the opportunity for the <u>Journey</u> to include return <u>Legs</u>.</p> <p>The long-term vision is to reduce Cash Journeys. Cash transfers are not available in all regions, refer region details below.</p>
2	<p>Rule #3 in Table 4.14 also applies. This states that "<u>Drivers</u> must record <u>Transfer Boardings</u>, where these are not included part of a <u>Card</u> transaction or otherwise recorded, as a separate passenger count for each passenger group."</p>	

5.1.3 Free fares

Table 5.5 Business rules for free fares

Ref	Business rules	Subgroup comments
1	The <u>Driver</u> must be able to record free travel as a count on the ticketing machine, using the appropriate <u>Concession</u> group. This is not required if the free travel <u>Concession</u> is loaded on a <u>Card</u> and is activated through a tag-on.	Also refer rules for passenger counts in Table 4.14.
2	Business rules for <u>Supergold Scheme Concession</u> passengers from non-RITS regions. Passengers will be required to obtain a RITS card from an authorised centre which will do a visual authentication.	

5.2 Tag-On fare

The Tag-On Fare is the default fare that applies when a passenger Tags-On, based on the maximum distance that a passenger can travel on the relevant Service. This is specified in a separate Tag-On Fare table for each Fare Schedule. The Tag-On Fare is refunded at Tag-Off and the actual Fare from the relevant Journey Fare table is applied.

5.3 Purchase and use of a product

Regions are working towards replacing fare products with day and week capping, where possible, but for go-live there will still be some products remaining in some regions.

Table 5.6 Business rules for purchase product

Ref	Business rules	Subgroup comments
1	Passengers must be able to use <u>Cash</u> or <u>Stored Value</u> on a <u>Card</u> to purchase a <u>Product</u> from the <u>Driver</u> or retail outlet.	This is included in RFP business requirement BR6.
2	The <u>Product</u> will be validated the first time and each subsequent time a passenger boards the bus and <u>Tags-On</u> . There will be no penalty for passengers who fails to <u>Tag-Off</u> or <u>Tags-Off</u> outside the area of validity for the <u>Product</u> . If there is no <u>Product</u> loaded on the <u>Card</u> , then the relevant fare will be deducted using <u>Stored Value</u> (i.e. <u>Card Fare</u>).	For multi-journey products, refer section 4.3.2.
3	Multiple <u>Products</u> can be applied to each <u>Card</u> . The first valid <u>Product</u> to have been loaded on the <u>Card</u> will be used when the passenger boards the bus and <u>Tags-On</u> .	
4	The <u>Stored Value</u> balance and <u>Product</u> expiry date will be notified to the <u>Passenger</u> on each <u>Tag-On/Off</u> action.	
5	The combined value of the multiple products and stored value on a Card should not exceed the maximum allowable card balance.	
6	The ticketing system will not limit the extent of Journey on a valid Tag-On using a <u>Product</u> . Checks on correct usage of <u>Products</u> will be conducted by inspectors.	Regions to note that this is susceptible to misuse depending on zone structure.

5.4 Cancel pay fare or purchase action

Table 5.7 Business rules for cancel pay fare or purchase action

Ref	Business rules	Subgroup comments
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1	The <u>Driver</u> must be able reverse an incorrect <u>Tag-On</u> . This shall only apply to the immediate previous transaction on that <u>Card</u> for that <u>Service</u> and prior to the bus departing the stop.	
2	All reversed or annulled transactions during a duty must be available on the <u>Driver</u> duty reconciliation report.	

5.5 Customer information at Tag-On/Off

Table 5.8 Business rules for customer information at Tag-On/Off

Ref	Business rules	Subgroup comments
1	This covers the information (e.g. low card balance) that is displayed to the customer at tag-off.	NB: Not covered in this document.

5.6 Ticket information

Table 5.9 Business rules for ticket information

Ref	Business rules	Subgroup comments
1	This covers the information to print on the customer ticket/receipt.	NB: Not covered in this document.

5.7 Other Journey rules

Table 5.10 Business rules for other Journey rules

Ref	Business rules	Subgroup comments
1	Anti-passback rules to be defined by INIT to ensure automatic prevention of passenger passback.	NB: Not covered in this document.
2	If the same <u>Vehicle</u> is used to operate one or more consecutive <u>Services</u> (e.g. looped <u>Routes</u> or interlined <u>Services</u>) then the RITS must, at the end of the <u>Service</u> , for any passengers remaining on the <u>Vehicle</u> , automatically apply a <u>Tag-Off</u> on the current <u>Service</u> and a <u>Tag-On</u> on the next <u>Service</u> for that vehicle. This will be counted as a <u>Transfer Boarding</u> according to the relevant <u>Journey</u> rules (refer s5.1.1). Each region must be able to define the <u>Services</u> to which this rule applies.	
3	Passengers must be able to <u>Tag-on</u> at any door. The ability to <u>Tag-on</u> at doors other than the front door will be configurable for each region.	
4	"Via" fares are needed for journeys with transfers but which have the same start and end zones. "Via" fares are also used to define fares for Journeys which take different routes between the same start and end zones. RITS require "via" fares for all <u>Fare Schedules</u> where there is a zonal fare structure. Via fares apply as follows: <ul style="list-style-type: none"> Journeys starting and ending in the same zone: if this <u>Journey</u> involved any alighting/boarding in another zone then the <u>Fare</u> must be based on the number of zone boundaries crossed. Journeys between zones with multiple potential ways. The standard zonal fares will apply, unless a specific Service exception is identified with a different fare between two zones. Otago is the only region with this requirement at this stage (Ridge Runner service). 	This is response to INIT request to define "via" fares.

6 Revenue apportionment

This area covers the apportionment of patronage and revenue between services, routes, units and regions for key factor reporting and allocation of payments between regions.

NB: This section must be read in conjunction with the Financial Management [RFP s2.2.1.6] business requirements (refer Appendix B.3). **This section does not cover integration with financial accounting systems.**

6.1 Fare revenue apportionment

Table 6.1 Business rules for fare revenue apportionment

Ref	Business rules	Subgroup comments
1	Apportionment of <u>Card</u> and <u>Cash Journey</u> revenue. The RITS must apportion <u>Card</u> and <u>Cash Journey</u> revenue between <u>Services</u> for each region and <u>Fare Schedule</u> as follows: <ul style="list-style-type: none"> <u>Cash Journey</u> revenue is to be allocated to the <u>Service</u> where the revenue was collected (i.e. First Boarding). <u>Card Journey</u> revenue is to be allocated to each <u>Leg</u> by dividing the <u>Leg Fare</u> on each <u>Service</u> into the sum of the individual <u>Leg Fares</u> and multiplying this by the total <u>Journey Fare</u>². 	The revenue apportionment must be appropriate for application of the financial incentive mechanism (FIM) in operator contracts.
2	<u>Period Pass</u> revenue must be apportioned between <u>Legs</u> as follows: <ul style="list-style-type: none"> For each <u>Period Pass</u> product, revenue is to be allocated to each <u>Leg</u> by dividing the count of all <u>Legs</u> using that product during the settlement period into the sum of all revenue received for that product during the same settlement period. 	NB: Revenue is allocated based on a count of boardings as tag-off is not required.
3	<u>Fare Cap</u> revenue must be apportioned as follows: <ul style="list-style-type: none"> For each <u>Card</u>, all revenue that qualifies towards a cap is to be allocated to each <u>Leg</u> by dividing the raw <u>Fare</u> revenue (before any cap is applied) into the sum of raw <u>Fare</u> revenue and multiplying this by the total actual <u>Fare</u> revenue (after caps are applied) for the period during which the cap applies. The allocation of <u>Journey</u> revenue between <u>Legs</u> as set out in rule #1 for <u>Card Journeys</u>. 	NB: Consideration of revenue apportionment must be included as part of defining settlement period.
4	<u>Attributed Fares</u> and <u>Organisational Schemes</u> . Apportionment of third-party funding for <u>Organisational Scheme</u> fare products (refer s4.3.3) and any other products where third-party funding is provided in lieu of fares (e.g. <u>Supergold Scheme Concession</u>). The RITS must apportion third-party funding between <u>Services</u> using rule #1 above but with the modification that the <u>Fare</u> includes both the <u>Fare</u> paid by the passenger and the <u>Attributed Fare</u> defined in the relevant <u>Fare Schedule</u> .	
5	The <u>Attributed Fare</u> for the <u>Supergold Scheme Concession</u> shall be allocated to each individual <u>Leg</u> of a <u>Journey</u> .	
6	Apportionment of <u>Multi-Journey Product</u> revenue. The RITS must apportion <u>Multi-Journey Product</u> revenue on the same basis as rule #3 above.	

6.2 Treatment of third-party revenue

² This means the revenue allocated to Leg x for a Journey with three Legs (x, y, z) would be the Leg x Fare / (Leg x Fare + Leg y Fare + Leg z Fare) * Journey Fare. For example, if the individual Leg Fare was \$1, \$2, \$1 for Legs x, y, z and the total Journey Fare was \$2 then the Leg x and z revenue would be \$0.50 (\$1 / (\$1+\$2+\$1) * \$2) and Leg y revenue \$1 (\$2 / (\$1+\$2+\$1) * \$2).

Table 6.1 sets out business rules for treatment of third-party revenue.

Table 6.2 Business rules for treatment of third-party revenue

Ref	Business rules	Subgroup comments
1	Third-party received in bulk. The region must be able to enter the bulk funding from a third-party for a settlement period as <u>Attributed Fare</u> revenue against the relevant <u>Organisational Scheme</u> . This bulk funding will be equally apportioned between all <u>Legs</u> for that <u>Organisational Scheme</u> for the specified settlement period.	NB: The settlement period will be defined in the Financial Management Policy.

7 Other requirements

NB: The requirements in this section are intended to be picked up in other system design documents as supplied by INIT.

7.1 Card management

Card management rules are set out in a separate document. That document will define standard card issuance and minimum top-up amounts as set out in Table 7.1.

Table 7.1 Standard card issuance and minimum top-up amounts

Type	Driver (on bus)	Retail	Online ^(a)
Card issuance ^(f)	Card issuance fee: \$5.00 Required top-up: \$5.00 Total paid: \$10.00	Card issuance fee: \$5.00 Required top-up: \$5.00 Total paid: \$10.00	Card issuance fee: \$5.00 Required top-up: \$5.00 Total paid: \$10.00
Minimum top-up ^{(g)(h)}	\$10.00 ^(b)	\$10.00 ^(b)	\$5.00 ^(c)
Minimum Card Balance	Region specific (refer region). Default negative \$4.50 ^(d)		
Maximum Card Balance ^(e)	\$299.00		
Maximum value of any cash refund	[TBA] ^(e)		
Maximum value of top-ups during 12-month period	[TBA] ^(e)		

Notes:

(a) For online, minimum top-up at card issuance will be dependent on process of sending out cards which is to be agreed.

(b) The minimum top-up amount may be regionally defined if required to differ from that recommended in the table.

(c) The minimum online top-up amount may be set to a higher amount, subject to bank fees.

(d) The Minimum Card Balance is set at a level to ensure that any liability on a Card does not exceed the Card issuance fee.

(e) The policies around these rules will be defined through the Financial Management Policy.

(f) Card issuance fee shall be fixed at \$0.00 for the transition period

(g) Minimum top up applies in all cases except SuperGold. Where users are SG customers, there is no minimum top up required.

(h) Minimum top up requirement is not mandated in cases where users apply a pass to their card.

7.2 Reporting

1. For free fares, regions require the ability to report on and manually block each card after [x] number of failures to tag-off.

The report must break this down by fare type and period, particularly for free fares (e.g. Supergold, Massey uni etc).

2. Regions to be able to report on card journeys by card where a tag-off has been missed. The report must identify the difference between the fare paid (tag-on fare) and the maximum remaining fare that could have been charged on that service. The report must also include the available card balance at the time of tag-on.

7.3 Revenue protection

1. The revenue protection device must allow the revenue protection officer to identify missed tag-offs on previous journeys. And identify where missed tag-offs resulted in being charged a tag-on fare that was less than the maximum journey fare on that service (e.g. where otherwise would have exceeded the Minimum Card Balance).

2. The revenue protection officer must be able to issue a notice for payment of any outstanding amount from a previous Journey where the full fare has not been deducted from the card (i.e. where the fare would otherwise have exceeded the Minimum Card balance). This must be recorded in full in the revenue protection device.
 - a. NB: A revenue protection officer can be authorised to issue a notice claiming an amount identified as owed (for whatever reason) by the customer. This is distinct from an infringement notice and in essence is just a civil claim for payment of money owed. If so, and if it may subsequently be pursued through the (civil) Courts, then it will be important to ensure a complete record of the notice is created, and desirable to include in the customer terms and condition provisions to the effect that underpaid fares (whether by mistake or intention) may be recovered (by debiting card and recovery action for any shortfall) and that the legal costs of pursuing same are also recoverable.

PART B TARIFF RULES FOR EACH REGION

Part B identifies the specific tariff rules to be implemented for each region. These are a subset of the supported fare policies in Part A. The material in this part is structured as follows:

1. Overview of regional tariffs in chapter 8. These rules apply to all regions unless otherwise specified.
2. Region specific tariff rules are provided in chapter 9 as follows:
 - Northland – chapter 9
 - Waikato – chapter 10
 - Bay of Plenty – chapter 11
 - Horizons – chapter 12
 - Hawkes Bay – chapter 13
 - Taranaki – chapter 14
 - Nelson – chapter 15
 - Otago – chapter 16
 - Invercargill – chapter 17

Chapters 9 to 17 are structured as follows:

- **Fare structure overview** - fare structure and zones for each region.
- **Bus routes** – lists the RITS bus routes and the proposed active fare schedule for each.
- **Fare schedules** – this sets out the active fare schedules required at RITS go-live and other fare schedules that might be required in the future.
- **Fare schedule rules** - provides further detail on the rules for each fare schedule identified above.

8 DELETED

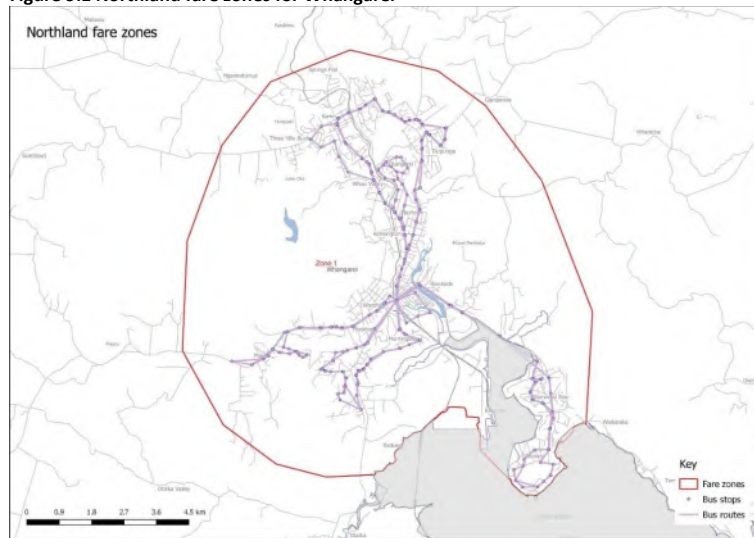
9 Northland tariff rules

9.1 Fare structure overview

The following fare structures apply for Northland.

1. Whangarei has a flat fare structure as shown in Figure 9.1.
 - a. Fares are set out in the relevant *Fare Schedule* based on the number of zones travelled. The number of zones travelled is always 1 for a flat fare structure.
 - b. NB: To support separate Okara Loop fares stops are split into three zones:
 - i. Zone 1 – Stops with no Okara Loop services
 - ii. Zone 2 – Stops with only Okara Loop services
 - iii. Zone 3 – Stops with both Okara Loop services and other services

Figure 9.1 Northland fare zones for Whangarei



9.2 Bus routes

Northland's bus routes are shown in Table 9.1, with the relevant active fare schedule indicated in the right-hand column. The Fare Schedules are set out in the next section.

Table 9.1 Northland's bus routes and fare schedules

Network name	Route ID	Route short name	Route long name	Fare Schedule
Whangarei	1	1	Okara Loop	NTL00A
Whangarei	2	2	Onerahi	NTL00A
Whangarei	3	3	Kamo/Tikipunga	NTL00A
Whangarei	4	4	Otangarei	NTL00A
Whangarei	5	5	Raumanga/Morningside	NTL00A
Whangarei	6	6	Maunu	NTL00A
Whangarei	7	7	Fairway Drive	NTL00A
Whangarei	8	8	Southern Workers	NTL00A

9.3 Fare Schedules

The following *Fare Schedules* are required at implementation.

1. *Fare Schedule NTL00A* is shown in Table 9.2. The *Fare Triangle* is provided shown in Table 9.3.

Table 9.2 Journey Fares for Northland Fare Schedule NTL00A

Code	Standard Fares							Attributed Fares	Fare Products			
	Cash		Card						Card	Day Passes		
	Adult	Child	Adult	Child	Secondary Student	Conc.	Conc.	SGC		SGC	Cash Adult	Cash Child
Journey Fares												
01	\$2.00	\$1.00	\$2.00	\$1.00	\$1.00	\$2.00	\$0.00	\$1.30	\$10.00	\$6.00	\$8.00	\$5.00
02	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$0.00	\$0.65	\$10.00	\$6.00	\$8.00	\$5.00
Tag-On Fares												
01	-	-	\$2.00	\$1.00	\$1.00	\$2.00	\$0.00	\$1.30	-	-	-	-
02	-	-	\$1.00	\$1.00	\$1.00	\$1.00	\$0.00	\$0.65	-	-	-	-
Fare Caps – Day												
01	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
02	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
Fare Caps – Week												
01	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
02	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-

Table 9.3 Fare triangle for Fare Schedule NTL00A

Zone	Code		
	1	2	3
1 Stops with no Okara Loop services	01		
2 Stops with only Okara Loop services	-	02	
3 Stops with both Okara Loop services and other services	01	02	02

2. **Fare Schedule NTL00A-1** is shown in Table 9.4. The **Fare Triangle** is provided shown in Table 9.5. This fare schedule replaces **Fare Schedule NTL00A** on the last Tuesday before Christmas each year (exact date will vary) and on other dates as may be specified using the tariff management module.

Table 9.4 Journey Fares for Northland Fare Schedule NTL00A-1

Code	Standard Fares							Attributed Fares Card	Fare Products Day Passes			
	Cash		Card						Cash Adult	Cash Child	Card Adult	Card Child
	Adult	Child	Adult	Child	Secondary Student	Conc.	SGC					
Journey Fares												
01	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$0.00	\$0.65	\$10.00	\$6.00	\$8.00	\$5.00
Tag-On Fares												
01	-	-	\$1.00	\$1.00	\$1.00	\$1.00	\$0.00	\$0.65	-	-	-	-
Fare Caps – Day												
01	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
Fare Caps – Week												
01	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-

Table 9.5 Fare triangle for Fare Schedule NTL00A-1

Zone	Code		
	1	2	3
1 Stops with no Okara Loop services	01		
2 Stops with only Okara Loop services	-	01	
3 Stops with both Okara Loop services and other services	01	01	01

9.4 Fare Schedule rules

The following rules apply to each **Fare Schedule**.

1. Fare Schedules **NTL00A** and **NTL00A-1** for Whangarei:
 - a. Journey transfer rules:
 - i. **Cash**. No transfers are available on Cash Fares. The Journey Leg Limit is set to one. The Transfer Window and Inter-Leg Transfer Window are not applicable.
 - ii. **Card**. No transfers are available on Card Fares. The Journey Leg Limit is set to one. The Transfer Window and Inter-Leg Transfer Window are not applicable.
 - b. Cash Journey Fares:
 - i. **Cash Adult**. The Adult fare applies unless the passenger is eligible for a **Concession Fare** or is using a **Fare Product**.
 - ii. **Cash Child**. This applies the **Child Concession** to passengers aged 5-18 (inclusive).
 - c. Card Journey Fares:
 - i. **Card Adult**. The Adult fare applies unless a valid **Concession** or **Fare Product** is loaded on the **Card**.
 - ii. **Card Child**. This applies the **Child Concession** to passengers aged 5-18 (inclusive).
 - iii. **Card Secondary Student**. This applies the **Secondary Student Concession** to passengers attending secondary school who are not granted a child concession.
 - iii. **Card Concession**. This applies the **Standard Concession** to the following groups. Each group must be recorded as a separate **Concession** group.
 - (a) Tertiary students

- (b) Community Service Card (CSC) holders
- (c) Senior citizens aged 65 or over
- (d) Disabled/accessible
- iv. **Card SGC.** This applies the Supergold Scheme Concession during off-peak periods and the above Card Concession (senior citizens aged 65 or over) at other times.
- d. Attributed Fares:
 - i. **Card SGC.** This applies the Attributed Fare for the Supergold Scheme Concession.
- e. Fare Capping:
 - i. **Day Caps.** Refer Day Caps in fare capping section 4.2.5.
 - ii. **Week Caps.** Refer Week Caps in fare capping section 4.2.5.
- f. Fare Products:
 - i. Day Passes:
 - (a) **Cash Adult Day Pass.** Provides unlimited travel on all services (including Okara Loop) for one calendar day.
 - (b) **Cash Child Day Pass.** As per Cash Adult Day Pass but for Cash Child passengers.
 - (c) **Card Adult Day Pass.** Provides unlimited travel on all services (including Okara Loop) for one calendar day. Must be purchased using Stored Value on a Card.
 - (d) **Card Child Day Pass.** As per Card Adult Day Pass but applies to Card Child passengers. Must be purchased using Stored Value on a Card.
- g. Tariffs not specified in the tables:
 - i. Counts to be recorded as passenger boardings and included in all patronage and revenue reporting:
 - (a) **Infant (under-5).** This provides free travel for infants under 5 years old. The Driver must record this as a passenger boarding with zero fare.
 - (b) **Promo.** Travel for free. The Driver must record this as a passenger boarding with zero fare.
 - (c) **Cash Adult Day Pass.** Record of passengers boarding using paper Cash Adult Day Pass ticket. The Driver must record this as a passenger boarding with zero fare.
 - (d) **Cash Child Day Pass.** Record of passengers boarding using paper Cash Child Day Pass ticket. The Driver must record this as a passenger boarding with zero fare.
 - ii. Other counts to be recorded but not included as passenger boardings:
 - (a) **Wheelchair count.** The Driver must record a count of wheelchair loadings, this is a separate count from the Fare paid.
 - (b) **Bike Count.** The Driver must record a count of bike loadings, this is a separate count from the Fare paid.

9.5 Region-wide settings

9.5.1 Minimum card balance

1. The **minimum card balance for Northland** is **-\$2.00** after deducting the tag-on fare.

9.5.2 Low Card Balance warning

1. The Low Card Balance warning is to be applied when the card balance falls **below \$10.00** (refer Table 5.2 rule #5, default is \$10.00 unless otherwise specified).

9.5.3 Minimum card top-up

1. The **minimum card top-up amount is \$5.00** for on-bus and retail.

9.5.4 Maximum Journey Time

The **maximum journey time** is defined as being **45 minutes from the time of initial tag on** in Northland.

9.5.5 Card issuance fee

1. The **Card Issuance Fee** for cards issued in Northland on MRD and CSW is \$5.00.

10 Waikato tariff rules

10.1 Fare structure overview

The following fare structures apply for Waikato.

1. Waikato is a zonal fare structure, based on the zones shown in Figure 10.1.
 - a. Fares are set out in the relevant *Fare Schedule* based on the number of zones travelled. The number of zones travelled is calculated as 1 plus the number of fare zone boundaries crossed.
 - i. NB: Zones (1, 2, 3, ... etc) are divided into subzones (A, B, C, ... etc) to allow fares to be defined using a Fare Triangle.
 2. A CBD zone overall applies to an area of Hamilton as shown in Figure 10.2. A lower fare is charged for travel wholly within the CBD zone overlay but this area is not counted as a separate zone when calculating zonal fares based on the number of zones travelled.
 3. WRC will use subzones to identify Rail station stops

Figure 10.1 Waikato fare zones (NB: Routes and stops are illustrative only, refer GTFS data actual allocation of stops to zones)

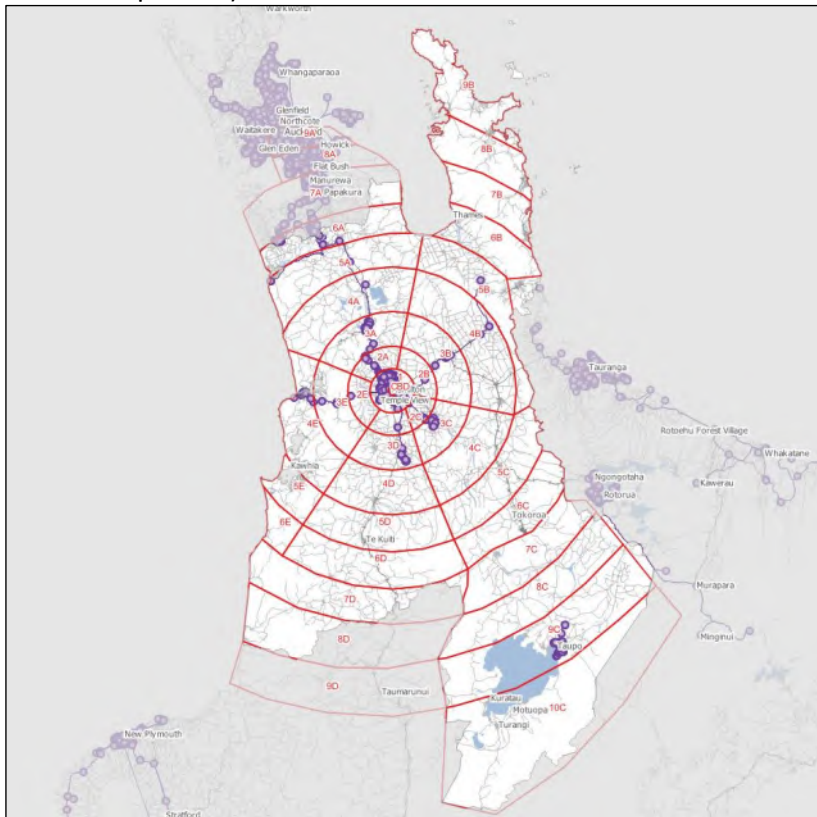
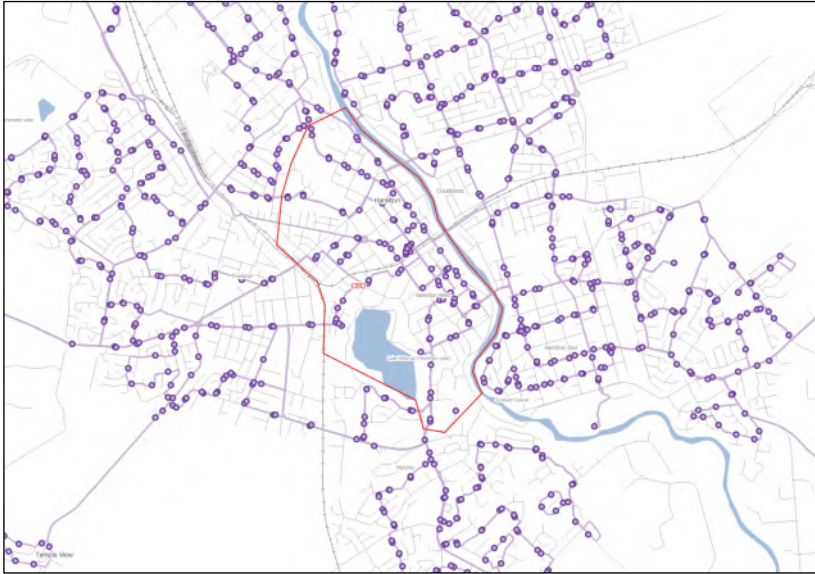


Figure 10.2 Waikato CBD fare zone overlay (NB: Routes and stops are illustrative only, refer GTFS data actual allocation of stops to zones)



10.2 Routes

Waikato bus routes are shown in Table 10.1, with the relevant active fare schedule indicated in the right-hand column. Please note the table includes some future routes that do not currently operate. The Fare Schedules are set out in the next section.

Table 10.1 Waikato routes and fare schedules

Network name	Route ID	Route short name	Route long name	Fare schedule
Waikato	3771	O	Orbiter	WKO00A
Waikato	4602	20	Cambridge	WKO00A
Waikato	4604	10	Hillcrest	WKO00A
Waikato	4606	11	Fairfield	WKO00A
Waikato	4608	12	Fitzroy	WKO00A
Waikato	4610	13	University	WKO00A
Waikato	4612	14	Claudelands	WKO00A
Waikato	4616	16	Rototuna	WKO00A
Waikato	4618	17	Hamilton East Uni	WKO00A
Waikato	4620	18	Te Rapa	WKO00A
Waikato	4622	1	Pukete	WKO00A
Waikato	4625	23	Raglan	WKO00A
Waikato	4627	24	Te Awamutu	WKO00A
Waikato ^(a)	4628	26	Bremworth / Templeview	WKO00A
Waikato	4634	2	Silverdale	WKO00A
Waikato	4638	3	Dinsdale	WKO00A
Waikato	4641	4N	Flagstaff North	WKO00A
Waikato	4648	5	Chartwell	WKO00A
Waikato	4650	6	Mahoe	WKO00A
Waikato	4652	7	Glenview	WKO00A
Waikato	4654	8	Frankton	WKO00A
Waikato	4656	9	Nawton	WKO00A
Waikato	4660	T11	Mangakino - Taupo	WKO00A
Waikato ^(a)	4662	NRE	Night Rider East	WKO00A
Waikato ^(a)	4663	NRW	Night Rider West	WKO00A
Waikato	4666	21	Northern Connector	WKO00A
Waikato	6175	22	Morrinsville / Paeroa	WKO00A
Waikato ^(a)	6321	51	CBD Shuttle FREE	WKO00A
Waikato	6461	TC	Taupo Connector (Central)	WKO00A
Waikato	9021	T13	Mangakino - Tokoroa	WKO00A
Waikato	9022	4	Flagstaff	WKO00A
Waikato	9032	RC	Rototuna Circular	WKO00A
Waikato	9708	TN	Taupo Connector (North)	WKO00A
Waikato	9709	TW	Taupo Connector (West)	WKO00A
Waikato	9782	8	Frankton (Proposed)	WKO00A
Waikato	9879	O	Orbiter (Proposed)	WKO00A
Waikato	9880	PW	Port Waikato to Pukekohe (Proposed)	WKO00A
Waikato	11712	UCC	Tokoroa Circuit	WKO00A
Waikato	11713	UCD	Tokoroa District Circuit	WKO00A
Waikato	11714	PK	Pukekohe - Pokeno (Proposed)	WKO00A
Waikato	12858	C	Comet	WKO00A
Waikato	13368	40	Cambridge - Te Awamutu (Proposed)	WKO00A
Waikato	13369	25	Matamata - Hamilton (Proposed)	WKO00A
Waikato	13370	30	Te Kuiti - Hamilton (Proposed)	WKO00A
Waikato	13371	27	Tauwhare - Hamilton (Proposed)	WKO00A
Waikato	13372	28	Te Kowhai - Hamilton (Proposed)	WKO00A
Waikato	13373	33	Thames - Hamilton (Proposed)	WKO00A
Waikato ^(d)	13374	36	Bremworth/Templeview - Hamilton (Proposed)	WKO00A
Waikato	13378	TC	Taupo Connector (Proposed)	WKO00A
Waikato	15636	AR	Hamilton - Auckland Rail	WKO00A
Waikato	13400	C2T	Connect 2 Taupo (Proposed)	WKO00A
Waikato	13403	50	Tokoroa - Hamilton (Proposed)	WKO00A
Waikato	15643	19	Bremworth/Templeview	WKO00A

(a) Routes 4628, 4662, 4663, 6321, 13374 no longer active but remain in GTFS

10.3 Fare Schedules

The following *Fare Schedules* are required at implementation.

1. *Fare Schedule WK000A* is shown in Table 10.2, Table 10.3 and Table 10.4. The point-to-point fare triangle is shown in Table 10.5.
 - a. NB: Except as noted below, the number of zones travelled is calculated as 1 plus the number of fare zone boundaries crossed.
 - b. NB: The “urban” fare applies for travel wholly within the Hamilton urban area (zone 1) except for travel solely within the Hamilton CBD fare zone in which case the “CBD” fare applies.
 - c. The fare schedule includes rail fares and combination bus/rail journey fares.
 - d. Multi Modal journeys begin with the number of bus zones travelled and end with the number of rail zones travelled in brackets. I.e. 2(3) indicated 2 bus zones & 3 rail zones travelled.
 - e. Notes on Code fares:

Notes on code fares
Urban (1) = (1 urban bus zone +1 rail zone), -1 urban bus zone
Urban (3) = (1 urban bus zone +3 rail zones), -1 urban bus zone
Urban (5) = (1 urban bus zone +5 rail zones), -1 urban bus zone
Urban (7) = (1 urban bus zone +7 rail zones), -1 urban bus zone
1(1) = (1 bus zone + 1 rail zone), - 1 bus zone
1(3) = (1 bus zone + 3 rail zone), - 1 bus zone
1(5) = (1 bus zone + 5 rail zone), - 1 bus zone
1(7) = (1 bus zone + 7 rail zone), - 1 bus zone
2(1) = (2 bus zones + 1 rail zone), -1 bus zone
2(3) = (2 bus zones + 3 rail zones), -1 bus zone
2(5) = (2 bus zones + 5 rail zones), -1 bus zone
2(7) = (2 bus zones + 7 rail zones), -1 bus zone
3(1) = (3 bus zones + 1 rail zone), -1 bus zone
3(3) = (3 bus zones + 3 rail zones), -1 bus zone
3(5) = (3 bus zones + 5 rail zones), -1 bus zone
3(7) = (3 bus zones + 7 rail zones), -1 bus zone
4(1) = (4 bus zones + 1 rail zone), -1 bus zone
4(3) = (4 bus zones + 3 rail zones), -1 bus zone
4(5) = (4 bus zones + 5 rail zones), -1 bus zone
4(7) = (4 bus zones + 7 rail zones), -1 bus zone
5(1) = (5 bus zones + 1 rail zone), -1 bus zone
5(3) = (5 bus zones + 3 rail zones), -1 bus zone

5(5) = (5 bus zones + 5 rail zones), -1 bus zone
5(7) = (5 bus zones + 7 rail zones), -1 bus zone
6(1) = (6 bus zones +1 rail zone), -1 bus zone
6(3) = (6 bus zones +3 rail zones), -1 bus zone
6(5) = (6 bus zones + 5 rail zones), -1 bus zone
6(7) = (6 bus zones + 7 rail zones), -1 bus zone
7(1) = (7 bus zones + 1 rail zone), -1 bus zone
7(3) = (7 bus zones + 3 rail zones), -1 bus zone
7(5) = (7 bus zones + 5 rail zones), -1 bus zone
7(7) = (7 bus zones + 7 rail zones), -1 bus zone
8(1) = (8 bus zones + 1 rail zone), -1 bus zone
8(3) = (8 bus zones + 3 rail zone), -1 bus zone
8(5) = (8 bus zones + 5 rail zone), -1 bus zone
8(7) = (8 bus zones + 7 rail zone), -1 bus zone
9(1) = (9 bus zones + 1 rail zone), -1 bus zone
9(3) = (9 bus zones + 3 rail zone), -1 bus zone
9(5) = (9 bus zones + 5 rail zone), -1 bus zone
9(7) = (9 bus zones + 7 rail zone), -1 bus zone
10(1) = (10 bus zones + 1 rail zone), -1 bus zone
10(3) = (10 bus zones + 3 rail zone), -1 bus zone
10(5) = (10 bus zones + 5 rail zone), -1 bus zone
10(7) = (10 bus zones + 7 rail zone), -1 bus zone

Rail fare lookup table	Cash		Card			
	Adult	Child	Adult	Child	Secondary Student	60+
1 zone rail (1)	\$3.50	\$2.50	\$2.40	\$1.68	\$1.68	\$1.68
3 zones rail (3)	\$5.50	\$4.00	\$4.00	\$2.80	\$2.80	\$2.80
5 zones rail (5)	\$11.00	\$7.50	\$7.80	\$5.46	\$5.46	\$5.46
7 zones rail (7)	\$17.00	\$12.00	\$12.20	\$8.54	\$8.54	\$8.54

Please note these fares have been inserted into Table 10.2, with the zone identified by an_R after the zone. For example: 1 zone rail (1) is displayed in the table as 1 zone R.

Table 10.2 Journey Fares for Waikato Fare Schedule WK000A part 1 of 3

Zones travelled	Standard Fares					
	Cash		Card			
	Adult	Child	Adult	Child	Secondary Student concession	60+
Journey Fares						
CBD	\$3.00	\$3.00	\$1.00	\$1.00	\$1.00	\$1.00
Urban	\$3.00	\$3.00	\$1.70	\$1.70	\$1.70	\$1.70
Urban(1)	-	-	\$2.40	\$1.68	\$1.68	\$1.68
Urban(3)	-	-	\$4.00	\$2.80	\$2.80	\$2.80
Urban(5)	-	-	\$7.80	\$5.46	\$5.46	\$5.46
Urban(7)	-	-	\$12.20	\$8.54	\$8.54	\$8.54
1 zone	\$2.00	\$2.00	\$1.00	\$1.00	\$1.00	\$1.00
1 zone R	\$3.50	\$2.50	\$2.40	\$1.68	\$1.68	\$1.68
1(1)	-	-	\$2.40	\$1.68	\$1.68	\$1.68
1(3)	-	-	\$4.00	\$2.80	\$2.80	\$2.80
1(5)	-	-	\$7.80	\$5.46	\$5.46	\$5.46
1(7)	-	-	\$12.20	\$8.54	\$8.54	\$8.54
2 zones	\$4.00	\$4.00	\$2.20	\$2.20	\$2.20	\$2.20
2(1)	-	-	\$3.60	\$2.88	\$2.88	\$2.88
2(3)	-	-	\$5.20	\$4.00	\$4.00	\$4.00
2(5)	-	-	\$9.00	\$6.66	\$6.66	\$6.66
2(7)	-	-	\$13.40	\$9.74	\$9.74	\$9.74
3 zones	\$5.00	\$5.00	\$2.70	\$2.70	\$2.70	\$2.70
3 zones R	\$5.50	\$4.00	\$4.00	\$2.80	\$2.80	\$2.80
3(1)	-	-	\$4.10	\$3.38	\$3.38	\$3.38
3(3)	-	-	\$5.70	\$4.50	\$4.50	\$4.50
3(5)	-	-	\$9.50	\$7.16	\$7.16	\$7.16
3(7)	-	-	\$13.90	\$10.24	\$10.24	\$10.24
4 zones	\$6.00	\$6.00	\$3.20	\$3.20	\$3.20	\$3.20
4(1)	-	-	\$4.60	\$3.88	\$3.88	\$3.88
4(3)	-	-	\$6.20	\$5.00	\$5.00	\$5.00
4(5)	-	-	\$10.00	\$7.66	\$7.66	\$7.66
4(7)	-	-	\$14.40	\$10.74	\$10.74	\$10.74
5 zones	\$7.00	\$7.00	\$3.70	\$3.70	\$3.70	\$3.70
5 zones R	\$11.00	\$7.50	\$7.80	\$5.46	\$5.46	\$5.46
5(1)	-	-	\$5.10	\$4.38	\$4.38	\$4.38
5(3)	-	-	\$6.70	\$5.50	\$5.50	\$5.50
5(5)	-	-	\$10.50	\$8.16	\$8.16	\$8.16
5(7)	-	-	\$14.90	\$11.24	\$11.24	\$11.24
6 zones	\$8.00	\$8.00	\$4.20	\$4.20	\$4.20	\$4.20
6(1)	-	-	\$5.60	\$4.88	\$4.88	\$4.88
6(3)	-	-	\$7.20	\$6.00	\$6.00	\$6.00
6(5)	-	-	\$11.00	\$8.66	\$8.66	\$8.66
6(7)	-	-	\$15.40	\$11.74	\$11.74	\$11.74
7 zones	\$9.00	\$9.00	\$4.70	\$4.70	\$4.70	\$4.70
7 zones R	\$17.00	\$12.00	\$12.20	\$8.54	\$8.54	\$8.54
7(1)	-	-	\$6.10	\$5.38	\$5.38	\$5.38
7(3)	-	-	\$7.70	\$6.50	\$6.50	\$6.50
7(5)	-	-	\$11.50	\$9.16	\$9.16	\$9.16
7(7)	-	-	\$15.90	\$12.24	\$12.24	\$12.24
8 zones	\$10.00	\$10.00	\$5.20	\$5.20	\$5.20	\$5.20
8(1)	-	-	\$6.60	\$5.88	\$5.88	\$5.88
8(3)	-	-	\$8.20	\$7.00	\$7.00	\$7.00
8(5)	-	-	\$12.00	\$9.66	\$9.66	\$9.66
8(7)	-	-	\$16.40	\$12.74	\$12.74	\$12.74
9 zones	\$11.00	\$11.00	\$5.70	\$5.70	\$5.70	\$5.70
9(1)	-	-	\$7.10	\$6.38	\$6.38	\$6.38
9(3)	-	-	\$8.70	\$7.50	\$7.50	\$7.50
9(5)	-	-	\$12.50	\$10.16	\$10.16	\$10.16
9(7)	-	-	\$16.90	\$13.24	\$13.24	\$13.24

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10 zones	\$12.00	\$12.00	\$6.20	\$6.20	\$6.20	\$6.20
10(1)	-	-	\$7.60	\$6.88	\$6.88	\$6.88
10(3)	-	-	\$9.20	\$8.00	\$8.00	\$8.00
10(5)	-	-	\$13.00	\$10.66	\$10.66	\$10.66
10(7)	-	-	\$17.40	\$13.74	\$13.74	\$13.74
Tag-On Fares						
CBD	-	-	\$3.00	\$3.00	\$3.00	\$3.00
Urban	-	-	\$3.00	\$3.00	\$3.00	\$3.00
Urban(1)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
Urban(3)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
Urban(5)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
Urban(7)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
1 zone	-	-	\$3.00	\$3.00	\$3.00	\$3.00
1 zone R	-	-	\$3.00	\$3.00	\$3.00	\$3.00
1(1)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
1(3)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
1(5)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
1(7)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
2 zones	-	-	\$3.00	\$3.00	\$3.00	\$3.00
2(1)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
2(3)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
2(5)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
2(7)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
3 zones	-	-	\$3.00	\$3.00	\$3.00	\$3.00
3 zones R	-	-	\$3.00	\$3.00	\$3.00	\$3.00
3(1)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
3(3)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
3(5)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
3(7)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
4 zones	-	-	\$3.00	\$3.00	\$3.00	\$3.00
4(1)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
4(3)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
4(5)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
4(7)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
5 zones	-	-	\$3.00	\$3.00	\$3.00	\$3.00
5 zones R	-	-	\$3.00	\$3.00	\$3.00	\$3.00
5(1)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
5(3)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
5(5)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
5(7)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
6 zones	-	-	\$3.00	\$3.00	\$3.00	\$3.00
6(1)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
6(3)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
6(5)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
6(7)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
7 zones	-	-	\$3.00	\$3.00	\$3.00	\$3.00
7 zones R	-	-	\$3.00	\$3.00	\$3.00	\$3.00
7(1)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
7(3)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
7(5)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
7(7)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
8 zones	-	-	\$3.00	\$3.00	\$3.00	\$3.00
8(1)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
8(3)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
8(5)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
8(7)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
9 zones	-	-	\$3.00	\$3.00	\$3.00	\$3.00
9(1)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
9(3)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
9(5)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
9(7)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
10 zones	-	-	\$3.00	\$3.00	\$3.00	\$3.00
10(1)	-	-	\$3.00	\$3.00	\$3.00	\$3.00

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10(3)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
10(5)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
10(7)	-	-	\$3.00	\$3.00	\$3.00	\$3.00
Fare Caps - Day						
CBD	-	-	\$999	\$999	\$999	\$999
Urban	-	-	\$999	\$999	\$999	\$999
Urban(1)	-	-	\$999	\$999	\$999	\$999
Urban(3)	-	-	\$999	\$999	\$999	\$999
Urban(5)	-	-	\$999	\$999	\$999	\$999
Urban(7)	-	-	\$999	\$999	\$999	\$999
1 zone	-	-	\$999	\$999	\$999	\$999
1 zone R	-	-	\$999	\$999	\$999	\$999
1(1)	-	-	\$999	\$999	\$999	\$999
1(3)	-	-	\$999	\$999	\$999	\$999
1(5)	-	-	\$999	\$999	\$999	\$999
1(7)	-	-	\$999	\$999	\$999	\$999
2 zones	-	-	\$999	\$999	\$999	\$999
2(1)	-	-	\$999	\$999	\$999	\$999
2(3)	-	-	\$999	\$999	\$999	\$999
2(5)	-	-	\$999	\$999	\$999	\$999
2(7)	-	-	\$999	\$999	\$999	\$999
3 zones	-	-	\$999	\$999	\$999	\$999
3 zones R	-	-	\$999	\$999	\$999	\$999
3(1)	-	-	\$999	\$999	\$999	\$999
3(3)	-	-	\$999	\$999	\$999	\$999
3(5)	-	-	\$999	\$999	\$999	\$999
3(7)	-	-	\$999	\$999	\$999	\$999
4 zones	-	-	\$999	\$999	\$999	\$999
4(1)	-	-	\$999	\$999	\$999	\$999
4(3)	-	-	\$999	\$999	\$999	\$999
4(5)	-	-	\$999	\$999	\$999	\$999
4(7)	-	-	\$999	\$999	\$999	\$999
5 zones	-	-	\$999	\$999	\$999	\$999
5 zones R	-	-	\$999	\$999	\$999	\$999
5(1)	-	-	\$999	\$999	\$999	\$999
5(3)	-	-	\$999	\$999	\$999	\$999
5(5)	-	-	\$999	\$999	\$999	\$999
5(7)	-	-	\$999	\$999	\$999	\$999
6 zones	-	-	\$999	\$999	\$999	\$999
6(1)	-	-	\$999	\$999	\$999	\$999
6(3)	-	-	\$999	\$999	\$999	\$999
6(5)	-	-	\$999	\$999	\$999	\$999
6(7)	-	-	\$999	\$999	\$999	\$999
7 zones	-	-	\$999	\$999	\$999	\$999
7 zones R	-	-	\$999	\$999	\$999	\$999
7(1)	-	-	\$999	\$999	\$999	\$999
7(3)	-	-	\$999	\$999	\$999	\$999
7(5)	-	-	\$999	\$999	\$999	\$999
7(7)	-	-	\$999	\$999	\$999	\$999
8 zones	-	-	\$999	\$999	\$999	\$999
8(1)	-	-	\$999	\$999	\$999	\$999
8(3)	-	-	\$999	\$999	\$999	\$999
8(5)	-	-	\$999	\$999	\$999	\$999
8(7)	-	-	\$999	\$999	\$999	\$999
9 zones	-	-	\$999	\$999	\$999	\$999
9(1)	-	-	\$999	\$999	\$999	\$999
9(3)	-	-	\$999	\$999	\$999	\$999
9(5)	-	-	\$999	\$999	\$999	\$999
9(7)	-	-	\$999	\$999	\$999	\$999
10 zones	-	-	\$999	\$999	\$999	\$999
10(1)	-	-	\$999	\$999	\$999	\$999
10(3)	-	-	\$999	\$999	\$999	\$999
10(5)	-	-	\$999	\$999	\$999	\$999

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10(7)	-	-	\$999	\$999	\$999	\$999
Fare Caps – Week (Capping not being used in phase 1, set at \$999 to ensure not reached in the short term)						
CBD	-	-	\$999	\$999	\$999	\$999
Urban	-	-	\$999	\$999	\$999	\$999
Urban(1)	-	-	\$999	\$999	\$999	\$999
Urban(3)	-	-	\$999	\$999	\$999	\$999
Urban(5)	-	-	\$999	\$999	\$999	\$999
Urban(7)	-	-	\$999	\$999	\$999	\$999
1 zone	-	-	\$999	\$999	\$999	\$999
1 zone R	-	-	\$999	\$999	\$999	\$999
1(1)	-	-	\$999	\$999	\$999	\$999
1(3)	-	-	\$999	\$999	\$999	\$999
1(5)	-	-	\$999	\$999	\$999	\$999
1(7)	-	-	\$999	\$999	\$999	\$999
2 zones	-	-	\$999	\$999	\$999	\$999
2(1)	-	-	\$999	\$999	\$999	\$999
2(3)	-	-	\$999	\$999	\$999	\$999
2(5)	-	-	\$999	\$999	\$999	\$999
2(7)	-	-	\$999	\$999	\$999	\$999
3 zones	-	-	\$999	\$999	\$999	\$999
3 zones R	-	-	\$999	\$999	\$999	\$999
3(1)	-	-	\$999	\$999	\$999	\$999
3(3)	-	-	\$999	\$999	\$999	\$999
3(5)	-	-	\$999	\$999	\$999	\$999
3(7)	-	-	\$999	\$999	\$999	\$999
4 zones	-	-	\$999	\$999	\$999	\$999
4(1)	-	-	\$999	\$999	\$999	\$999
4(3)	-	-	\$999	\$999	\$999	\$999
4(5)	-	-	\$999	\$999	\$999	\$999
4(7)	-	-	\$999	\$999	\$999	\$999
5 zones	-	-	\$999	\$999	\$999	\$999
5 zones R	-	-	\$999	\$999	\$999	\$999
5(1)	-	-	\$999	\$999	\$999	\$999
5(3)	-	-	\$999	\$999	\$999	\$999
5(5)	-	-	\$999	\$999	\$999	\$999
5(7)	-	-	\$999	\$999	\$999	\$999
6 zones	-	-	\$999	\$999	\$999	\$999
6(1)	-	-	\$999	\$999	\$999	\$999
6(3)	-	-	\$999	\$999	\$999	\$999
6(5)	-	-	\$999	\$999	\$999	\$999
6(7)	-	-	\$999	\$999	\$999	\$999
7 zones	-	-	\$999	\$999	\$999	\$999
7 zones R	-	-	\$999	\$999	\$999	\$999
7(1)	-	-	\$999	\$999	\$999	\$999
7(3)	-	-	\$999	\$999	\$999	\$999
7(5)	-	-	\$999	\$999	\$999	\$999
7(7)	-	-	\$999	\$999	\$999	\$999
8 zones	-	-	\$999	\$999	\$999	\$999
8(1)	-	-	\$999	\$999	\$999	\$999
8(3)	-	-	\$999	\$999	\$999	\$999
8(5)	-	-	\$999	\$999	\$999	\$999
8(7)	-	-	\$999	\$999	\$999	\$999
9 zones	-	-	\$999	\$999	\$999	\$999
9(1)	-	-	\$999	\$999	\$999	\$999
9(3)	-	-	\$999	\$999	\$999	\$999
9(5)	-	-	\$999	\$999	\$999	\$999
9(7)	-	-	\$999	\$999	\$999	\$999
10 zones	-	-	\$999	\$999	\$999	\$999
10(1)	-	-	\$999	\$999	\$999	\$999
10(3)	-	-	\$999	\$999	\$999	\$999
10(5)	-	-	\$999	\$999	\$999	\$999
10(7)	-	-	\$999	\$999	\$999	\$999

Table 10.3 Journey Fares for Waikato Fare Schedule WKO00A part 2 of 3

Zones travelled	Card Concession Fares with Attributed Fares											
	SGC	UOWA1	UOWA2 (Dormant)	WINTEC	DHBA1 (Dormant)	DHBA2 (Dormant)	Rakaumanga School	Hamilton Youth (Dormant)	Accessibility	Te Huia travel 1	Te Huia travel 2	WRC Staff
Journey Fares												
CBD	\$0.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$0.00	\$1.00	\$0.00	\$0.00	\$0.00	\$1.00
Urban	\$0.00	\$1.70	\$1.70	\$1.70	\$1.70	\$1.70	\$0.00	\$1.70	\$0.00	\$0.00	\$0.00	\$0.85
Urban(1)	\$0.00	\$2.40	\$2.40	\$2.40	\$2.40	\$2.40	\$1.68	\$1.68	\$0.00	\$0.00	\$0.00	\$2.40
Urban(3)	\$0.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$2.80	\$2.80	\$0.00	\$0.00	\$0.00	\$4.00
Urban(5)	\$0.00	\$7.80	\$7.80	\$7.80	\$7.80	\$7.80	\$5.46	\$5.46	\$0.00	\$0.00	\$0.00	\$7.80
Urban(7)	\$0.00	\$12.20	\$12.20	\$12.20	\$12.20	\$12.20	\$8.54	\$8.54	\$0.00	\$0.00	\$0.00	\$12.20
1 zone	\$0.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$0.00	\$1.00	\$0.00	\$0.00	\$0.00	\$0.50
1 zone R	\$0.00	\$2.40	\$2.40	\$2.40	\$2.40	\$2.40	\$1.68	\$1.68	\$0.00	\$0.00	\$0.00	\$2.40
1(1)	\$0.00	\$2.40	\$2.40	\$2.40	\$2.40	\$2.40	\$1.68	\$1.68	\$0.00	\$0.00	\$0.00	\$2.40
1(3)	\$0.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$2.80	\$2.80	\$0.00	\$0.00	\$0.00	\$4.00
1(5)	\$0.00	\$7.80	\$7.80	\$7.80	\$7.80	\$7.80	\$5.46	\$5.46	\$0.00	\$0.00	\$0.00	\$7.80
1(7)	\$0.00	\$12.20	\$12.20	\$12.20	\$12.20	\$12.20	\$8.54	\$8.54	\$0.00	\$0.00	\$0.00	\$12.20
2 zones	\$0.00	\$2.20	\$2.20	\$2.20	\$2.20	\$2.20	\$0.00	\$2.20	\$0.00	\$0.00	\$0.00	\$1.10
2(1)	\$0.00	\$3.60	\$3.60	\$3.60	\$3.60	\$3.60	\$2.88	\$2.88	\$0.00	\$0.00	\$0.00	\$3.00
2(3)	\$0.00	\$5.20	\$5.20	\$5.20	\$5.20	\$5.20	\$4.00	\$4.00	\$0.00	\$0.00	\$0.00	\$4.60
2(5)	\$0.00	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	\$6.66	\$6.66	\$0.00	\$0.00	\$0.00	\$8.40
2(7)	\$0.00	\$13.40	\$13.40	\$13.40	\$13.40	\$13.40	\$9.74	\$9.74	\$0.00	\$0.00	\$0.00	\$12.80
3 zones	\$0.00	\$2.70	\$2.70	\$2.70	\$2.70	\$2.70	\$0.00	\$2.70	\$0.00	\$0.00	\$0.00	\$1.35
3 zones R	\$0.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$2.80	\$2.80	\$0.00	\$0.00	\$0.00	\$4.00
3(1)	\$0.00	\$4.10	\$4.10	\$4.10	\$4.10	\$4.10	\$3.38	\$3.38	\$0.00	\$0.00	\$0.00	\$3.25
3(3)	\$0.00	\$5.70	\$5.70	\$5.70	\$5.70	\$5.70	\$4.50	\$4.50	\$0.00	\$0.00	\$0.00	\$4.85
3(5)	\$0.00	\$9.50	\$9.50	\$9.50	\$9.50	\$9.50	\$7.16	\$7.16	\$0.00	\$0.00	\$0.00	\$8.65
3(7)	\$0.00	\$13.90	\$13.90	\$13.90	\$13.90	\$13.90	\$10.24	\$10.24	\$0.00	\$0.00	\$0.00	\$13.05
4 zones	\$0.00	\$3.20	\$3.20	\$3.20	\$3.20	\$3.20	\$0.00	\$3.20	\$0.00	\$0.00	\$0.00	\$1.60
4(1)	\$0.00	\$4.60	\$4.60	\$4.60	\$4.60	\$4.60	\$3.88	\$3.88	\$0.00	\$0.00	\$0.00	\$3.50
4(3)	\$0.00	\$6.20	\$6.20	\$6.20	\$6.20	\$6.20	\$5.00	\$5.00	\$0.00	\$0.00	\$0.00	\$5.10
4(5)	\$0.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$7.66	\$7.66	\$0.00	\$0.00	\$0.00	\$8.90
4(7)	\$0.00	\$14.40	\$14.40	\$14.40	\$14.40	\$14.40	\$10.74	\$10.74	\$0.00	\$0.00	\$0.00	\$13.30
5 zones	\$0.00	\$3.70	\$3.70	\$3.70	\$3.70	\$3.70	\$0.00	\$3.70	\$0.00	\$0.00	\$0.00	\$1.85
5 zones R	\$0.00	\$7.80	\$7.80	\$7.80	\$7.80	\$7.80	\$5.46	\$5.46	\$0.00	\$0.00	\$0.00	\$7.80
5(1)	\$0.00	\$5.10	\$5.10	\$5.10	\$5.10	\$5.10	\$4.38	\$4.38	\$0.00	\$0.00	\$0.00	\$3.75
5(3)	\$0.00	\$6.70	\$6.70	\$6.70	\$6.70	\$6.70	\$5.50	\$5.50	\$0.00	\$0.00	\$0.00	\$5.35
5(5)	\$0.00	\$10.50	\$10.50	\$10.50	\$10.50	\$10.50	\$8.16	\$8.16	\$0.00	\$0.00	\$0.00	\$9.15
5(7)	\$0.00	\$14.90	\$14.90	\$14.90	\$14.90	\$14.90	\$11.24	\$11.24	\$0.00	\$0.00	\$0.00	\$13.55

Executive, Audit & Risk Committee - Proposal and Rezoning of Fare Schedule for Public Transport

Ian Wallis Associates Ltd

6 zones	\$0.00	\$4.20	\$4.20	\$4.20	\$4.20	\$4.20	\$0.00	\$4.20	\$0.00	\$0.00	\$0.00	\$2.10
6(1)	\$0.00	\$5.60	\$5.60	\$5.60	\$5.60	\$5.60	\$4.88	\$4.88	\$0.00	\$0.00	\$0.00	\$4.00
6(3)	\$0.00	\$7.20	\$7.20	\$7.20	\$7.20	\$7.20	\$6.00	\$6.00	\$0.00	\$0.00	\$0.00	\$5.60
6(5)	\$0.00	\$11.00	\$11.00	\$11.00	\$11.00	\$11.00	\$8.66	\$8.66	\$0.00	\$0.00	\$0.00	\$9.40
6(7)	\$0.00	\$15.40	\$15.40	\$15.40	\$15.40	\$15.40	\$11.74	\$11.74	\$0.00	\$0.00	\$0.00	\$13.80
7 zones	\$0.00	\$4.70	\$4.70	\$4.70	\$4.70	\$4.70	\$0.00	\$4.70	\$0.00	\$0.00	\$0.00	\$2.35
7 zones R	\$0.00	\$12.20	\$12.20	\$12.20	\$12.20	\$12.20	\$8.54	\$8.54	\$0.00	\$0.00	\$0.00	\$12.20
7(1)	\$0.00	\$6.10	\$6.10	\$6.10	\$6.10	\$6.10	\$5.38	\$5.38	\$0.00	\$0.00	\$0.00	\$4.25
7(3)	\$0.00	\$7.70	\$7.70	\$7.70	\$7.70	\$7.70	\$6.50	\$6.50	\$0.00	\$0.00	\$0.00	\$5.85
7(5)	\$0.00	\$11.50	\$11.50	\$11.50	\$11.50	\$11.50	\$9.16	\$9.16	\$0.00	\$0.00	\$0.00	\$9.65
7(7)	\$0.00	\$15.90	\$15.90	\$15.90	\$15.90	\$15.90	\$12.24	\$12.24	\$0.00	\$0.00	\$0.00	\$14.05
8 zones	\$0.00	\$5.20	\$5.20	\$5.20	\$5.20	\$5.20	\$0.00	\$5.20	\$0.00	\$0.00	\$0.00	\$2.60
8(1)	\$0.00	\$6.60	\$6.60	\$6.60	\$6.60	\$6.60	\$5.88	\$5.88	\$0.00	\$0.00	\$0.00	\$4.50
8(3)	\$0.00	\$8.20	\$8.20	\$8.20	\$8.20	\$8.20	\$7.00	\$7.00	\$0.00	\$0.00	\$0.00	\$6.10
8(5)	\$0.00	\$12.00	\$12.00	\$12.00	\$12.00	\$12.00	\$9.66	\$9.66	\$0.00	\$0.00	\$0.00	\$9.90
8(7)	\$0.00	\$16.40	\$16.40	\$16.40	\$16.40	\$16.40	\$12.74	\$12.74	\$0.00	\$0.00	\$0.00	\$14.30
9 zones	\$0.00	\$5.70	\$5.70	\$5.70	\$5.70	\$5.70	\$0.00	\$5.70	\$0.00	\$0.00	\$0.00	\$2.85
9(1)	\$0.00	\$7.10	\$7.10	\$7.10	\$7.10	\$7.10	\$6.38	\$6.38	\$0.00	\$0.00	\$0.00	\$4.75
9(3)	\$0.00	\$8.70	\$8.70	\$8.70	\$8.70	\$8.70	\$7.50	\$7.50	\$0.00	\$0.00	\$0.00	\$6.35
9(5)	\$0.00	\$12.50	\$12.50	\$12.50	\$12.50	\$12.50	\$10.16	\$10.16	\$0.00	\$0.00	\$0.00	\$10.15
9(7)	\$0.00	\$16.90	\$16.90	\$16.90	\$16.90	\$16.90	\$13.24	\$13.24	\$0.00	\$0.00	\$0.00	\$14.55
10 zones	\$0.00	\$6.20	\$6.20	\$6.20	\$6.20	\$6.20	\$0.00	\$6.20	\$0.00	\$0.00	\$0.00	\$3.10
10(1)	\$0.00	\$7.60	\$7.60	\$7.60	\$7.60	\$7.60	\$6.88	\$6.88	\$0.00	\$0.00	\$0.00	\$5.00
10(3)	\$0.00	\$9.20	\$9.20	\$9.20	\$9.20	\$9.20	\$8.00	\$8.00	\$0.00	\$0.00	\$0.00	\$6.60
10(5)	\$0.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	\$10.66	\$10.66	\$0.00	\$0.00	\$0.00	\$10.40
10(7)	\$0.00	\$17.40	\$17.40	\$17.40	\$17.40	\$17.40	\$13.74	\$13.74	\$0.00	\$0.00	\$0.00	\$14.80
Attributed Fares												
CBD	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1.00	\$0.00	\$1.00	\$0.00	\$0.00	\$0.00
Urban	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1.70	\$0.00	\$1.70	\$0.00	\$0.00	\$0.85
Urban(1)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.40	\$0.00	\$0.00	\$2.40
Urban(3)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4.00	\$0.00	\$0.00	\$4.00
Urban(5)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.80	\$0.00	\$0.00	\$7.80
Urban(7)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$12.20	\$0.00	\$0.00	\$12.20
1 zone	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1.00	\$0.00	\$1.00	\$0.00	\$0.00	\$0.50
1 zone R	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.40	\$0.00	\$0.00	\$2.40
1(1)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.40	\$0.00	\$0.00	\$2.40
1(3)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4.00	\$0.00	\$0.00	\$4.00
1(5)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.80	\$0.00	\$0.00	\$7.80
1(7)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$12.20	\$0.00	\$0.00	\$12.20
2 zones	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1.53	\$0.00	\$2.20	\$0.00	\$0.00	\$1.10
2(1)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.60	\$0.00	\$0.00	\$3.00

Executive, Audit & Risk Committee - Proposal and Rezoning of Fare Schedule for Public Transport

Ian Wallis Associates Ltd

2(3)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.20	\$0.00	\$0.00	\$4.60
2(5)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9.00	\$0.00	\$0.00	\$8.40
2(7)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$13.40	\$0.00	\$0.00	\$12.80
3 zones	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.30	\$0.00	\$0.00	\$2.70	\$0.00	\$0.00	\$1.35
3 zones R	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4.00	\$0.00	\$0.00	\$4.00
3(1)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4.10	\$0.00	\$0.00	\$3.25
3(3)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.70	\$0.00	\$0.00	\$4.85
3(5)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9.50	\$0.00	\$0.00	\$8.65
3(7)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$13.90	\$0.00	\$0.00	\$13.05
4 zones	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.20	\$0.00	\$0.00	\$3.20	\$0.00	\$0.00	\$1.60
4(1)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4.60	\$0.00	\$0.00	\$3.50
4(3)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6.20	\$0.00	\$0.00	\$5.10
4(5)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10.00	\$0.00	\$0.00	\$8.90
4(7)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$14.40	\$0.00	\$0.00	\$13.30
5 zones	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.70	\$0.00	\$0.00	\$3.70	\$0.00	\$0.00	\$1.85
5 zones R	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.80	\$0.00	\$0.00	\$7.80
5(1)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.10	\$0.00	\$0.00	\$3.75
5(3)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6.70	\$0.00	\$0.00	\$5.35
5(5)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10.50	\$0.00	\$0.00	\$9.15
5(7)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$14.90	\$0.00	\$0.00	\$13.55
6 zones	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4.20	\$0.00	\$0.00	\$4.20	\$0.00	\$0.00	\$2.10
6(1)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.60	\$0.00	\$0.00	\$4.00
6(3)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.20	\$0.00	\$0.00	\$5.60
6(5)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$11.00	\$0.00	\$0.00	\$9.40
6(7)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$15.40	\$0.00	\$0.00	\$13.80
7 zones	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4.70	\$0.00	\$0.00	\$4.70	\$0.00	\$0.00	\$2.35
7 zones R	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$12.20	\$0.00	\$0.00	\$12.20
7(1)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6.10	\$0.00	\$0.00	\$4.25
7(3)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.70	\$0.00	\$0.00	\$5.85
7(5)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$11.50	\$0.00	\$0.00	\$9.65
7(7)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$15.90	\$0.00	\$0.00	\$14.05
8 zones	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.20	\$0.00	\$0.00	\$5.20	\$0.00	\$0.00	\$2.60
8(1)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6.60	\$0.00	\$0.00	\$4.50
8(3)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8.20	\$0.00	\$0.00	\$6.10
8(5)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$12.00	\$0.00	\$0.00	\$9.90
8(7)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$16.40	\$0.00	\$0.00	\$14.30
9 zones	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.70	\$0.00	\$0.00	\$5.70	\$0.00	\$0.00	\$2.85
9(1)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.10	\$0.00	\$0.00	\$4.75
9(3)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8.70	\$0.00	\$0.00	\$6.35
9(5)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$12.50	\$0.00	\$0.00	\$10.15
9(7)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$16.90	\$0.00	\$0.00	\$14.55

Executive, Audit & Risk Committee - Proposal and Rezoning of Fare Schedule for Public Transport

Ian Wallis Associates Ltd

10 zones	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6.20	\$0.00	\$6.20	\$0.00	\$0.00	\$3.10
10(1)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.60	\$0.00	\$0.00	\$5.00
10(3)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9.20	\$0.00	\$0.00	\$6.60
10(5)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$13.00	\$0.00	\$0.00	\$10.40
10(7)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$17.40	\$0.00	\$0.00	\$14.80
Tag-On Journey Fares												
CBD	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
Urban	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
Urban(1)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
Urban(3)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
Urban(5)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
Urban(7)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
1 zone	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
1 zone R	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
1(1)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
1(3)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
1(5)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
1(7)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
2 zones	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
2(1)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
2(3)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
2(5)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
2(7)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
3 zones	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
3 zones R	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
3(1)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
3(3)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
3(5)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
3(7)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
4 zones	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
4(1)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
4(3)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
4(5)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
4(7)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
5 zones	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
5 zones R	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
5(1)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
5(3)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
5(5)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
5(7)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
6 zones	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00

Executive, Audit & Risk Committee - Proposal and Rezoning of Fare Schedule for Public Transport

Ian Wallis Associates Ltd

6(1)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
6(3)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
6(5)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
6(7)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
7 zones	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
7 zones R	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
7(1)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
7(3)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
7(5)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
7(7)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
8 zones	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
8(1)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
8(3)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
8(5)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
8(7)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
9 zones	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
9(1)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
9(3)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
9(5)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
9(7)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
10 zones	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
10(1)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
10(3)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
10(5)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
10(7)	\$0.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00	\$3.00
Tag-On Attributed Fares													
CBD	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
Urban	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
Urban (1)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
Urban (3)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
Urban (5)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
Urban (7)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
1 zone	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
1 zone R	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
1(1)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
1(3)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
1(5)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
1(7)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
2 zones	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
3 zones	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
3 zones R	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00

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3(1)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
3(3)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
3(5)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
3(7)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
4 zones	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
5 zones	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
5 zones R	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
5(1)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
5(3)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
5(5)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
5(7)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
6 zones	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
7 zones	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
7 zones R	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
7(1)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
7(3)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
7(5)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
7(7)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
8 zones	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
9 zones	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00
10 zones	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00	\$0.00	\$0.00	\$0.00

Table 10.4 Journey Fares for Waikato Fare Schedule WK000A part 3 of 3

Zones travelled	Card Concessions with Attributed Fares											
	SGC	UOWA1	UOWA2 (Dormant)	WINTEC	DHBA1 (Dormant)	DHBA2 (Dormant)	Rakaumanga School	Hamilton Youth (Dormant)	Accessibility	Te Huia travel 1	Te Huia travel 2	WRC Staff
Fare Caps - Day												
CBD	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
Urban	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
Urban(1)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
Urban(3)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
Urban(5)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
Urban(7)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
1 zone	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
1 zone R	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
1(1)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
1(3)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
1(5)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999

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1(7)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
2 zones	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
3 zones	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
3 zones R	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
3(1)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
3(3)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
3(5)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
3(7)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
4 zones	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
5 zones	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
5 zones R	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
5(1)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
5(3)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
5(5)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
5(7)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
6 zones	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
7 zones	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
7 zones R	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
7(1)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
7(3)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
7(5)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
7(7)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
8 zones	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
9 zones	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
10 zones	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
Fare Caps - Week												
CBD	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
Urban	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
Urban(1)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
Urban(3)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
Urban(5)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
Urban(7)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
1 zone	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
1 zone R	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
1(1)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
1(3)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
1(5)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
1(7)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
2 zones	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
3 zones	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
3 zones R	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999

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3(1)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
3(3)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
3(5)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
3(7)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
4 zones	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
5 zones	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
5 zones R	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
5(1)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
5(3)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
5(5)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
5(7)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
6 zones	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
7 zones	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
7 zones R	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
7(1)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
7(3)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
7(5)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
7(7)	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
8 zones	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
9 zones	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999
10 zones	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999

10.4 Fare schedule rules

The following rules apply to each *Fare Schedule*.

1. Fare Schedule **WK000A** for all Waikato Services:
 - a. Journey transfer rules:
 - i. **Cash.** No transfers are available on Cash Fares. The Journey Leg Limit is set to one. The Transfer Window and Inter-Leg Transfer Window are not applicable.
 - ii. **Card.** The Inter-Leg Transfer Window, for bus only journeys, is **30-minutes before 7.00pm** weekdays and **60-minutes after 7.00pm** weekdays and all-day weekends and public holidays, the Journey Transfer Window is **2-hours** and the Journey Leg Limit is **five**.
 - iii. **Card.** The Inter-Leg Transfer Window, for journeys with a rail leg (starting in zones 1R, 3R or 7R) is **120-minutes before 7.00pm** weekdays and **180-minutes after 7.00pm** weekdays and all-day weekends and public holidays, the Journey Transfer Window is **2-hours** and the Journey Leg Limit is **five**.
 - (a) NB: The Journey Leg Limit is one for Supergold Scheme Concession Journeys.
 - b. Cash Journey Fares:
 - i. **Cash Adult.** The Adult fare applies unless the passenger is eligible for a Concession Fare or is using a Fare Product.
 - ii. **Cash Child.** This applies the Child Concession to passengers aged 5-18 (inclusive).
 - c. Card Journey Fares:
 - i. **Card Adult.** The Adult fare applies unless a valid Concession or Fare Product is loaded on the Card.
 - ii. **Card Child.** This applies the Child Concession to passengers aged 5-18 (inclusive).
 - iii. **Card Secondary Student.** This applies the Secondary Student Concession to passengers attending secondary school who are not granted a child concession.
 - iv. **Card 60+.** This applies a Concession fare for senior citizens aged 60 to 64 during off-peak periods only. The Card Adult fare applies at all other times.
 - v. **Card Concessions with Attributed Fares:**
 - (a) **UOWA1.** This applies a Concession fare for UOW staff and students. There is an Attributed Fare associated with this concession (refer below).
 - (b) **UOWA2.(Dormant)** This applies a Concession fare for UOW students who are part of the Pathways to Excellence scheme. There is an Attributed Fare associated with this concession (refer below).
 - (c) **WINTEC.** This applies a Concession fare for WINTEC staff and students. There is an Attributed Fare associated with this concession (refer below).
 - (d) **DHBA1.(Dormant)** This applies a Concession fare for DHB staff. There is an Attributed Fare associated with this concession (refer below).
 - (e) **DHBA2.(Dormant)** This applies a Concession fare with free CBD travel for DHB staff. There is an Attributed Fare associated with this concession (refer below).
 - (f) **Rakaumanga School.** This applies a Concession fare for Rakaumanga School students. There is an Attributed Fare associated with this concession (refer below).

- (g) **Hamilton Youth. (Dormant)** This applies a Concession fare for people aged 18 or under. There is an Attributed Fare associated with this concession (refer below).
1. Free travel (fare = \$0.00) applies to CBD and Urban zones weekends and public holidays. An Attributed Fare of \$0.00 will apply at these times.
NB: Please note: the free travel on weekends and public holidays for CBD and urban zones is a trial, so will be reviewed in one years' time.
- (h) **Accessibility.** This applies a Concession to people with disabilities. There is an Attributed Fare associated with this concession (refer below).
- (i) **Te Huia Organisational Travel 1.** This fare applies a concession of 100%, i.e. free travel. There is no Attributed Fare associated with this concession.
- (j) **Te Huia Organisational Travel 2.** This fare applies a configurable concession of between 0 & 100% . There is no Attributed Fare associated with this concession.
1. **NB:** WRC intend to provide nominal values for these concessions, all reconciliation with organisation will be managed by council.
- (k) **WRC Staff.** This applies a Concession to WRC staff. There is an Attributed Fare associated with this concession (refer below). Anyone with a staff Bee Card will receive 50% off bus fares for travel to and from work for the first year (concessions requires expiry date option) – this discount will be applied to all fares, except the \$1 CBD zone.
- (l) **SGC.** This applies the Superqold Scheme Concession during off-peak periods and the Card Adult fare at other times.
- d. Attributed Fares:
- i. **UOWA1.** This applies the Attributed Fare for the UOWA1 Concession.
 - ii. **UOWA2. (Dormant)** This applies the Attributed Fare for the UOWA2 Concession.
 - iii. **WINTEC.** This applies the Attributed Fare for the WINTEC Concession.
 - iv. **DHBA1. (Dormant)** This applies the Attributed Fare for the DHBA1 Concession.
 - v. **DHBA2. (Dormant)** This applies the Attributed Fare for the DHBA2 Concession.
 - vi. **Rakaumanga School.** This applies the Attributed Fare for the Rakaumanga School Concession.
 - vii. **Hamilton Youth (Dormant).** This applies the Attributed Fare for the Hamilton Youth Concession.
 - viii. **Accessibility.** This applies the Attributed Fare for the Accessibility Concession.
 - ix. **WRC Staff.** This applies the Attributed Fare for the WRC Staff Concession.
 - x. **SGC.** This applies the Attributed Fare for the Superqold Scheme Concession.
- e. Fare Capping:
- NB: Capping not enabled for phase one. All caps set to \$999 (unattainable limit) until otherwise specified
- i. **Day Cap.** Refer Day Caps in fare capping section 4.2.5.
 - ii. **Week Cap.** Refer Week Caps in fare capping section 4.2.5.
- f. Tariffs not specified in the tables
- i. Counts to be recorded as passenger boardings and included in all patronage and revenue reporting:

- (a) **Infant (under-5)**. This provides free travel for infants under 5 years old. The *Driver* must record this as a passenger boarding with zero fare.
 - (b) **Promo**. Travel for free. The *Driver* must record this as a passenger boarding with zero fare.
 - (c) **Adult**. This provides free travel for adult customers who are travelling without a Bee Card. The *Driver* must record this as a passenger boarding with zero fare.
 - (d) **Child**. This provides free travel for children who are travelling without a Bee Card. The *Driver* must record this as a passenger boarding with zero fare.
 - (e) **SuperGold**. This provides free travel for SuperGold Card customers who are travelling without a Bee Card. The *Driver* must record this as a passenger boarding with zero fare.
 - (f) **Accessibility Concession**. This provides free travel for accessibility concession holder who are travelling without a Bee Card but have the original Accessibility Concession ID card. The *Driver* must record this as a passenger boarding with zero fare.
- ii. Other counts to be recorded but not included as passenger boardings:
- (a) **Wheelchair count**. The *Driver* must record a count of wheelchair loadings, this is a separate count from the *Fare* paid.
 - (b) **Bike Count**. The *Driver* must record a count of bike loadings, this is a separate count from the *Fare* paid.

10.5 Region-wide settings

10.5.1 Minimum card balance

1. The **minimum card balance for Waikato** is **-\$4.50** after deducting the tag-on fare.

10.5.2 Low Card Balance warning

1. The Low Card Balance warning is to be applied when the card balance falls **below \$10.00** (refer Table 5.2 rule #5, default is \$10.00 unless otherwise specified).

10.5.3 Minimum card top-up

1. The **minimum card top-up amount** is **\$5.00** for on-bus and retail.

10.5.4 Maximum Journey Time

1. The **maximum journey time for bus and rail journeys** is defined as being **180 minutes from the time of initial tag on** in Waikato.

10.5.5 Card issuance fee

1. The **Card Issuance Fee** for cards issued in Waikato on BDC, MRD and CSW is \$5.00.

10.5.6 Tag on/ Tag off time lapse allowed for Rail

The rule for buses is "a tag on + tag off is only allowed until 10 min after the calculated [arrival time](#)". For rail, the business rule required for the time lapse after the calculated arrival time at any given stop needs to be the duration of the entire rail trip time, in this case 88 minutes. By doing so, this allows the conductor to process customer tag on + tag off throughout the course of the trip regardless of positioning of train at the time of transaction.

11 Bay of Plenty tariff rules

11.1 Fare structure overview

The following fare structures apply for Bay of Plenty.

1. Tauranga and Bays (BOP00A) has a point-to-point fare structure, based on the fare zones shown in Figure 11.1 on page [6261](#).
 - a. Fares are set out in the relevant *Fare Schedule* based on the origin and destination of the Journey.
2. Rotorua and District (BOP01A) has a point-to-point fare structure, based on the fare zones shown in Figure 11.2 on page [6362](#).
 - a. Fares are set out in the relevant *Fare Schedule* based on the origin and destination of the Journey.
3. Potaka-Opotiki (BOP02A) has a point-to-point fare structure (no map).
 - a. Fares are set out in the relevant *Fare Schedule* based on the origin and destination of the Journey.

Figure 11.1 Bay of Plenty fare zones for Tauranga and Bays (BOP00A)

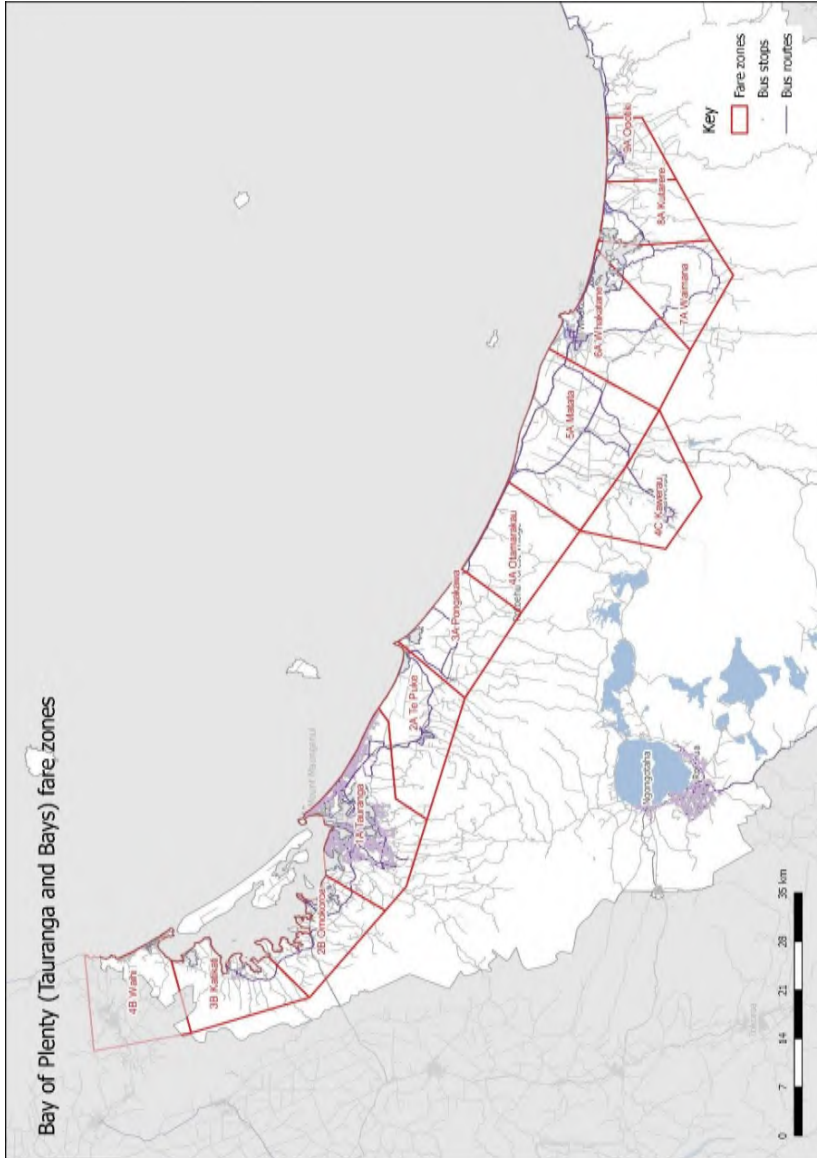
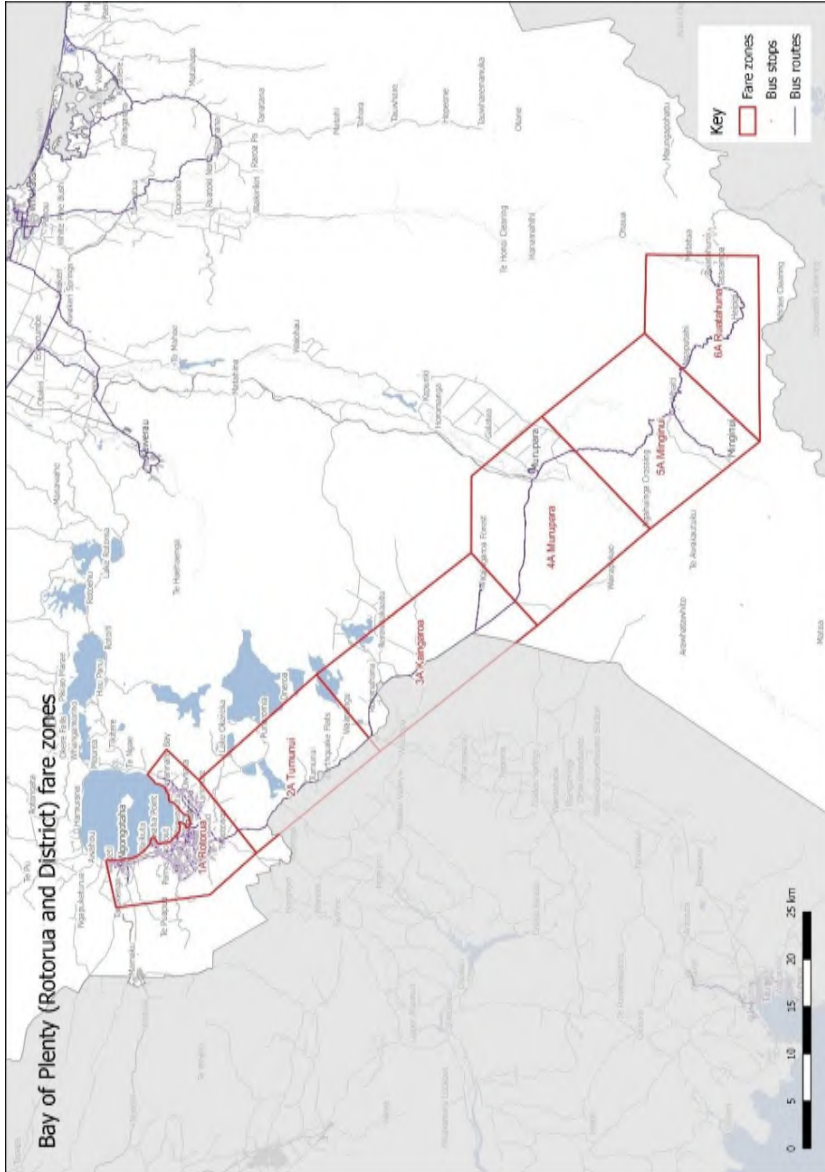


Figure 11.2 Bay of Plenty fare zones for Rotorua and District (BOP01A)



11.2 Bus routes

Bay of Plenty bus routes are shown in Table 11.1, with the relevant active fare schedule indicated in the right-hand column. The Fare Schedules are set out in the next section.

Table 11.1 Bay of Plenty bus routes and fare schedules

Network name	Route ID	Route short name	Route long name	Fare schedule
Tauranga and Bays	7266	1	Pyes Pa - Tauranga CBD	BOP00A
Tauranga and Bays	7264	30	The Boulevard - Bayfair	BOP00A
Tauranga and Bays	11043	30x	Golden Sands Express	BOP00A
Tauranga and Bays	7263	33	Pāpāmoa - Bayfair	BOP00A
Tauranga and Bays	12510	36	Pāpāmoa via Maungatapu	BOP00A
Tauranga and Bays	7261	40	Welcome Bay	BOP00A
Tauranga and Bays	12856	41	Maungatapu	BOP00A
Tauranga and Bays	15578	51	Pyes Pā to Tauranga Crossing	BOP00A
Tauranga and Bays	11046	52x	The Lakes Express	BOP00A
Tauranga and Bays	7259	55	Toi Ohomai - Ohauti	BOP00A
Tauranga and Bays	15589	57	Pyes Pā Memorial Gardens	BOP00A
Tauranga and Bays	7258	59	Greerton	BOP00A
Tauranga and Bays	7257	60	Cambridge Heights	BOP00A
Tauranga and Bays	7256	62	Bethlehem	BOP00A
Tauranga and Bays	7255	70	Matua via Ngatai Road	BOP00A
Tauranga and Bays	12857	71	Matua via Brookfield	BOP00A
Tauranga and Bays	15641	72a	Otumoetai	BOP00A
Tauranga and Bays	15642	72b	Otumoetai	BOP00A
Tauranga and Bays	11044	GL	Goldline	BOP00A
Tauranga and Bays	11045	CT	Crosstown	BOP00A
Tauranga and Bays	11146	HL	Hospital Link	BOP00A
Tauranga and Bays	11050	CL	City Link	BOP00A
Tauranga and Bays	7275	122	Whakatane - Ohope	BOP00A
Tauranga and Bays	7277	131	Whakatane - Matata	BOP00A
Tauranga and Bays	7276	135	Whakatane - Kawerau	BOP00A
Tauranga and Bays	7274	143a	Whakatane – Tauranga (via Paengaroa)	BOP00A
Tauranga and Bays	7273	143b	Whakatane – Tauranga (via Pukehina)	BOP00A
Tauranga and Bays	7272	147	Whakatane - Opotiki	BOP00A
Tauranga and Bays	7279	221	Te Puke - Bayfair	BOP00A
Tauranga and Bays	7283	80	Katikati - Tauranga	BOP00A
Tauranga and Bays	7282	81	Omokoroa - Tauranga	BOP00A
Tauranga and Bays	7267	85	Waihi Beach – Town Connector	BOP00A
Tauranga and Bays	14492	701a	School 2020: Mt Maunganui	BOP00A
Tauranga and Bays	14493	701b	School: Bayfair/Maungatapu	BOP00A
Tauranga and Bays	14494	702	School: Otumoetai	BOP00A
Tauranga and Bays	14495	703	School: Bethlehem	BOP00A
Tauranga and Bays	14496	704a	School: Welcome Bay	BOP00A
Tauranga and Bays	14497	704b	School: Pāpāmoa East	BOP00A
Tauranga and Bays	14498	710a	School: Pāpāmoa East	BOP00A
Tauranga and Bays	14499	710b	School: Pāpāmoa East	BOP00A
Tauranga and Bays	14500	711a	School: Te Okuroa Drive	BOP00A
Tauranga and Bays	14641	711b	School: Te Okuroa Drive	BOP00A
Tauranga and Bays	1460	712a	School: Palm Springs	BOP00A
Tauranga and Bays	14644	712b	School: Palm Springs	BOP00A
Tauranga and Bays	14656	713a	School: Early Pāpāmoa	BOP00A
Tauranga and Bays	14646	713b	School: Early Pāpāmoa	BOP00A
Tauranga and Bays	14647	714a	School: Pāpāmoa College	BOP00A
Tauranga and Bays	14646	714b	School: Pāpāmoa College	BOP00A

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Tauranga and Bays	14648	720	School: Welcome Bay	BOP00A
Tauranga and Bays	14649	801a	School: Maungatapu /Windermere	BOP00A
Tauranga and Bays	14650	801b	School: Maungatapu/Ohauti	BOP00A
Tauranga and Bays	14651	802a	School: Ohauti	BOP00A
Tauranga and Bays	14652	802b	School: Ohauti	BOP00A
Tauranga and Bays	17103	802c	School: Ohauti	BOP00A
Tauranga and Bays	14653	803a	School: Welcome Bay	BOP00A
Tauranga and Bays	14654	803b	School: Welcome Bay	BOP00A
Tauranga and Bays	14655	804a	School : Welcome Bay	BOP00A
Tauranga and Bays	14657	804b	School: Welcome Bay	BOP00A
Tauranga and Bays	14658	805	School: Maungatapu	BOP00A
Tauranga and Bays	14659	806a	School: The Lakes	BOP00A
Tauranga and Bays	14660	806b	School: The Lakes	BOP00A
Tauranga and Bays	14661	806c	School: The Lakes	BOP00A
Tauranga and Bays	14662	807	School: Freeburn Road	BOP00A
Tauranga and Bays	14663	808a	School: Cambridge Road	BOP00A
Tauranga and Bays	14664	808b	School: Avenues	BOP00A
Tauranga and Bays	14665	810a	School: Mt Maunganui	BOP00A
Tauranga and Bays	14666	810b	School: Mt Maunganui	BOP00A
Tauranga and Bays	14667	811a	School: Welcome Bay	BOP00A
Tauranga and Bays	14668	811b	School: Welcome Bay	BOP00A
Tauranga and Bays	14669	812	School: Maungatapu/Ohauti	BOP00A
Tauranga and Bays	14670	813	School: Pyes Pa	BOP00A
Tauranga and Bays	14671	814a	School : Pillans Point	BOP00A
Tauranga and Bays	14672	814b	School: Otumoetai/Bethlehem Heights	BOP00A
Tauranga and Bays	14673	815	School: Matua	BOP00A
Tauranga and Bays	14674	816	School: Cameron Road/Bethlehem	BOP00A
Tauranga and Bays	14675	901a	School: Welcome Bay	BOP00A
Tauranga and Bays	14676	901b	School: Welcome Bay	BOP00A
Tauranga and Bays	14677	902a	School: Welcome Bay	BOP00A
Tauranga and Bays	14678	902b	School: Welcome Bay	BOP00A
Tauranga and Bays	14679	903a	School: Pyes Pa	BOP00A
Tauranga and Bays	14680	903b	School: Pyes Pa	BOP00A
Tauranga and Bays	14681	903c	School: Pyes Pa	BOP00A
Tauranga and Bays	14682	903d	School: Pyes Pa	BOP00A
Tauranga and Bays	14683	904a	School: Welcome Bay	BOP00A
Tauranga and Bays	14684	904b	School: Ohauti/Cheyne Road	BOP00A
Tauranga and Bays	14685	905a	School: Bethlehem/Otumoetai	BOP00A
Tauranga and Bays	14686	905b	School: Bethlehem	BOP00A
Tauranga and Bays	14687	906	School: The Lakes/Pyes Pa	BOP00A
Tauranga and Bays	14406	101	Whakatāne to Tauranga Tertiary/Commuter Service	BOP00A
Tauranga and Bays	14408	103	Katikati to Tauranga Tertiary/Commuter Service	BOP00A

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Network name	Route ID	Route short name	Route long name	Fare schedule
Rotorua and District	7254	1	Ngongotaha	BOP01A
Rotorua and District	7253	3	Owhata	BOP01A
Rotorua and District	7252	4	Sunnybrook	BOP01A
Rotorua and District	7251	5	Western Heights	BOP01A
Rotorua and District	7250	6	Kawaha Point	BOP01A
Rotorua and District	7249	7	Mitchell Downs	BOP01A
Rotorua and District	7248	8	Westbrook	BOP01A
Rotorua and District	7247	9	Springfield	BOP01A
Rotorua and District	7246	10	Rotorua Airport	BOP01A
Rotorua and District	7245	11	Polytech via Te Puia	BOP01A
Rotorua and District	7244	12	Tihi-o-Tonga via Glenholm and Polytech	BOP01A
Rotorua and District	7269	15	Murupara	BOP01A
Rotorua and District	7268	15a	Ruatahuna	BOP01A
Rotorua and District	12508	25	Rotorua Orbitor	BOP01A
Rotorua and District	12509	16	Murupara – Whakatāne (TBC, no ticketing)	BOP01A
Rotorua and District	12511	20	Mamaku (TBC, no ticketing)	BOP01A
Rotorua and District	14407	102	Rotorua to Tauranga Tertiary/Commuter Service	BOP01A
Rotorua and District	14409	104	Murupara to Rotorua Tertiary/Commuter Service	BOP01A
Rotorua and District	14410	105	Tauranga to Rotorua Tertiary/Commuter Service	BOP01A
Potaka-Opotiki	7278	150	Potaka - Opotiki	BOP02A

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11.3 Fare Schedules

The following *Fare Schedules* are required at implementation.

1. *Fare Schedule BOP00A* is shown in Table 11.2, Table 11.3, Table 11.4 and Table 11.5. The *Fare Triangle* is shown in Table 11.6.

Table 11.2 Journey Fares for Bay of Plenty Fare Schedule BOP00A (Tauranga and Bays) part 1 of 4

Code	Standard Fares										Attributed Fares			Fare Products			
	Cash			Card							Card			Day Passes			
	Adult	Child	Conc.	Adult	Child	Secondary student conc.	Conc.	School Free	SGC	Accessi bility	School Free	SGC	Accessi bility	Cash Adult	Cash Child	Card Adult	Card Child
Journey Fares																	
1	\$3.40	\$2.00	\$2.00	\$2.72	\$1.60	\$1.60	\$1.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.80	\$5.60	\$7.80	\$5.60
01	\$3.40	\$2.00	\$2.00	\$2.72	\$1.60	\$1.60	\$1.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
02	\$4.40	\$2.60	\$2.60	\$3.52	\$2.08	\$2.08	\$2.08	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
04	\$3.40	\$2.00	\$2.00	\$3.40	\$2.00	\$2.00	\$2.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
07	\$4.20	\$2.50	\$2.50	\$4.20	\$2.50	\$2.50	\$2.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
08	\$4.40	\$2.60	\$2.60	\$4.40	\$2.60	\$2.60	\$2.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
10	\$5.00	\$3.00	\$3.00	\$5.00	\$3.00	\$3.00	\$3.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
12	\$5.70	\$3.40	\$3.40	\$5.70	\$3.40	\$3.40	\$3.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
12A	\$5.70	\$3.40	\$3.40	\$4.56	\$2.72	\$2.72	\$2.72	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
14	\$6.50	\$3.90	\$3.90	\$6.50	\$3.90	\$3.90	\$3.90	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
15	\$6.80	\$4.10	\$4.10	\$6.80	\$4.10	\$4.10	\$4.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
16	\$7.60	\$4.60	\$4.60	\$7.60	\$4.60	\$4.60	\$4.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
17	\$8.20	\$4.90	\$4.90	\$8.20	\$4.90	\$4.90	\$4.90	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
18	\$8.20	\$4.90	\$4.90	\$6.56	\$3.92	\$3.92	\$3.92	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
19	\$9.10	\$5.50	\$5.50	\$9.10	\$5.50	\$5.50	\$5.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
20	\$9.40	\$5.70	\$5.70	\$9.40	\$5.70	\$5.70	\$5.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
24	\$11.00	\$6.60	\$6.60	\$11.00	\$6.60	\$6.60	\$6.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
25	\$11.60	\$7.00	\$7.00	\$11.60	\$7.00	\$7.00	\$7.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
26	\$12.60	\$7.60	\$7.60	\$12.60	\$7.60	\$7.60	\$7.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
28	\$13.70	\$8.20	\$8.20	\$13.70	\$8.20	\$8.20	\$8.20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
29	\$14.50	\$8.70	\$8.70	\$14.50	\$8.70	\$8.70	\$8.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
31	\$15.20	\$9.10	\$9.10	\$15.20	\$9.10	\$9.10	\$9.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
32	\$15.60	\$9.40	\$9.40	\$15.60	\$9.40	\$9.40	\$9.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
33	\$17.60	\$10.60	\$10.60	\$17.60	\$10.60	\$10.60	\$10.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
34	\$19.60	\$11.80	\$11.80	\$19.60	\$11.80	\$11.80	\$11.80	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
35	\$21.60	\$13.00	\$13.00	\$21.60	\$13.00	\$13.00	\$13.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
36	\$23.60	\$14.20	\$14.20	\$23.60	\$14.20	\$14.20	\$14.20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
37	\$25.60	\$15.40	\$15.40	\$25.60	\$15.40	\$15.40	\$15.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-
38	\$27.60	\$16.60	\$16.60	\$27.60	\$16.60	\$16.60	\$16.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-	-

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Table 11.3 Journey Fares for Bay of Plenty Fare Schedule BOP00A (Tauranga and Bays) part 2 of 4

Code	Standard Fares									Attributed Fares			Fare Products			
	Cash			Card						Card			Day Passes			
	Adult	Child	Conc.	Adult	Child	Student Conc.	Conc.	School Free	SGC	Accessibility	School Free	SGC	Accessibility	Cash Adult	Cash Child	Card Adult
Tag-On Fares																
F1	-	-	-	\$2.72	\$1.60	\$1.60	\$1.60	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D1	-	-	-	\$2.72	\$1.60	\$1.60	\$1.60	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D2	-	-	-	\$3.52	\$2.08	\$2.08	\$2.08	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D4	-	-	-	\$3.40	\$2.00	\$2.00	\$2.00	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D7	-	-	-	\$4.20	\$2.50	\$2.50	\$2.50	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D8	-	-	-	\$4.40	\$2.60	\$2.60	\$2.60	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D10	-	-	-	\$5.00	\$3.00	\$3.00	\$3.00	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D12	-	-	-	\$5.70	\$3.40	\$3.40	\$3.40	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D12A	-	-	-	\$4.56	\$2.72	\$2.72	\$2.72	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D14	-	-	-	\$6.50	\$3.90	\$3.90	\$3.90	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D15	-	-	-	\$6.80	\$4.10	\$4.10	\$4.10	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D16	-	-	-	\$7.60	\$4.60	\$4.60	\$4.60	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D17	-	-	-	\$8.20	\$4.90	\$4.90	\$4.90	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D18	-	-	-	\$6.56	\$3.92	\$3.92	\$3.92	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D19	-	-	-	\$9.10	\$5.50	\$5.50	\$5.50	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D20	-	-	-	\$9.40	\$5.70	\$5.70	\$5.70	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D24	-	-	-	\$11.00	\$6.60	\$6.60	\$6.60	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D25	-	-	-	\$11.60	\$7.00	\$7.00	\$7.00	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D26	-	-	-	\$12.60	\$7.60	\$7.60	\$7.60	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D28	-	-	-	\$13.70	\$8.20	\$8.20	\$8.20	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D29	-	-	-	\$14.50	\$8.70	\$8.70	\$8.70	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D31	-	-	-	\$15.20	\$9.10	\$9.10	\$9.10	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D32	-	-	-	\$15.60	\$9.40	\$9.40	\$9.40	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D33	-	-	-	\$17.60	\$10.60	\$10.60	\$10.60	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D34	-	-	-	\$19.60	\$11.80	\$11.80	\$11.80	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D35	-	-	-	\$21.60	\$13.00	\$13.00	\$13.00	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D36	-	-	-	\$23.60	\$14.20	\$14.20	\$14.20	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D37	-	-	-	\$25.60	\$15.40	\$15.40	\$15.40	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-
D38	-	-	-	\$27.60	\$16.60	\$16.60	\$16.60	\$0.00	\$0.00	<u>\$0.00</u>	\$0.00	\$0.00	<u>\$0.00</u>	-	-	-

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Table 11.4 Journey Fares for Bay of Plenty Fare Schedule BOP00A (Tauranga and Bays) part 3 of 4

Code	Cash			Standard Fares						Attributed Fares			Fare Products				
	Adult	Child	Conc.	Card			Accessibility			Card			Day Passes				
				Adult	Child	Conc.	School	Free	SGC	School	Free	SGC	Cash	Cash	Card	Card	
	Fare Caps - Day																
T1	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
01	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
02	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
04	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
07	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
08	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
10	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
12	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
12A	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
14	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
15	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
16	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
17	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
18	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
19	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
20	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
24	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
25	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
26	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
28	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
29	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
31	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
32	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
33	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
34	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
35	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
36	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
37	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-
38	-	-	-	\$999	\$999	\$999	\$999	-	-	<u>\$0.00</u>	-	-	<u>\$0.00</u>	-	-	-	-

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Table 11.5 Journey Fares for Bay of Plenty Fare Schedule BOP00A (Tauranga and Bays) part 4 of 4

Code	Standard Fares									Attributed Fares			Fare Products				
	Cash			Card						Card			Day Passes				
	Adult	Child	Conc.	Adult	Child	conc.	Conc.	School Free	SGC	Accessibility	School Free	SGC	Accessibility	Cash Adult	Cash Child	Card Adult	Card Child
Fare Caps - Week																	
T1	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
01	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
02	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
04	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
07	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
08	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
10	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
12	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
12A	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
14	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
15	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
16	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
17	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
18	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
19	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
20	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
24	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
25	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
26	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
28	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
29	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
31	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
32	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
33	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
34	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
35	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
36	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
37	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-
38	-	-	-	\$999	\$999	\$999	\$999	-	-	\$0.00	-	-	\$0.00	-	-	-	-

Table 11.6 Fare triangle for Bay of Plenty Fare Schedule BOP00A

Zone ^(a)	Code												
	4B	3B	2B	1	2A	3A	4A	4C	5A	6A	7A	8A	9A
4B Waihi Beach	04												
3B Katikati	10	04											
2B Omokoroa	14	10	04										
1 Tauranga	24	18	02	T1									
2A Te Puke	25	18	14	12A	01								
3A Pongakawa	28	25	18	16	07	04							
4A Otamarakau	32	28	25	25	15	10	04						
4C Kawerau	34	32	28	32	32	32	26	04					
5A Matata	33	34	32	25	15	10	17	08	04				
6A Whakatane ^(b)	35	33	34	29	24	19	10	16	08	01			
7A Waimana	36	35	33	32	32	29	19	19	20	12	04		
8A Kutarere	37	36	35	32	32	32	29	29	26	16	04	04	
9A Opotiki	38	37	36	32	32	32	32	29	20	12	04	04	04

Notes: ^(a) Please prefix zone with "BOP00_" e.g. zone 1 is "BOP00_1"

^(b) Taneatua is included in zone area 6A (Whakatane)

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2. *Fare Schedule BOP01A* is shown in Table 11.7. The *Fare Triangle* is shown in Table 11.8.

Table 11.7 Journey Fares for Bay of Plenty Fare Schedule BOP01A (Rotorua & District)

Code	Standard Fares									Attributed Fares		Fare Products	
	Cash			Card						Card		Day Passes	
	Adult	Child	Conc.	Adult	Child	Student Conc.	Conc.	SGC	Accessibility	SGC	Accessibility	Cash	Card
Journey Fares													
R1	\$2.80	\$1.70	\$1.70	\$2.24	\$1.34	\$1.34	\$1.34	\$0.00	\$0.00	\$0.00	\$0.00	\$7.00	\$7.00
01	\$2.80	\$1.70	\$1.70	\$2.24	\$1.34	\$1.34	\$1.34	\$0.00	\$0.00	\$0.00	\$0.00	-	-
02	\$3.70	\$2.20	\$2.20	\$3.70	\$2.20	\$2.20	\$2.20	\$0.00	\$0.00	\$0.00	\$0.00	-	-
03	\$8.40	\$5.00	\$5.00	\$8.40	\$5.00	\$5.00	\$5.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-
04	\$12.00	\$7.20	\$7.20	\$12.00	\$7.20	\$7.20	\$7.20	\$0.00	\$0.00	\$0.00	\$0.00	-	-
05	\$14.20	\$8.50	\$8.50	\$14.20	\$8.50	\$8.50	\$8.50	\$0.00	\$0.00	\$0.00	\$0.00	-	-
06	\$15.80	\$9.50	\$9.50	\$15.80	\$9.50	\$9.50	\$9.50	\$0.00	\$0.00	\$0.00	\$0.00	-	-
Tag-On Fares													
R1	-	-	-	\$2.24	\$1.34	\$1.34	\$1.34	\$0.00	\$0.00	\$0.00	\$0.00	-	-
01	-	-	-	\$2.24	\$1.34	\$1.34	\$1.34	\$0.00	\$0.00	\$0.00	\$0.00	-	-
02	-	-	-	\$3.70	\$2.20	\$2.20	\$2.20	\$0.00	\$0.00	\$0.00	\$0.00	-	-
03	-	-	-	\$8.40	\$5.00	\$5.00	\$5.00	\$0.00	\$0.00	\$0.00	\$0.00	-	-
04	-	-	-	\$12.00	\$7.20	\$7.20	\$7.20	\$0.00	\$0.00	\$0.00	\$0.00	-	-
05	-	-	-	\$14.20	\$8.50	\$8.50	\$8.50	\$0.00	\$0.00	\$0.00	\$0.00	-	-
06	-	-	-	\$15.80	\$9.50	\$9.50	\$9.50	\$0.00	\$0.00	\$0.00	\$0.00	-	-
Fare Caps – Day													
R1	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
01	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
02	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
03	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
04	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
05	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
06	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
Fare Caps - Week													
R1	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
01	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
02	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
03	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
04	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
05	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
06	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-

Table 11.8 Fare triangle for Bay of Plenty Fare Schedule BOP01A

Zone ^(a)	Subzone					
	1A	2A	3A	4A	5A	6A
1A Rotorua	R1					
2A Tmunui	02	01				
3A Kaingaroa	03	02	01			
4A Murupara	04	03	02	01		
5A Minginui	05	04	03	02	01	
6A Ruatahuna	06	05	04	03	02	01

Notes: ^(a) Please prefix zone with "BOP01_" e.g. zone 1A is "BOP01_1A"

3. *Fare Schedule BOP02A* is shown in Table 11.9. The *Fare Triangle* is shown in Table 11.10.

Table 11.9 Journey Fares for Bay of Plenty Fare Schedule BOP02A

Code	Cash			Standard Fares						Attributed Fares	
	Adult	Child	Conc.	Adult	Child	Card		SGC	Accessibility	Card	Accessibility
						Secondary Student	Conc.				
Journey Fare											
01	\$2.50	\$1.50	\$1.50	\$2.50	\$1.50	\$1.50	\$1.50	\$0.00	\$0.00	\$0.00	\$0.00
02	\$2.50	\$1.50	\$1.50	\$2.50	\$1.50	\$1.50	\$1.50	\$0.00	\$0.00	\$0.00	\$0.00
03	\$3.50	\$2.10	\$2.10	\$3.50	\$2.10	\$2.10	\$2.10	\$0.00	\$0.00	\$0.00	\$0.00
04	\$4.40	\$2.60	\$2.60	\$4.40	\$2.60	\$2.60	\$2.60	\$0.00	\$0.00	\$0.00	\$0.00
05	\$5.30	\$3.20	\$3.20	\$5.30	\$3.20	\$3.20	\$3.20	\$0.00	\$0.00	\$0.00	\$0.00
06	\$6.60	\$4.00	\$4.00	\$6.60	\$4.00	\$4.00	\$4.00	\$0.00	\$0.00	\$0.00	\$0.00
07	\$7.80	\$4.70	\$4.70	\$7.80	\$4.70	\$4.70	\$4.70	\$0.00	\$0.00	\$0.00	\$0.00
08	\$8.40	\$5.00	\$5.00	\$8.40	\$5.00	\$5.00	\$5.00	\$0.00	\$0.00	\$0.00	\$0.00
09	\$10.20	\$6.10	\$6.10	\$10.20	\$6.10	\$6.10	\$6.10	\$0.00	\$0.00	\$0.00	\$0.00
10	\$12.40	\$7.40	\$7.40	\$12.40	\$7.40	\$7.40	\$7.40	\$0.00	\$0.00	\$0.00	\$0.00
11	\$13.10	\$7.90	\$7.90	\$13.10	\$7.90	\$7.90	\$7.90	\$0.00	\$0.00	\$0.00	\$0.00
12	\$14.20	\$8.50	\$8.50	\$14.20	\$8.50	\$8.50	\$8.50	\$0.00	\$0.00	\$0.00	\$0.00
13	\$14.70	\$8.80	\$8.80	\$14.70	\$8.80	\$8.80	\$8.80	\$0.00	\$0.00	\$0.00	\$0.00
14	\$15.20	\$9.10	\$9.10	\$15.20	\$9.10	\$9.10	\$9.10	\$0.00	\$0.00	\$0.00	\$0.00
15	\$16.30	\$9.80	\$9.80	\$16.30	\$9.80	\$9.80	\$9.80	\$0.00	\$0.00	\$0.00	\$0.00
16	\$16.60	\$10.00	\$10.00	\$16.60	\$10.00	\$10.00	\$10.00	\$0.00	\$0.00	\$0.00	\$0.00
Tag-On Fares											
01	-	-	-	\$2.50	\$1.50	\$1.50	\$1.50	\$0.00	\$0.00	\$0.00	\$0.00
02	-	-	-	\$2.50	\$1.50	\$1.50	\$1.50	\$0.00	\$0.00	\$0.00	\$0.00
03	-	-	-	\$3.50	\$2.10	\$2.10	\$2.10	\$0.00	\$0.00	\$0.00	\$0.00
04	-	-	-	\$4.40	\$2.60	\$2.60	\$2.60	\$0.00	\$0.00	\$0.00	\$0.00
05	-	-	-	\$5.30	\$3.20	\$3.20	\$3.20	\$0.00	\$0.00	\$0.00	\$0.00
06	-	-	-	\$6.60	\$4.00	\$4.00	\$4.00	\$0.00	\$0.00	\$0.00	\$0.00
07	-	-	-	\$7.80	\$4.70	\$4.70	\$4.70	\$0.00	\$0.00	\$0.00	\$0.00
08	-	-	-	\$8.40	\$5.00	\$5.00	\$5.00	\$0.00	\$0.00	\$0.00	\$0.00
09	-	-	-	\$9.06	\$6.10	\$6.10	\$6.10	\$0.00	\$0.00	\$0.00	\$0.00
10	-	-	-	\$9.06	\$7.40	\$7.40	\$7.40	\$0.00	\$0.00	\$0.00	\$0.00
11	-	-	-	\$9.06	\$7.90	\$7.90	\$7.90	\$0.00	\$0.00	\$0.00	\$0.00
12	-	-	-	\$9.06	\$8.50	\$8.50	\$8.50	\$0.00	\$0.00	\$0.00	\$0.00
13	-	-	-	\$9.06	\$8.80	\$8.80	\$8.80	\$0.00	\$0.00	\$0.00	\$0.00
14	-	-	-	\$9.06	\$9.06	\$9.06	\$9.06	\$0.00	\$0.00	\$0.00	\$0.00
15	-	-	-	\$9.06	\$9.06	\$9.06	\$9.06	\$0.00	\$0.00	\$0.00	\$0.00
16	-	-	-	\$9.06	\$9.06	\$9.06	\$9.06	\$0.00	\$0.00	\$0.00	\$0.00

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Table 11.10 Bay of Plenty Fare Triangle for Fare Schedule BOP02A

Zone ^(a)	Code																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1 Opotiki	01																
2 Opape	01	01															
3 Tirohanga	02	02	02														
4 Torere	03	03	03	03													
5 Hawaii	04	04	04	04	04												
6 Maraenui	05	05	05	05	05	05											
7 Whitianga	06	06	06	06	06	06	06										
8 Omaio	07	07	07	07	07	07	07	07									
9 Waiorore	08	08	08	08	08	08	08	08	08								
10 Te Kaha	09	09	09	09	09	09	09	09	09	09							
11 Whanarua Bay	10	10	10	10	10	10	10	10	10	10	10						
12 Papatea	11	11	11	11	11	11	11	11	11	11	11	11					
13 Raukokere	12	12	12	12	12	12	12	12	12	12	12	12	12				
14 Waihau Bay	13	13	13	13	13	13	13	13	13	13	13	13	13	13			
15 Oruaiti Beach	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14		
16 Whangaparoa	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	
17 Potaka	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16

Notes: ^(a) Please prefix zone with "BOP02_" e.g. zone 1 is "BOP02_1"

11.4 Fare Schedule rules

The following rules apply to each *Fare Schedule*.

1. Fare Schedule **BOP00A** for Tauranga and Bays Services.
 - a. Journey transfer rules:
 - i. **Cash**. The Journey Transfer Window is **60-minutes**. The Inter-Leg Transfer Window is not applicable. The Journey Leg Limit is **2** (i.e. one transfer) as only one transfer ticket will be issued in exchange for the first boarding ticket.
 - ii. **Card**. The Inter-Leg Transfer Window is **30-minutes**, the Journey Transfer Window is **2-hours** and the Journey Leg Limit is **three**.

(a) NB: The Journey Leg Limit is one for Supergold Scheme Concession Journeys.
 - b. Cash Journey Fares:
 - i. **Cash Adult**. The Adult fare applies unless the passenger is eligible for a Concession Fare or is using a Fare Product.
 - ii. **Cash Child**. This applies the Child Concession to passengers aged 5-18 (inclusive)..
 - iii. **Cash Concession**. This applies the Standard Concession to the following groups. Each group must be recorded as a separate Concession group.
 - (a) Tertiary students
 - (b) Senior citizens aged 65 or over
 - c. Card Journey Fares:
 - i. **Card Adult**. The Adult fare applies unless a valid Concession or Fare Product is loaded on the Card.
 - ii. **Card Child**. This applies the Child Concession to passengers aged between 5-18 (inclusive)

- (a) On school term days, for passengers travelling in the T1 zone, from the beginning of service to 9.00am and 2.30pm to 6.30pm, a \$0.00 fare will be applied. Card Child fare to apply at other times.
- (b) This Concession only applies on school days as defined by the Ministry of Education.
- iii. **Card Secondary Student.** This applies the Secondary Student Concession to passengers attending secondary school who are not granted a child concession.
 - (a) On school term days, for passengers travelling in the T1 zone, from the beginning of service to 9.00am and 2.30pm to 6.30pm, a \$0.00 fare will be applied. Card Child fare to apply at other times.
 - (b) This Concession only applies on school days as defined by the Ministry of Education.
- iv. **Card Concession.** This applies the Standard Concession to the following groups. Each group must be recorded as a separate Concession group.
 - (a) Tertiary students
 - (b) Senior citizens aged 65 or over
- v. **Card Free School.** This applies a Concession to certain school children within Tauranga (and the child concession in other areas). There is an associated Attributed Fare.
 - (a) This concession applies only to Tauranga school students using T1 Fare Code for Bay Of Plenty Fare Schedule BOP00A (Tauranga and Bays) and on school term days from the beginning of service to 9.00am and 2.30pm to 6.30pm, with the Card Child fare to apply at other times. This concession will be available from Jan 2020.
 - (b) This Concession only applies on school days as defined by the Ministry of Education.
- vi. **Card SGC.** This applies the Supergold Scheme Concession during off-peak periods and the above Card Concession (senior citizens aged 65 or over) at other times.
 - (a) The standard off-peak definition for Supergold is modified for the Bay of Plenty to include the period between 3.15pm to 6.15pm weekdays.
- vii. Accessibility. This applies a Concession to people with disabilities. There is an Attributed Fare associated with this concession (refer below).
 - (a)
- d. Attributed Fares:
 - i. **Card Free School.** This applies the Attributed Fare for the Card Free School Concession.
 - ii. **Card SGC.** This applies the Attributed Fare for the Supergold Scheme Concession.
 - iii. Accessibility. This applies the Attributed Fare for the Accessibility Concession.
- ii.
 - e. Fare Capping:
 - i. **Day Caps.** Refer Day Caps in fare capping section 4.2.5.
 - ii. **Week Caps.** Refer Week Caps in fare capping section 4.2.5.
 - f. Fare Products:
 - iii. Day Passes:

-
- (a) **Cash Adult Day Pass.** Provides unlimited travel for one calendar day within zone 1A Tauranga only.
 - (b) **Cash Child Day Pass.** As per Cash Adult Day Pass but applies to Cash Child passengers.
 - (c) **Card Adult Day Pass.** Provides unlimited travel for one calendar day within zone 1A Tauranga only. Must be purchased using Stored Value on a Card.
 - (d) **Card Child Day Pass.** As per Card Adult Day Pass but applies to Card Child passengers. Must be purchased using Stored Value on a Card.
- g. Tariffs not specified in the tables:
- i. Counts to be recorded as passenger boardings and included in all patronage and revenue reporting:
 - (a) **Infant (under-5).** This provides free travel for infants under 5 years old. The Driver must record this as a passenger boarding with zero fare.
 - (b) **Promo.** Travel for free. The Driver must record this as a passenger boarding with zero fare.
 - (c) **No funds travel.** The Driver must record a count of passengers who board with insufficient funds but must still be allowed to travel. This is required as part of a policy to ensure that school children and other vulnerable users are not left stranded.
 - ii. Other counts to be recorded but not included as passenger boardings:
 - (a) **Wheelchair count.** The Driver must record a count of wheelchair loadings, this is a separate count from the Fare paid.
 - (b) **Bike Count.** The Driver must record a count of bike loadings, this is a separate count from the Fare paid.

2. Fare Schedule **BOP01A** for Rotorua and District Services.
- a. Journey transfer rules:
- i. **Cash.** The Journey Transfer Window is **60-minutes**. The Inter-Leg Transfer Window is not applicable. The Journey Leg Limit is **2** (i.e. one transfer) as only one transfer ticket will be issued in exchange for the first boarding ticket.
 - ii. **Card.** The Inter-Leg Transfer Window is **30-minutes**, the Journey Transfer Window is **2-hours** and the Journey Leg Limit is **three**.
 - (a) Transfers are only available for Journeys within zone 1A Rotorua.
 - (b) NB: The Journey Leg Limit is one for Supergold Scheme Concession Journeys.
- b. Cash Journey Fares:
- i. **Cash Adult.** The Adult fare applies unless the passenger is eligible for a Concession Fare or is using a Fare Product.
 - ii. **Cash Child.** This applies the Child Concession to school children.
 - iii. **Cash Concession.** This applies the Standard Concession to the following groups. Each group must be recorded as a separate Concession group.
 - (a) Tertiary students
 - (b) Senior citizens aged 65 or over
- c. Card Journey Fares:
- i. **Card Adult.** The Adult fare applies unless a valid Concession or Fare Product is loaded on the Card.
 - ii. **Card Child.** This applies the Child Concession to school children.
 - iii. **Card Secondary Student.** This applies the Secondary Student Concession to passengers attending secondary school who are not granted a child concession.
 - iv. **Card Concession.** This applies the Standard Concession to the following groups. Each group must be recorded as a separate Concession group.
 - (a) Tertiary students
 - (b) Senior citizens aged 65 or over
 - v. **Card SGC.** This applies the Supergold Scheme Concession during off-peak periods and the above Card Concession (senior citizens aged 65 or over) at other times.
 - (a) The standard off-peak definition for Supergold is modified for the Bay of Plenty to include the period between 3.15pm to 6.15pm weekdays.
 - vi. **Accessibility.** This applies a Concession to people with disabilities. There is an Attributed Fare associated with this concession (refer below).
 - (a)
- d. Attributed Fares:
- i. **Card SGC.** This applies the Attributed Fare for the Supergold Scheme Concession.
 - ii. **Accessibility.** This applies the Attributed Fare for the Accessibility Concession.
 - +
- e. Fare Capping:
- i. **Day Caps.** Refer Day Caps in fare capping section 4.2.5.

- ii. **Week Caps.** Refer Week Caps in fare capping section 4.2.5.
- f. Fare Products:
 - iv. Day Passes:
 - (a) **Cash Day Pass.** Provides unlimited travel for one calendar day within zone 1A Rotorua only.
 - (b) **Card Day Pass.** Provides unlimited travel for one calendar day for travel within zone 1A Rotorua only. Must be purchased using Stored Value on a Card.
 - g. Tariffs not specified in the tables:
 - i. Counts to be recorded as passenger boardings and included in all patronage and revenue reporting:
 - (a) **Infant (under-5).** This provides free travel for infants under 5 years old. The Driver must record this as a passenger boarding with zero fare.
 - (b) **Promo.** Travel for free. The Driver must record this as a passenger boarding with zero fare.
 - (c) **No funds travel.** The Driver must record a count of passengers who board with insufficient funds but must still be allowed to travel. This is required as part of a policy to ensure that school children and other vulnerable users are not left stranded.
 - ii. Other counts to be recorded but not included as passenger boardings:
 - (a) **Wheelchair count.** The Driver must record a count of wheelchair loadings, this is a separate count from the Fare paid.
 - (b) **Bike Count.** The Driver must record a count of bike loadings, this is a separate count from the Fare paid.
- 3. Fare Schedule **BOP02A** for Potaka-Opotiki Services.
 - a. Journey transfer rules:
 - i. No transfers available
 - b. Cash Journey Fares:
 - i. **Cash Adult.** The Adult fare applies unless the passenger is eligible for a Concession Fare or is using a Fare Product.
 - ii. **Cash Child.** This applies the Child Concession to school children.
 - iii. **Cash Concession.** This applies the Standard Concession to the following groups. Each group must be recorded as a separate Concession group.
 - (a) Tertiary students
 - (b) Senior citizens aged 65 or over
 - c. Card Journey Fares:
 - i. **Card Adult.** The Adult fare applies unless a valid Concession or Fare Product is loaded on the Card.
 - ii. **Card Child.** This applies the Child Concession to school children.
 - iii. **Card Secondary Student.** This applies the Secondary Student Concession to passengers attending secondary school who are not granted a child concession.

iv. **Card Concession.** This applies the Standard Concession to the following groups. Each group must be recorded as a separate Concession group.

- (a) Tertiary students
- (b) Senior citizens aged 65 or over

v. **Card SGC.** This applies the Supergold Scheme Concession during off-peak periods and the above Card Concession (senior citizens aged 65 or over) at other times.

vi. **Accessibility.** This applies a Concession to people with disabilities. There is an Attributed Fare associated with this concession (refer below).

↕

d. Attributed Fares:

i. **Card SGC.** This applies the Attributed Fare for the Supergold Scheme Concession.

ii. **Accessibility.** This applies the Attributed Fare for the Accessibility Concession.

↕

e. Fare Capping:

- i. None.

f. Fare Products:

- i. None.

g. Tariffs not specified in the tables:

i. Counts to be recorded as passenger boardings and included in all patronage and revenue reporting:

- (a) **Infant (under-5).** This provides free travel for infants under 5 years old. The Driver must record this as a passenger boarding with zero fare.
- (b) **Promo.** Travel for free. The Driver must record this as a passenger boarding with zero fare.
- (c) **No funds travel.** The Driver must record a count of passengers who board with insufficient funds but must still be allowed to travel. This is required as part of a policy to ensure that school children and other vulnerable users are not left stranded.

ii. Other counts to be recorded but not included as passenger boardings:

- (a) **Wheelchair count.** The Driver must record a count of wheelchair loadings, this is a separate count from the Fare paid.
- (b) **Bike Count.** The Driver must record a count of bike loadings, this is a separate count from the Fare paid.

11.5 Region-wide settings

11.5.1 Minimum card balance

1. The minimum card balance for Bay of Plenty is **-\$4.50** after deducting the tag-on fare.

11.5.2 Card concession by fare schedule

1. The following table shows the concessions that apply to each Fare Schedule based on the concession loaded on the Card.

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Concession on Card	Fare Schedule		
	BOP00A	BOP01A	BOP02A
Child	Child	Child	Child
Secondary Student	Secondary Student	Secondary Student	Secondary Student
Tertiary	Tertiary	Tertiary	Tertiary
Senior	Senior	Senior	Senior
Free School	Free School	Child	Child
Accessibility	Accessibility	Accessibility	Accessibility

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11.5.3 Low Card Balance warning

1. The Low Card Balance warning is to be applied when the card balance falls **below \$10.00** (refer Table 5.2 rule #5, default is \$10.00 unless otherwise specified).

11.5.4 Minimum card top-up

1. The **minimum card top-up amount is \$5.00** for on-bus and retail.

11.5.5 Maximum Journey Time

1. The **maximum journey time** is defined as being **270 minutes from the time of initial tag on** in Bay of Plenty.

11.5.6 Card issuance fee

1. The **Card Issuance Fee** for cards issued in Bay of Plenty on BDC, MRD and CSW is \$5.00.

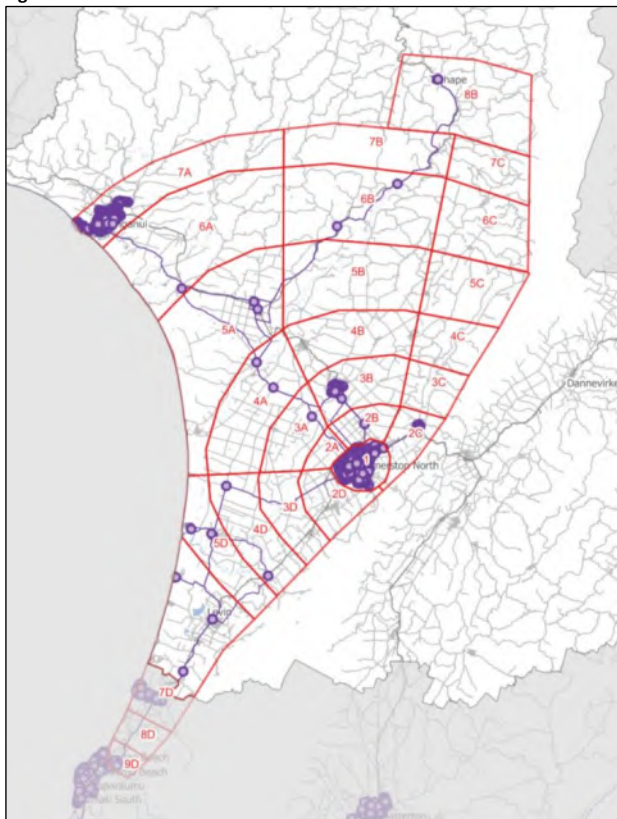
12 Horizons tariff rules

12.1 Fare structure overview

The following fare structures apply for Horizons.

1. Horizons is a zonal fare structure, based on the zones shown in Figure 12.1.
 - a. Fares are based on the set out in the relevant *Fare Schedule* based on the number of zones travelled through. The number of zones travelled through is calculated as 1 plus the number of fare zone boundaries crossed.
 - i. NB: Zones (1, 2, 3...) are divided into subzones (2A, 2B, 2C...) to allow fares to be defined based on origin and destination using a *Fare Triangle*.
 - b. NB: A range of different fare schedules apply to different areas within the overall zonal fare structure.

Figure 12.1 Horizons fare zones



12.2 Bus routes

Horizons bus routes are shown in Table 12.1, with the relevant active fare schedule indicated in the right-hand column. The fare schedules are set out in the next section.

Table 12.1 Horizons bus routes and fare schedules

Network name	Route ID	Route short name	Route long name	Fare schedule
Palmerston North	10101	101	1. Awapuni via Park Road	MWT00A
Palmerston North	10102	102	2. Awapuni via Rugby St	MWT00A
Palmerston North	10103	103	3. Highbury via Cuba St	MWT00A
Palmerston North	10104	104	Takaro via Featherston st	MWT00A
Palmerston North	10105	105	Cloverlea via Wood St	MWT00A
Palmerston North	10106	106	Milson via Ruahine St	MWT00A
Palmerston North	10107	107	Kelvin Grove via Tremaine Ave	MWT00A
Palmerston North	10108	108	Roslyn via Featherston St	MWT00A
Palmerston North	10109	109	Roslyn via Rangiora Ave	MWT00A
Palmerston North	10010	110	Terrace End via Brightwater Terrace	MWT00A
Palmerston North	10111	111	Kelvin Grove via Fernlea Ave	MWT00A
Palmerston North	10112	112	Kelvin Grove via Parnell Heights	MWT00A
Palmerston North	11100	111x	Kelvin Grove via Whakarongo School	MWT00A
Palmerston North	11120	112x	Kelvin Grove via Whakarongo School	MWT00A
Palmerston North	10113	113	Summerhill via Ruapehu Dr	MWT00A
Palmerston North	10120		St Peters To City	MWT00A
Massey	15000	150	City to Massey	MWT00A
Massey	15001	150	Massey to City	MWT00A
Massey	15100	151	To Massey via Albert St	MWT00A
Massey	15101	151	To City via Albert St	MWT00A
Massey	15700	157	To Massey via Albert St & IPU	MWT00A
Massey	15200	152	To Massey via Awapuni	MWT00A
Massey	15201	152	To City via Awapuni	MWT00A
Massey	15300	153	Massey via Takaro	MWT00A
Massey	15301	153	City via Chelwood	MWT00A
Massey	15002	150x	To Massey via Atawhai	MWT00A
Massey	15402	154x	To City via Awapuni	MWT00A
Massey	15400	154	Massey via IPU	MWT00A
Massey	15401	154	City via IPU	MWT00A
Massey	15500	155	Massey via Hokuwhitu Campus	MWT00A
Massey	15501	155	City via Hokuwhitu Campus & IPU	MWT00A
Massey	15600	156	To Massey via Hokowhitu Campus & IPU	MWT00A
Massey	15900	159	Massey-IPU-CITY	MWT00A
Massey	15800	158	IPU-Massey-City	MWT00A
Massey	16000	160	City via Albert St & Awapuni	MWT00A
Whanganui	20201	201	Castlecliff via Fitzherbet Ave	MWT00A
Whanganui	20202	202	Castlecliff via Hospital	MWT00A
Whanganui	20203	203	Springvale via Virginia Rd	MWT00A
Whanganui	20204	204	Springvale via Parsons Street	MWT00A
Whanganui	20207	207	Whanganui East via Ikitara Rd	MWT00A
Whanganui	20208	208	Whanganui East via Jones St	MWT00A
Whanganui	20209	209	Combined Saturday	MWT00A
Whanganui	20220	220	To Girls' College	MWT00A
Whanganui	20221	221	From Girls' College	MWT00A
Whanganui	20222	222	To City College	MWT00A
Whanganui	20223	223	From City College	MWT00A
Whanganui	20224	224	Rutherford High	MWT00A
Whanganui	20205	205	Aramoho via Harrison St	MWT00A
Whanganui	20206	206	Aramoho via London St	MWT00A
Feilding	30301		Feilding - Palmerston North	MWT00A
Feilding	30302		Palmerston North – Feilding	MWT00A
Feilding	30303		Feilding- PNBHS	MWT00A
Feilding	30304		–PNBHS- Feilding	MWT00A
Feilding	30305		Feilding – PNGHS	MWT00A
Feilding	30306		PNGHS – Feilding	MWT00A

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Feilding	30307		Manchester Sq Feilding - Railway Station Feilding	MWT00A
Ashhurst	10114		Ashhurst - Palmerston North	MWT00A
Ashhurst	10115		Palmerston North – Ashhurst	MWT00A
Marton	50501		Marton - Palmerston North	MWT05A
Marton	50502		Palmerston North-Marton	MWT05A
Levin	40401		Levin-Palmerston North	MWT06A
Levin	40402		Palmerston North-Levin	MWT06A
Levin	40408		Palmerston North-Levin via Foxton (PM)	MWT06A
Levin	40404		Palmerston North-Levin via Shannon (AM)	MWT06A
Levin	40403		Palmerston North-Levin via Shannon (PM)	MWT06A
Whanganui Comm	20225	225	Whanganui-Palmerston North	MWT07A
Whanganui Comm	20226	225	Palmerston North-Whanganui	MWT07A
DOIT	40405		Day Out In Town	MWT08A
Waikanae	40406		Levin-Waikanae	MWT09A
Waikanae	40407		Waikanae-Levin	MWT09A
NA	60601		Raetihi-Ohakune	NA
NA	60602		Ohakune-Raetihi	NA
NA	70701		Taihape-Whanganui	NA
NA	70704		Whanganui-Taihape	NA
NA	70702		Taihape-Palmerston North	NA
NA	70703		Palmerston North-Taihape	NA

Notes:

12.3 Fare Schedules

The following *Fare Schedules* are required at implementation.

***Fare Schedule* MWT00A (Palmerston North, Massey, Feilding, Ashhurst and Whanganui) is shown in Table 12.2. The *Fare Triangle* is shown in Table 12.3. Table 12.2 Journey Fares for Horizons Fare Schedule MWT00A**

Zones travelled	Standard Fares									Attributed Fares		Fare Products	
	Cash			Card						Card		Month Passes	
	Adult	Child	Conc.	Adult	Child	Conc.	Conc.	Free Tertiary	SGC	Free Tertiary	SGC	Card Adult	Card Child
Journey Fares													
Urban	\$2.50	\$1.50	\$1.80	\$2.00	\$1.20	\$1.20	\$1.50	\$0.00	\$0.00	\$0.00	\$1.63	\$55.00	\$35.00
1 zone	\$2.50	\$1.50	\$1.80	\$2.00	\$1.20	\$1.20	\$1.50	\$0.00 ^(a)	\$0.00	\$0.00 ^(a)	\$1.63	-	-
2 zones	\$4.00	\$2.00	\$3.00	\$3.00	\$1.50	\$1.50	\$2.50	\$0.00 ^(a)	\$0.00	\$0.00 ^(a)	\$2.28	-	-
3 zones	\$5.00	\$3.50	\$4.00	\$3.50	\$2.50	\$2.50	\$3.00	\$0.00 ^(a)	\$0.00	\$0.00 ^(a)	\$2.97	-	-
4 zones	\$9.00	\$5.50	\$7.00	\$6.50	\$4.00	\$4.00	\$5.50	\$0.00 ^(a)	\$0.00	\$0.00 ^(a)	\$5.25	-	-
Tag-On Fares													
Urban	-	-	-	\$2.50	\$1.50	\$1.50	\$1.80	\$0.00	\$0.00	\$0.00	\$1.63	-	-
1 zone	-	-	-	\$2.50	\$1.50	\$1.50	\$1.80	-	\$0.00	-	\$1.63	-	-
2 zones	-	-	-	\$4.00	\$2.00	\$2.00	\$3.00	-	\$0.00	-	\$2.28	-	-
3 zones	-	-	-	\$5.00	\$3.50	\$3.50	\$4.00	-	\$0.00	-	\$2.97	-	-
4 zones	-	-	-	\$9.00	\$5.50	\$5.50	\$7.00	-	\$0.00	-	\$5.25	-	-
Fare Caps – Day													
Urban	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
1 zone	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
2 zones	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
3 zones	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
4 zones	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
Fare Caps – Week													
Urban	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
1 zone	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
2 zones	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
3 zones	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
4 zones	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-

Notes: (a) Valid within zones 1, 2B, 3B and 7A only.

Table 12.3 Fare Triangle to determine zones travelled for Fare Schedule MWT00A

Subzone	Zones travelled				
	1	2B	2C	3B	7A
1	Urban				
2B	2	1			
2C	2	3	1		
3B	3	2	4	1	
7A	-	-	-	-	Urban

1. Fare Schedule MWT05A (Marton) is shown in Table 12.4. The Fare Triangle is shown in Table 12.5.

Table 12.4 Journey Fares for Horizons Fare Schedule MWT05A

Zones travelled	Standard Fares								Attributed Fares
	Cash			Card				SGC	Card
	Adult	Child	Conc.	Adult	Child	Secondary Student	Conc.	Conc.	SGC
Journey Fares									
Urban	\$2.50	\$1.50	\$1.80	\$2.00	\$1.20	\$1.20	\$1.50	\$0.00	\$1.63
1 zone	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$0.00
2 zones	\$5.50	\$5.50	\$5.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$0.00
3 zones	\$5.50	\$5.50	\$5.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$0.00
4 zones	\$5.50	\$5.50	\$5.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$0.00
5 zones	\$7.00	\$7.00	\$7.00	\$5.75	\$5.75	\$5.75	\$5.75	\$5.75	\$0.00
Tag-On Fares									
Urban	-	-	-	\$2.50	\$1.50	\$1.50	\$1.80	\$0.00	\$1.63
1 zone	-	-	-	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$0.00
2 zones	-	-	-	\$5.50	\$5.50	\$5.50	\$5.50	\$5.50	\$0.00
3 zones	-	-	-	\$5.50	\$5.50	\$5.50	\$5.50	\$5.50	\$0.00
4 zones	-	-	-	\$5.50	\$5.50	\$5.50	\$5.50	\$5.50	\$0.00
5 zones	-	-	-	\$7.00	\$7.00	\$7.00	\$7.00	\$7.00	\$0.00
Fare Caps – Day									
Urban	-	-	-	\$999	\$999	\$999	\$999	-	-
1 zone	-	-	-	\$999	\$999	\$999	\$999	-	-
2 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
3 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
4 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
5 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
Fare Caps – Week									
Urban	-	-	-	\$999	\$999	\$999	\$999	-	-
1 zone	-	-	-	\$999	\$999	\$999	\$999	-	-
2 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
3 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
4 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
5 zones	-	-	-	\$999	\$999	\$999	\$999	-	-

Table 12.5 Fare Triangle for Fare Schedule MWT05A

Subzone	Zones travelled				
	1	2A	3A	4A	5A
1	Urban				
2A	2	1			
3A	3	2	1		
4A	4	3	2	1	
5A	5	4	3	1 ^(a)	1

Notes: ^(a) Subzone 5A to 4A is set at a 1 zone fare (not 2 zones)

2. Fare Schedule MWT06A (Levin Commuter) is shown in Table 12.6. The Fare Triangle is shown in Table 12.7.

Table 12.6 Journey Fares for Horizons Fare Schedule MWT06A

Zones travelled	Standard Fares							Attributed Fares Card SGC	
	Cash			Card Secondary Student			SGC		
	Adult	Child	Conc.	Adult	Child	Conc.	Conc.		
Journey Fares									
Urban	\$2.50	\$1.50	\$1.80	\$2.00	\$1.20	\$1.20	\$1.50	\$0.00	\$1.63
1 zone	\$2.50	\$1.80	\$1.80	\$2.00	\$1.50	\$1.50	\$1.50	\$0.00	\$0.00
2 zones	\$2.50	\$1.80	\$1.80	\$2.00	\$1.50	\$1.50	\$1.50	\$0.00	\$0.00
3 zones	\$6.50	\$5.00	\$5.00	\$5.00	\$3.60	\$3.60	\$3.60	\$0.00	\$0.00
4 zones	\$6.50	\$5.00	\$5.00	\$5.00	\$3.60	\$3.60	\$3.60	\$0.00	\$0.00
5 zones	\$8.00	\$6.00	\$6.00	\$6.00	\$4.25	\$4.25	\$4.25	\$0.00	\$0.00
6 zones	\$9.00	\$7.00	\$7.00	\$7.00	\$5.00	\$5.00	\$5.00	\$0.00	\$0.00
Tag-On Fares									
Urban	-	-	-	\$2.50	\$1.50	\$1.50	\$1.80	\$0.00	\$1.63
1 zone	-	-	-	\$2.50	\$1.80	\$1.80	\$1.80	\$0.00	\$0.00
2 zones	-	-	-	\$2.50	\$1.80	\$1.80	\$1.80	\$0.00	\$0.00
3 zones	-	-	-	\$6.50	\$5.00	\$5.00	\$5.00	\$0.00	\$0.00
4 zones	-	-	-	\$6.50	\$5.00	\$5.00	\$5.00	\$0.00	\$0.00
5 zones	-	-	-	\$8.00	\$6.00	\$6.00	\$6.00	\$0.00	\$0.00
6 zones	-	-	-	\$9.00	\$7.00	\$7.00	\$7.00	\$0.00	\$0.00
Fare Caps – Day									
Urban	-	-	-	\$999	\$999	\$999	\$999	-	-
1 zone	-	-	-	\$999	\$999	\$999	\$999	-	-
2 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
3 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
4 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
5 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
6 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
Fare Caps – Week									
Urban	-	-	-	\$999	\$999	\$999	\$999	-	-
1 zone	-	-	-	\$999	\$999	\$999	\$999	-	-
2 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
3 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
4 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
5 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
6 zones	-	-	-	\$999	\$999	\$999	\$999	-	-

Table 12.7 Fare Triangle for Fare Schedule MWT06A

Subzone	Zones travelled					
	1	2D	3D	4D	5D	6D
1	Urban					
2D	2	1				
3D	3	2	1			
4D	4	3	2	1		
5D	5	4	3	2	1	
6D	6	5	4	3	2	1

3. Fare Schedule MWT07A (Whanganui Commuter) is shown in Table 12.8. The Fare Triangle is shown in Table 12.9.

Table 12.8 Journey Fares for Horizons Fare Schedule MWT07A

Zones travelled	Standard Fares									Attributed Fares	
	Cash			Card						Card	
	Adult	Child	Conc.	Adult	Child	Student Conc.	Conc.	Free Tertiary	SGC	Free Tertiary	SGC
Journey Fares											
Urban	\$2.50	\$1.50	\$1.80	\$2.00	\$1.20	\$1.20	\$1.50	\$0.00	\$0.00	\$0.00	\$1.63
1 zone	\$10.00	\$10.00	\$10.00	\$8.00	\$8.00	\$8.00	\$8.00	\$0.00	\$8.00	\$0.00	\$0.00
2 zones	\$10.00	\$10.00	\$10.00	\$8.00	\$8.00	\$8.00	\$8.00	\$0.00	\$8.00	\$0.00	\$0.00
3 zones	\$10.00	\$10.00	\$10.00	\$8.00	\$8.00	\$8.00	\$8.00	\$0.00	\$8.00	\$0.00	\$0.00
4 zones	\$10.00	\$10.00	\$10.00	\$8.00	\$8.00	\$8.00	\$8.00	\$0.00	\$8.00	\$0.00	\$0.00
5 zones	\$10.00	\$10.00	\$10.00	\$8.00	\$8.00	\$8.00	\$8.00	\$0.00	\$8.00	\$0.00	\$0.00
6 zones	\$10.00	\$10.00	\$10.00	\$8.00	\$8.00	\$8.00	\$8.00	\$0.00	\$8.00	\$0.00	\$0.00
7 zones	\$10.00	\$10.00	\$10.00	\$8.00	\$8.00	\$8.00	\$8.00	\$0.00	\$8.00	\$0.00	\$0.00
Tag-On Fares											
Urban	-	-	-	\$2.50	\$1.50	\$1.50	\$1.80	\$0.00	\$0.00	\$0.00	\$1.63
1 zone	-	-	-	\$10.00	\$10.00	\$10.00	\$10.00	\$0.00	\$10.00	\$0.00	\$0.00
2 zones	-	-	-	\$10.00	\$10.00	\$10.00	\$10.00	\$0.00	\$10.00	\$0.00	\$0.00
3 zones	-	-	-	\$10.00	\$10.00	\$10.00	\$10.00	\$0.00	\$10.00	\$0.00	\$0.00
4 zones	-	-	-	\$10.00	\$10.00	\$10.00	\$10.00	\$0.00	\$10.00	\$0.00	\$0.00
5 zones	-	-	-	\$10.00	\$10.00	\$10.00	\$10.00	\$0.00	\$10.00	\$0.00	\$0.00
6 zones	-	-	-	\$10.00	\$10.00	\$10.00	\$10.00	\$0.00	\$10.00	\$0.00	\$0.00
7 zones	-	-	-	\$10.00	\$10.00	\$10.00	\$10.00	\$0.00	\$10.00	\$0.00	\$0.00
Fare Caps – Day											
Urban	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-
1 zone	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-
2 zones	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-
3 zones	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-
4 zones	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-
5 zones	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-
6 zones	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-
7 zones	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-
Fare Caps – Week											
Urban	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-
1 zone	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-
2 zones	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-
3 zones	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-
4 zones	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-
5 zones	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-
6 zones	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-
7 zones	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-

Table 12.9 Fare Triangle for Fare Schedule MWT07A

Subzone	Zones travelled						
	1	2A	3A	4A	5A	6A	7A
1	Urban						
2A	2	1					
3A	3	2	1				
4A	4	3	2	1			
5A	5	4	3	2	1		
6A	6	5	4	3	2	1	
7A	7	6	5	4	3	2	Urban

4. Fare Schedule MWT08A (Day Out in Town) is shown in Table 12.10. The Fare Triangle is shown in Table 12.11.

Table 12.10 Journey Fares for Horizons Fare Schedule MWT08A (Day Out in Town)

Code	Standard Fares							Attributed Fares
	Cash			Card				Card
	Child	Conc.	Adult	Child	Secondary Student	Conc.	SGC	
	Adult						SGC	SGC
Journey Fares								
1 zone	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$0.00	\$1.30
2 zones	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$0.00	\$1.30
3 zones	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$0.00	\$1.30
Tag-On Fares								
1 zone	-	-	-	\$2.00	\$2.00	\$2.00	\$0.00	\$1.30
2 zones	-	-	-	\$2.00	\$2.00	\$2.00	\$0.00	\$1.30
3 zones	-	-	-	\$2.00	\$2.00	\$2.00	\$0.00	\$1.30
Fare Caps – Day								
1 zone	-	-	-	\$999	\$999	\$999	\$999	-
2 zones	-	-	-	\$999	\$999	\$999	\$999	-
3 zones	-	-	-	\$999	\$999	\$999	\$999	-
Fare Caps – Week								
1 zone	-	-	-	\$999	\$999	\$999	\$999	-
2 zones	-	-	-	\$999	\$999	\$999	\$999	-
3 zones	-	-	-	\$999	\$999	\$999	\$999	-

Table 12.11 Fare Triangle for Fare Schedule MWT08A

Subzone	Zones travelled		
	4D	5D	6D
4D	1		
5D	2	1	
6D	3	2	1

5. Fare Schedule MWT09A (Levin - Waikanae) is shown in Table 12.12. The Fare Triangle is shown in Table 12.13.

Table 12.12 Journey Fares for Horizons Fare Schedule MWT09A

Zones travelled	Standard Fares							Attributed Fares Card SGC	
	Cash			Card					
	Adult	Child	Conc.	Adult	Child	Secondary Student Conc.	Conc.		
Journey Fares									
1 zone	\$5.50	\$3.00	\$5.50	\$5.50	\$3.00	\$3.00	\$5.50	\$0.00	\$3.90
2 zones	\$5.50	\$3.00	\$5.50	\$5.50	\$3.00	\$3.00	\$5.50	\$0.00	\$3.90
3 zones	\$5.50	\$3.00	\$5.50	\$5.50	\$3.00	\$3.00	\$5.50	\$0.00	\$3.90
4 zones	\$6.00	\$3.50	\$6.00	\$6.00	\$3.50	\$3.50	\$6.00	\$0.00	\$3.90
Tag-On Fares									
1 zone	-	-	-	\$5.50	\$3.00	\$3.00	\$5.50	\$0.00	\$3.90
2 zones	-	-	-	\$5.50	\$3.00	\$3.00	\$5.50	\$0.00	\$3.90
3 zones	-	-	-	\$5.50	\$3.00	\$3.00	\$5.50	\$0.00	\$3.90
4 zones	-	-	-	\$6.00	\$3.50	\$3.50	\$6.00	\$0.00	\$3.90
Fare Caps – Day									
1 zone	-	-	-	\$999	\$999	\$999	\$999	-	-
2 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
3 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
4 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
Fare Caps – Week									
1 zone	-	-	-	\$999	\$999	\$999	\$999	-	-
2 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
3 zones	-	-	-	\$999	\$999	\$999	\$999	-	-
4 zones	-	-	-	\$999	\$999	\$999	\$999	-	-

Table 12.13 Fare Triangle for Fare Schedule MWT09A

Subzone	Zones travelled			
	6D	7D	8D	9D
6D	1			
7D	2	1		
8D	3	2	1	
9D	4	3	2	1

12.4 Fare Schedule Rules

The following rules apply to each *Fare Schedule*.

1. Fare Schedule **MWT00A** for Palmerston North, Massey, Feilding, Ashhurst and Whanganui services:
 - a. Journey transfer rules:
 - i. **Cash.** The Journey Transfer Window is **60-minutes**. The Inter-Leg Transfer Window is not applicable. The Journey Leg Limit is **2** (i.e. one transfer) as only one transfer ticket will be issued in exchange for the first boarding ticket.
 - ii. **Card.** The Inter-Leg Transfer Window is **60-minutes**, the Journey Transfer Window is **2-hours** and the Journey Leg Limit is **2** (i.e. one transfer).
 - (a) NB: The *Journey Leg Limit* is one for *Supergold Scheme Concession Journeys*.
 - iii. NB: Transfers are required for all fare schedules within subzone 1 and subzone 7A. Transfers are only valid if the journey begins and terminates in the same subzone .
 - b. Cash Journey Fares:
 - i. **Cash Adult.** The Adult fare applies unless the passenger is eligible for a *Concession Fare* or is using a *Fare Product*.
 - ii. **Cash Child.** This applies the *Child Concession* to passengers aged 5-18 (inclusive).
 - iii. **Cash Concession.** This applies the *Standard Concession* to the following groups. Each group must be recorded as a separate *Concession group*.
 - (a) Tertiary students
 - (b) Community Service Card (CSC) holders
 1. NB: All customer/driver facing information to continue using term Beneficiary.
 - (c) Senior citizens aged 65 or over
 - c. Card Journey Fares:
 - i. **Card Adult.** The Adult fare applies unless a valid *Concession* or *Fare Product* is loaded on the *Card*.
 - ii. **Card Child.** This applies the *Child Concession* to passengers aged 5-18 (inclusive).
 - iii. **Card Secondary Student.** This applies the *Secondary Student Concession* to passengers attending secondary school who are not granted a child concession.
 - (a) **NB:** required to cater for students who are over 18 years old.
 - iv. **Card Concession.** This applies the *Standard Concession* to the following groups. Each group must be recorded as a separate *Concession group*.
 - (a) Tertiary students
 - (b) Community Service Card (CSC) holders
 1. NB: All customer/driver facing information to continue using term Beneficiary.
 - (c) Senior citizens aged 65 or over
 - v. **Card Free Tertiary.** This provides free travel to the following groups within the zones specified otherwise the Card Concession (tertiary students) applies. Each group must be recorded as a separate *Concession group*. There is also an associated *Attributed Fare*.

- (a) Valid in zone 1 (Palmerston North) only:
 1. Massey staff
 2. Massey students
 3. ETC staff
 4. ETC students
 5. IPU staff
 6. IPU students
 7. Organisation A
 8. Organisation B
- (b) Valid in zones 1 (Palmerston North), 2B, 3B (Feilding) and 7A (Whanganui) only:
 1. UCOL staff
 2. UCOL students
 3. Organisation C
 4. Organisation D
- vi. **Card SGC.** This applies the Supergold Scheme Concession during off-peak periods and Card Concession (senior citizens aged 65 or over) at other times.
- d. Attributed Fares:
 - i. **Card Free Tertiary.** This applies the Attributed Fare for the Card Free Tertiary Concession.
 - ii. **Card SGC.** This applies the Attributed Fare for the Supergold Scheme Concession.
- e. Fare Capping:
 - i. **Day Cap.** Refer Day Caps in fare capping section 4.2.5.
 - ii. **Week Cap.** Refer Week Caps in fare capping section 4.2.5.
- f. Fare Products:
 - i. Month Passes (valid in either zone 1 or 7A only):
 - (a) **Card Adult Month Pass.** Provides unlimited travel for one month from date of first use. Must be purchased using Stored Value on a Card.
 - (b) **Card Child Month Pass.** Provides unlimited travel for one month from date of first use. Must be purchased using Stored Value on a Card with a valid Child Concession.
- g. Tariffs not specified in the tables:
 - i. Counts to be recorded as passenger boardings and included in all patronage and revenue reporting:
 - (a) **Infant (under-5).** This provides free travel for infants under 5 years old. The Driver must record this as a passenger boarding with zero fare.
 - (b) **Promo.** Travel for free. The Driver must record this as a passenger boarding with zero fare.
 - (c) **SuperGold.** This provides free travel for SuperGold Card customers who are travelling without a Bee Card. The Driver must record this as a passenger boarding with zero fare.

Commented [KC1]: SuperGold Card count button to be added to support Phased deployment. Query whether this is required for all regions – confirm with RITS Ops.

- (d) **Massey.** This provides free travel for Massey customers who are travelling without a Bee Card. The *Driver* must record this this as a passenger boarding with zero fare.
 - (e) UCOL. This provides free travel for UCOL customers who are travelling without a Bee Card. The *Driver* must record this this as a passenger boarding with zero fare.
 - (f) IPU. This provides free travel for IPU customers who are travelling without a Bee Card. The *Driver* must record this this as a passenger boarding with zero fare.
 - (g) ETC. This provides free travel for ETC customers who are travelling without a Bee Card. The *Driver* must record this this as a passenger boarding with zero fare.
- ii. Other counts to be recorded but not included as passenger boardings:
- (a) **Wheelchair count.** The *Driver* must record a count of wheelchair loadings, this is a separate additional count from the *Fare* paid.
 - (b) **Bike Count.** The *Driver* must record a count of bike loadings, this is a separate additional count from the *Fare* paid.

Commented [KC2]:

2. Fare Schedules **MWT05A, MWT06A, MWT07A, MWT08A, MWT09A** for Martin, Levin Commuter, Whanganui Commuter, Day Out in Town and Levin – Waikanae services:
- a. Journey transfer rules:
 - i. No transfers available.
 - b. Cash Journey Fares:
 - i. **Cash Adult.** The Adult fare applies unless the passenger is eligible for a Concession Fare or is using a Fare Product.
 - ii. **Cash Child.** This applies the Child Concession to school children.
 - iii. **Cash Concession.** This applies the Standard Concession to the following groups. Each group must be recorded as a separate Concession group.
 - (a) Tertiary students
 - (b) Community Service Card (CSC) holders
 - (c) Senior citizens aged 65 or over
 - c. Card Journey Fares:
 - i. **Card Adult.** The Adult fare applies unless a valid Concession or Fare Product is loaded on the Card.
 - ii. **Card Child.** This applies the Child Concession to passengers aged 5-18 (inclusive).
 - iii. **Card Secondary Student.** This applies the Secondary Student Concession to passengers attending secondary school who are not granted a child concession.
 - (a) **NB:** required to cater for students who are over 18 years old.
 - iv. **Card Concession.** This applies the Standard Concession to the following groups. Each group must be recorded as a separate Concession group.
 - (a) Tertiary students
 - (b) Community Service Card (CSC) holders
 - (c) Senior citizens aged 65 or over
 - v. **Card Free Tertiary (Fare Schedule MWT07A only).** This provides free travel to the following groups. Each group must be recorded as a separate Concession group. There is also an associated Attributed Fare.
 - (a) UCOL staff
 - (b) UCOL students
 - vi. **Card SGC.** This applies the Supergold Scheme Concession during off-peak periods and Card Concession (senior citizens aged 65 or over) at other times.
 - d. Attributed Fares:
 - i. **Card Free Tertiary (Fare Schedule MWT07A only).** This applies the Attributed Fare for the Free Tertiary Concession.
 - ii. **Card SGC.** This applies the Attributed Fare for the Supergold Scheme Concession.
 - e. Fare Capping:
 - i. None.
 - f. Fare products:
 - i. None.

- g. Tariffs not specified in the tables:
- i. Counts to be recorded as passenger boardings and included in all patronage and revenue reporting:
- Infant (under-5).** This provides free travel for infants under 5 years old. The *Driver* must record this as a passenger boarding with zero fare.
 - Promo.** Travel for free. The *Driver* must record this as a passenger boarding with zero fare.
 - SuperGold.** This provides free travel for SuperGold Card customers who are travelling without a Bee Card. The *Driver* must record this this as a passenger boarding with zero fare.
 - Massey.** This provides free travel for Massey customers who are travelling without a Bee Card. The *Driver* must record this this as a passenger boarding with zero fare.
 - UCOL.** This provides free travel for UCOL customers who are travelling without a Bee Card. The *Driver* must record this this as a passenger boarding with zero fare.
 - IPU.** This provides free travel for IPU customers who are travelling without a Bee Card. The *Driver* must record this this as a passenger boarding with zero fare.
 - ETC.** This provides free travel for ETC customers who are travelling without a Bee Card. The *Driver* must record this this as a passenger boarding with zero fare.
- ii. Other counts to be recorded but not included as passenger boardings:
- Wheelchair count.** The *Driver* must record a count of wheelchair loadings, this is a separate additional count from the *Fare* paid.
 - Bike Count.** The *Driver* must record a count of bike loadings, this is a separate additional count from the *Fare* paid.

12.5 Region-wide settings

12.5.1 Minimum card balance

- The minimum card balance for Horizons is **-\$4.50** after deducting the tag-on fare.

12.5.2 Card concession by fare schedule

- The following table shows the concessions that apply to each *Fare Schedule* based on the concession loaded on the *Card*.

Concession on Card	Fare Schedule					
	MWT00A	MWT05A	MWT06A	MWT07A	MWT08A	MWT09A
Child	Child	Child	Child	Child	Child	Child
Secondary Student	Secondary Student	Secondary Student	Secondary Student	Secondary Student	Secondary Student	Secondary Student
<i>Concessions</i>						
• Tertiary	Tertiary	Tertiary	Tertiary	Tertiary	Tertiary	Tertiary
• Beneficiary	Beneficiary	Beneficiary	Beneficiary	Beneficiary	Beneficiary	Beneficiary
• Senior	Senior	Senior	Senior	Senior	Senior	Senior
<i>Free Tertiary</i>						
• Massey staff	Free tertiary (zone 1)	Tertiary	Tertiary	Tertiary	Tertiary	Tertiary
• Massey students	Free tertiary (Zone 1)	Tertiary	Tertiary	Tertiary	Tertiary	Tertiary
• UCOL staff	Free tertiary (Zone 7A, 1, 2B, 3B)	Tertiary	Tertiary	Free Tertiary	Tertiary	Tertiary

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Concession on Card	Fare Schedule					
	MWT00A	MWT05A	MWT06A	MWT07A	MWT08A	MWT09A
• UCOL students	Free tertiary (Zone 7A, 1, 2B, 3B)	Tertiary	Tertiary	Free Tertiary	Tertiary	Tertiary
• ETC staff	Free tertiary (Zone 1)	Tertiary	Tertiary	Tertiary	Tertiary	Tertiary
• ETC students,	Free tertiary (Zone 1)	Tertiary	Tertiary	Tertiary	Tertiary	Tertiary
• IPU staff	Free tertiary (Zone 1)	Tertiary	Tertiary	Tertiary	Tertiary	Tertiary
• IPU students	Free tertiary (Zone 1)	Tertiary	Tertiary	Tertiary	Tertiary	Tertiary
• Organisation A	Free tertiary (Zone 1)	Tertiary	Tertiary	Tertiary	Tertiary	Tertiary
• Organisation B	Free tertiary (Zone 1)	Tertiary	Tertiary	Tertiary	Tertiary	Tertiary
• Organisation C	Free tertiary (Zone 7A, 1, 2B, 3B)	Tertiary	Tertiary	Tertiary	Tertiary	Tertiary
• Organisation D	Free tertiary (Zone 7A, 1, 2B, 3B)	Tertiary	Tertiary	Tertiary	Tertiary	Tertiary
SGC	SGC	SGC	SGC	SGC	SGC	SGC

12.5.3 Low Card Balance warning

1. The Low Card Balance warning is to be applied when the card balance falls **below \$10.00** (refer Table 5.2 rule #5, default is \$10.00 unless otherwise specified).

12.5.4 Minimum card top-up

1. The **minimum card top-up amount is \$5.00** for on-bus and retail.

12.5.5 Maximum Journey Time

1. The **maximum journey time** is defined as being **180 minutes from the time of initial tag on** in Horizons.

12.5.6 Card issuance fee

2. The **Card Issuance Fee** for cards issued in Horizons via the BDC, Retail Devices and CSW is \$5.00.

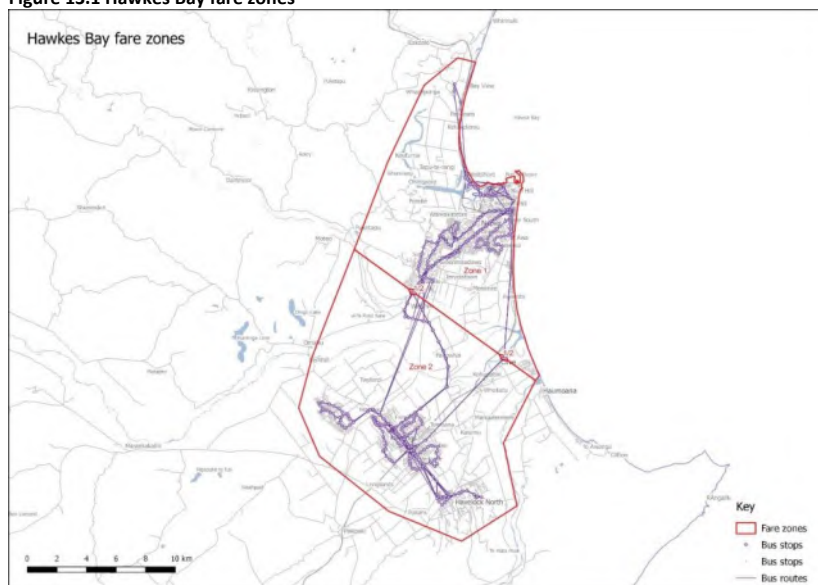
13 Hawkes Bay tariff rules

13.1 Fare structure overview

The following fare structures apply for Hawkes Bay:

1. Hawkes Bay is a zonal fare structure, based on the zones shown in Figure 13.1.
 - a. Fares are set out in the relevant *Fare Schedule* based on the number of zones travelled. The number of zones travelled is calculated as 1 plus the number of fare zone boundaries crossed.
 - b. NB: There are several zone-overlap areas at fare boundaries. The passenger Journey must exit the zone overlap area to be counted as crossing a fare zone boundary (i.e. entering a zone overlap area from an adjacent zone does not count as crossing a boundary).

Figure 13.1 Hawkes Bay fare zones



13.2 Bus routes

Hawkes Bay bus routes are shown in Table 13.1, with the relevant active fare schedule indicated in the right-hand column. The fare schedules are set out in the next section.

Table 13.1 Hawkes Bay bus routes and fare schedules

Network name	Route ID	Route short name	Route long name	Fare schedule
Napier/Hastings	10	10N	Commuter Express (Napier to Hastings)	HKB00A
Napier/Hastings	11	11N	Commuter Express (Napier to Havelock North)	HKB00A
Napier/Hastings	12	12N	Napier to Hastings	HKB00A
Napier/Hastings	13	13	Napier, Tamatea and Taradale (loop)	HKB00A
Napier/Hastings	14	14	Napier, Maraenui and Onekawa (loop)	HKB00A
Napier/Hastings	15	15	Napier, Ahuriri, Westshore and Bay View (loop)	HKB00A
Napier/Hastings	16	16A	Hastings, Camberley and Raureka (loop)	HKB00A
Napier/Hastings	17	17	Hastings, Parkvale and Akina (loop)	HKB00A
Napier/Hastings	20	20	Hastings and Flaxmere (loop)	HKB00A
Napier/Hastings	21	21	Hastings and Havelock North (loop)	HKB00A
Napier/Hastings	110	10H	Commuter Express (Hastings to Napier)	HKB00A
Napier/Hastings	111	11H	Commuter Express (Havelock North to Napier)	HKB00A
Napier/Hastings	112	12H	Hastings to Napier	HKB00A
Napier/Hastings	116	16B	Hastings and Mahora (loop)	HKB00A
Napier/Hastings	120	20A	Flaxmere to HBHS	HKB00A
Napier/Hastings	211	11B	H Nth Clock Tower to Havelock North Intermediate	HKB00A
Napier/Hastings	212	12B	Napier to EIT	HKB00A
Napier/Hastings	220	20B	Flaxmere to HBHS	HKB00A
Napier/Hastings	221	21B	Havelock North Intermediate School to Hastings	HKB00A
Napier/Hastings	312	12C	EIT to Napier	HKB00A
Napier/Hastings	320	20C	HBHS to Flaxmere	HKB00A
Napier/Hastings	412	12D	Napier to Taikura Rudolf Steiner School	HKB00A
Napier/Hastings	420	20D	HBHS to Flaxmere	HKB00A
Napier/Hastings	512	12E	Taikura Rudolf Steiner School to Napier	HKB00A

13.3 Fare Schedules

The following *Fare Schedules* are required at implementation.

1. *Fare Schedule HKB00A* is shown in Table 13.2. The *Fare Triangle* is shown in Table 13.4.

Table 13.2 Journey Fares for Hawkes Bay Fare Schedule HKB00A part 1/2

	Standard Fares											
	Cash					Card						
	Adult	Child	Conc.	Senior Conc.	DHB Patient Conc.	Adult	Child	Secondary Student Conc.	Conc.	Senior Conc.	DHB Staff Conc.	SGC
Journey Fares												
1 zone	\$2.00	\$2.00	\$2.00	\$2.00	\$0.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$0.00	\$0.00
2 zones	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$0.00	\$0.00
Tag-On Fares												
1 zone	-	-	-	-	-	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$0.00	\$0.00
2 zones	-	-	-	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00	\$0.00
Fare Caps – Day												
1 zone	-	-	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999
2 zones	-	-	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999
Fare Caps – Week												
1 zone	-	-	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999
2 zones	-	-	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999

Table 13.3 Journey Fares for Hawkes Bay Fare Schedule HKB00A part 2/3

	Attributed Fares		
	Cash		Card
	DHB Patient Conc.	DHB Staff Conc.	SGC
Journey Fares			
1 zone	\$2.00	\$1.00	\$2.38
2 zones	\$3.00	\$2.00	\$2.38
Tag-On Fares			
1 zone	-	\$0.00	\$2.38
2 zones	-	\$0.00	\$2.38
Fare Caps – Day			
1 zone	-	-	-
2 zones	-	-	-
Fare Caps – Week			
1 zone	-	-	-
2 zones	-	-	-

Table 13.4 Journey Fares for Hawkes Bay Fare Schedule HKB00A part 2/3

	Standard Fares		Attributed Fares	
	Card			
	HBR Council Staff	EIT Student	HBR Council Staff	EIT Student
Journey Fares				
1 zone	\$1.00	\$1.00	\$0.00	\$0.00
2 zones	\$1.10	-	\$0.90	-
Tag-On Fares				
1 zone	\$2.00	\$1.00	\$2.00	\$0.00
2 zones	\$3.00	-	\$3.00	-
Fare Caps – Day				
1 zone	\$999	\$999	-	-
2 zones	\$999	\$999	-	-

Fare Caps – Week				
1 zone	\$999	\$999	-	-
2 zones	\$999	\$999	-	-

Table 13.5 Fare triangle for Hawkes Bay Fare Schedule HKB00A

Subzone	Zones travelled			
	00_1	00_1/2A	00_1/2B	00_2
00_1	1 zone			
00_1/2A	1 zone	-		
00_1/2B	1 zone	-	-	
00_2	2 zones	1 zone	1 zone	1 zone

Additional "via" fares:

- 00_1 to 00_1 via 00_2 = 2 zones
- 00_2 to 00_2 via 00_1 = 2 zones

13.4 Fare Schedule rules

The following rules apply to each *Fare Schedule*.

From commencement of on-bus fare charging (presumed August 10th 2020) until further notice, Hawke's Bay will run a flat fare structure. This will only have concessions for: SG card holders, DHB patients and staff, and HBRC staff.

Card – zone 1- \$1.00, zone 2 - \$2.00

Cash – zone 1 - \$2.00, zone 2 - \$3.00

1. Fare Schedule HKB00A for Napier/Hastings:

a. Journey transfer rules:

- Cash.** The Journey Transfer Window is **90-minutes**. The Inter-Leg Transfer Window is not applicable. The Journey Leg Limit is **2** (i.e. one transfer) as only one transfer ticket will be issued in exchange for the first boarding ticket.
- Card.** The Inter-Leg Transfer Window is **30-minutes**, the Journey Transfer Window is **2-hours** and the Journey Leg Limit is **three**.
 - NB: The *Journey Leg Limit* is one for *Supergold Scheme Concession Journeys*.

b. Cash Journey Fares:

- Cash Adult.** The Adult fare applies unless the passenger is eligible for a *Concession Fare* or is using a *Fare Product*.
- Cash Child.** This applies the *Child Concession* to school children.
- Cash Concession.** This applies the *Standard Concession* to the following groups. Each group must be recorded as a separate Concession group.
 - Tertiary students
 - Community Service Card (CSC) holders
- Cash Senior Concession.** This applies the Senior *Concession* to senior citizens aged 65 or older.

c. Card Journey Fares:

- Card Adult.** The Adult fare applies unless a valid *Concession* or *Fare Product* is loaded on the *Card*.
- Card Child.** This applies the *Child Concession* to passengers aged 5-18 (inclusive).

- iii. **Card Secondary Student.** This applies the Secondary Student Concession to passengers attending secondary school who are not granted a child concession.
- iv. **Card Concession.** This applies the Standard Concession to the following groups. Each group must be recorded as a separate Concession group.
 - (a) Tertiary students
 - (b) Community Service Card (CSC) holders
- v. **Card Senior Concession.** This applies the Senior Concession to senior citizens aged 65 or older.
- vi. **Card DHB Staff Concession.** This applies the DHB Staff Concession. There is an associated Attributed Fare (refer below).
- vii. **Card HB Regional Council Staff.** This applies the Council Staff Concession. There is an associated Attributed Fare (refer below).
- viii. **Card EIT Student.** This applies the EIT Student Concession. There is an associated Attributed Fare (refer below).
- ix. **Card SuperGold.** This applies the SuperGold Scheme Concession during off-peak periods and the above Card Concession (senior citizens aged 65 or over) at other times.
- d. Attributed Fares:
 - iii. **Card DHB Staff Concession.** This applies the Attributed Fare for the Card DHB Staff Concession.
 - iv. **Card HB Regional Council Staff.** This applies the Attributed Fare for the Card Council Staff Concession.
 - v. **Card EIT Student.** This applies the Attributed Fare for the Card EIT Student Concession.
 - i. **Card SuperGold.** This applies the Attributed Fare for the SuperGold Scheme Concession.
- e. Fare Capping:
 - i. **Day Cap.** Refer Day Caps in fare capping section 4.2.5.
 - ii. **Week Cap.** Refer Week Caps in fare capping section 4.2.5.
- f. Fare Products:
 - i. None.
- g. Tariffs not specified in the tables:
 - i. Counts to be recorded as passenger boardings and included in all patronage and revenue reporting:
 - (a) **Infant (under-5).** Provides free travel for infants under 5 years old. The Driver must record this as a passenger boarding with zero fare.
 - (b) **Promo.** Provides free travel. The Driver must record this as a passenger boarding with zero fare.
 - (c) **DHB Staff.** Provides free travel for DHB staff travelling with suitable ID. The Driver must record this as a passenger boarding with zero fare.
 - (d) **DHB Patient.** Provides free travel for DHB patients travelling with suitable ID. The Driver must record this as a passenger boarding with zero fare.
 - (e) **SuperGold.** Provides free travel for SuperGold Card holders travelling with suitable ID. The Driver must record this as a passenger boarding with zero fare.

- ii. Other counts to be recorded but not included as passenger boardings:
 - (a) **Wheelchair count.** The *Driver* must record a count of wheelchair loadings, this is a separate count from the *Fare* paid.
 - (b) **Bike Count.** The *Driver* must record a count of bike loadings, this is a separate count from the *Fare* paid.
- iii. Cash point of sale not recorded in table:
 - (a) **Card Sale.** The *Driver* must select the button card sale, with a value of \$5.00 when giving active cards to customers. This will provide the customer with a paper ticket for their card purchase.

13.5 Region-wide settings

13.5.1 Minimum card balance

1. The **minimum card balance for Hawke's Bay** is **-\$3.00** after deducting the tag-on fare.

13.5.2 Low Card Balance warning

1. The Low Card Balance warning is to be applied when the card balance falls **below \$10.00** (refer Table 5.2 rule #5, default is \$10.00 unless otherwise specified).

13.5.3 Minimum card top-up

1. The **minimum card top-up amount** is **\$5.00** for on-bus and retail.

13.5.4 Maximum Journey Time

1. The **maximum journey time** is defined as being **180 minutes from the time of initial tag on** in Hawke's Bay.

13.5.5 Card issuance fee

3. The **Card Issuance Fee** for cards issued in Hawke's Bay on MRD and CSW is \$5.00.
 - i. *Note- this is the introduction of on-bus card sale in Hawke's Bay and will require a BDC button created for this.*

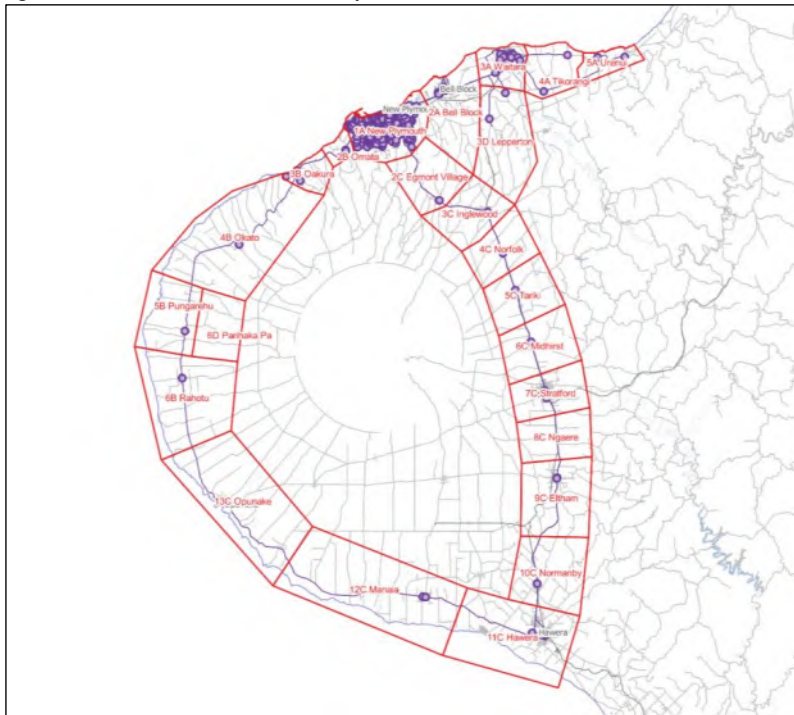
14 Taranaki tariff rules

14.1 Fare structure overview

The following fare structures apply for Taranaki.

1. New Plymouth has a point-to-point fare structure, based on the fare zones shown in Figure 14.1.
 - a. Fares are set out in the relevant *Fare Schedule* based on the origin and destination of the Journey.
2. Hawera and Opunake have point-to-point fare structures, based on the fare zones shown in Figure 14.1.
 - a. Fares are set out in the relevant *Fare Schedule* based on the origin and destination of the Journey.
 - b. Zone "7B Opunake" replaces zone "13C Opunake" for the Opunake fare schedule.

Figure 14.1 Taranaki fare zones for New Plymouth



14.2 Bus routes

Taranaki bus routes are shown in Table 14.1, with the relevant active fare schedule indicated in the right-hand column. The fare schedules are set out in the next section.

Table 14.1 Taranaki bus routes and fare schedules

Network name	Route ID	Route short name	Route long name	Fare schedule
New Plymouth	14439	1	Moturoa	TKI00A
New Plymouth	14444	2	Whalers Gate	TKI00A
New Plymouth	14450	3	Lynmouth/Marfell	TKI00A
New Plymouth	14457	4	Westown/Hurdon	TKI00A
New Plymouth	14464	5	Frankleigh Park/Ferndale	TKI00A
New Plymouth	14465	6	Vogelstown/Brooklands	TKI00A
New Plymouth	14466	7	Welbourn/Highlands Park	TKI00A
New Plymouth	14467	8	Merrilands/Highlands Park	TKI00A
New Plymouth	14468	9	Fitzroy/The Valley/Glen Avon	TKI00A
New Plymouth	14440	10	Saturday WEST	TKI00A
New Plymouth	14441	11	Saturday EAST	TKI00A
New Plymouth	14442	12	Merrilands to Spotswood	TKI00A
New Plymouth	14443	14	Merrilands to Sacred Heart Girls College	TKI00A
New Plymouth	14445	20	Waitara/Bell Block/New Plymouth - return	TKI00A
New Plymouth	14446	21	Waitara to Spotswood	TKI00A
New Plymouth	14447	22	Waitara/Motunui to New Plymouth	TKI00A
New Plymouth	14448	23	Urenui/Tikorangi to Highlands Intermediate	TKI00A
New Plymouth	14449	24	Waitara to Francis Douglas Memorial College	TKI00A
New Plymouth	14451	30	Bell Block to Highlands Intermediate	TKI00A
New Plymouth	14452	31	Lepperton/Bell Block to Highlands/Woodleigh Schools	TKI00A
New Plymouth	14453	32	Bell Block to New Plymouth Girls' High School	TKI00A
New Plymouth	14454	33	Bell Block to Francis Douglas Memorial College	TKI00A
New Plymouth	14455	34	Bell Block to Francis Douglas Memorial College	TKI00A
New Plymouth	14456	35	NPBHS to Waitara	TKI00A
New Plymouth	14458	40	Oakura to New Plymouth Boys' High	TKI00A
New Plymouth	14459	41	Omata to Highlands	TKI00A
New Plymouth	14460	42	Oakura to Francis Douglas Memorial College	TKI00A
New Plymouth	14461	43	Oakura to New Plymouth Girls' High School	TKI00A
New Plymouth	14462	44	Oakura to Sacred Heart Girls' College	TKI00A
New Plymouth	14463	45	Devon Int to Oakura	TKI00A
New Plymouth	14435	51	Orbiter 51	TKI00A
New Plymouth	14436	52	Orbiter 52	TKI00A
New Plymouth	14437	53	Orbiter 53	TKI00A
New Plymouth	14438	54	Orbiter 54	TKI00A
New Plymouth	14469	91	NPGHS to Ariki St (afternoon only)	TKI00A
New Plymouth	14470	92	NPBHS to Ariki St (afternoon only)	TKI00A
New Plymouth	14433	93	SHGC to Ariki St (afternoon only)	TKI00A
New Plymouth	14432	95	Highlands Intermediate to Ariki St (afternoon only)	TKI00A
New Plymouth	14431	97	NPBHS to Ariki St (afternoon only)	TKI00A
New Plymouth	Not RITS	920	Combined 9&20	TKI00A
Hawera	14434		Hawera-New Plymouth - New Plymouth-Hawera	TKI01A
Opunake	Not RITS		Opunake-New Plymouth-New Plymouth-Opunake	TKI02A

14.3 Fare Schedules

The following *Fare Schedules* are required at implementation.

1. *Fare Schedule TKI00A* is shown in Table 14.2. The *Fare Triangle* is shown in Table 14.3. This *Fare Schedule* applies to all New Plymouth Services (routes TKI00_XXX).

Table 14.2 Journey Fares for Taranaki Fare Schedule TKI00A for New Plymouth

Code	Standard Fares									Attributed Fares			
	Cash			Card						WITT Conc.	WITT Staff Conc.	SGC	
	Adult	Child	Conc.	Adult	Child	Secondary Student Conc.	WITT Conc.	WITT Staff Conc.	SGC				
Journey Fares													
01	\$3.70	\$2.30	\$2.30	\$2.67	\$1.60	\$1.80	\$1.80	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.28
02	\$4.20	\$2.60	\$2.60	\$3.09	\$1.85	\$2.10	\$2.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.60
03	\$5.20	\$3.30	\$3.30	\$3.81	\$2.05	\$2.60	\$2.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.25
04	\$6.20	\$3.80	\$3.80	\$4.63	\$2.35	\$3.00	\$3.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.90
05	\$5.20	\$3.00	\$3.00	\$3.81	\$2.05	\$2.60	\$2.60	\$0.00	\$0.00	-	\$0.00	\$0.00	-
06	\$7.00	\$4.00	\$4.00	\$5.25	\$2.60	\$3.20	\$3.20	\$0.00	\$0.00	-	\$0.00	\$0.00	-
07	\$10.00	\$6.00	\$6.00	\$7.50	\$3.80	\$4.65	\$4.65	\$0.00	\$0.00	-	\$0.00	\$0.00	-
11	\$8.40	\$5.60	\$5.60	\$6.18	\$3.50	\$4.20	\$4.20	\$0.00	\$0.00	-	\$0.00	\$0.00	-
12	\$9.40	\$6.30	\$6.30	\$6.90	\$3.95	\$5.20	\$5.20	\$0.00	\$0.00	-	\$0.00	\$0.00	-
13	\$10.40	\$6.40	\$6.40	\$7.72	\$4.00	\$5.10	\$5.10	\$0.00	\$0.00	-	\$0.00	\$0.00	-
14	\$11.20	\$6.60	\$6.60	\$8.34	\$4.15	\$5.30	\$5.30	\$0.00	\$0.00	-	\$0.00	\$0.00	-
15	\$11.40	\$7.10	\$7.10	\$8.44	\$4.50	\$5.60	\$5.60	\$0.00	\$0.00	-	\$0.00	\$0.00	-
16	\$14.20	\$8.60	\$8.60	\$10.59	\$5.40	\$6.75	\$6.75	\$0.00	\$0.00	-	\$0.00	\$0.00	-
17	\$12.20	\$7.30	\$7.30	\$9.06	\$4.60	\$5.80	\$5.80	\$0.00	\$0.00	-	\$0.00	\$0.00	-
18	\$15.20	\$9.30	\$9.30	\$11.31	\$5.85	\$7.25	\$7.25	\$0.00	\$0.00	-	\$0.00	\$0.00	-
Tag-On Fares													
01	-	-	-	\$3.70	\$2.30	\$2.30	\$2.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.28
02	-	-	-	\$4.20	\$2.60	\$2.60	\$2.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.60
03	-	-	-	\$4.20	\$3.30	\$3.30	\$3.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.25
04	-	-	-	\$4.20	\$3.80	\$3.80	\$3.80	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.90
05	-	-	-	\$4.20	\$3.00	\$3.00	\$3.00	\$0.00	\$0.00	-	\$0.00	\$0.00	-
06	-	-	-	\$4.20	\$4.00	\$4.00	\$4.00	\$0.00	\$0.00	-	\$0.00	\$0.00	-
07	-	-	-	\$4.20	\$4.00	\$4.00	\$4.00	\$0.00	\$0.00	-	\$0.00	\$0.00	-
11	-	-	-	\$4.20	\$4.00	\$4.00	\$4.00	\$0.00	\$0.00	-	\$0.00	\$0.00	-
12	-	-	-	\$4.20	\$4.00	\$4.00	\$4.00	\$0.00	\$0.00	-	\$0.00	\$0.00	-
13	-	-	-	\$4.20	\$4.00	\$4.00	\$4.00	\$0.00	\$0.00	-	\$0.00	\$0.00	-
14	-	-	-	\$4.20	\$4.00	\$4.00	\$4.00	\$0.00	\$0.00	-	\$0.00	\$0.00	-
15	-	-	-	\$4.20	\$4.00	\$4.00	\$4.00	\$0.00	\$0.00	-	\$0.00	\$0.00	-
16	-	-	-	\$4.20	\$4.00	\$4.00	\$4.00	\$0.00	\$0.00	-	\$0.00	\$0.00	-
17	-	-	-	\$4.20	\$4.00	\$4.00	\$4.00	\$0.00	\$0.00	-	\$0.00	\$0.00	-
18	-	-	-	\$4.20	\$4.00	\$4.00	\$4.00	\$0.00	\$0.00	-	\$0.00	\$0.00	-
Fare Caps - Day													
01	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
02	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
03	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
04	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
05	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
06	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
07	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
11	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
12	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
13	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
14	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-

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15	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
16	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
17	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
18	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
Fare Caps - Week														
01	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
02	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
03	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
04	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
05	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
06	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
07	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
11	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
12	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
13	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
14	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
15	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
16	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
17	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-
18	-	-	-	\$999	\$999	\$999	\$999	\$999	\$999	\$999	\$999	-	\$999	-

Table 14.3 Fare Triangle for Taranaki Fare Schedule TK100A

Zone		Code							
		1A	2B	2A	3B	3A	3D	4A	5A
1A	New Plymouth	01							
2B	Omata	02	01						
2A	Bell Block	02	02	01					
3B	Oakura	03	01	03	01				
3A	Waitara	04	04	02	04	01			
3D	Lepperton	05	11	02	12	02	01		
4A	Tikorangi	06	13	03	15	02	06	01	
5A	Urenui	07	14	06	16	03	06	02	01

2. Fare Schedule TKI01A is shown in Table 14.4. The Fare Triangle is shown in Table 14.5. This Fare Schedule applies to Hawera to New Plymouth Services (route TKI01_CON).

Table 14.4 Journey Fares for Taranaki Fare Schedule TKI01A for Hawera

Code	Standard Fares										Attributed Fares			
	Cash			Card							Card			
	Adult	Child	Conc.	Adult	Child	Secondary Student Conc.	WITT Conc.	WITT Staff Conc.	Other Conc.	SGC	WITT Conc.	WITT Staff Conc.	Other Conc.	SGC
Journey Fares														
01	\$2.00	\$1.50	\$1.50	\$1.60	\$1.20	\$1.20	\$1.20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.60
02	\$3.00	\$2.20	\$2.20	\$2.40	\$1.80	\$1.80	\$1.80	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.60
03	\$4.00	\$3.00	\$3.00	\$3.20	\$2.40	\$2.40	\$2.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.60
04	\$5.00	\$3.70	\$3.70	\$4.00	\$3.00	\$3.00	\$3.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.60
05	\$6.00	\$4.50	\$4.50	\$4.80	\$3.60	\$3.60	\$3.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.60
06	\$7.00	\$5.20	\$5.20	\$5.60	\$4.20	\$4.20	\$4.20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.85
07	\$8.00	\$6.00	\$6.00	\$6.40	\$4.80	\$4.80	\$4.80	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.85
08	\$9.00	\$6.70	\$6.70	\$7.20	\$5.70	\$5.70	\$5.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.85
09	\$10.00	\$7.50	\$7.50	\$8.00	\$6.00	\$6.00	\$6.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6.50
10	\$11.00	\$8.20	\$8.20	\$8.80	\$6.60	\$6.60	\$6.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6.50
11	\$12.00	\$9.00	\$9.00	\$9.60	\$7.20	\$7.20	\$7.20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.80
12	\$13.00	\$9.70	\$9.70	\$10.40	\$7.80	\$7.80	\$7.80	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.80
13	\$14.00	\$10.50	\$10.50	\$11.20	\$8.40	\$8.40	\$8.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.80
14	\$15.00	\$11.20	\$11.20	\$12.00	\$9.00	\$9.00	\$9.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.80
Tag-On Fares														
01	-	-	-	\$2.00	\$1.50	\$1.50	\$1.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.60
02	-	-	-	\$3.00	\$2.20	\$2.20	\$2.20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.60
03	-	-	-	\$4.00	\$3.00	\$3.00	\$3.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.60
04	-	-	-	\$4.00	\$3.70	\$3.70	\$3.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.60
05	-	-	-	\$4.50	\$4.50	\$4.50	\$4.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.60
06	-	-	-	\$4.50	\$4.50	\$4.50	\$4.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.85
07	-	-	-	\$4.50	\$4.50	\$4.50	\$4.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.85
08	-	-	-	\$4.50	\$4.50	\$4.50	\$4.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.85
09	-	-	-	\$4.50	\$4.50	\$4.50	\$4.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6.50
10	-	-	-	\$4.50	\$4.50	\$4.50	\$4.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6.50
11	-	-	-	\$4.50	\$4.50	\$4.50	\$4.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.80
12	-	-	-	\$4.50	\$4.50	\$4.50	\$4.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.80
13	-	-	-	\$4.50	\$4.50	\$4.50	\$4.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.80
14	-	-	-	\$4.50	\$4.50	\$4.50	\$4.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.80
Fare Caps - Day														
01	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-
02	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-
03	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-
04	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-
05	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-
06	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-
07	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-
08	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-
09	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-
10	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-
11	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-
12	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-
13	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-
14	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-
Fare Caps - Week														
01	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-

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02	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-	-	-	-
03	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-	-	-	-
04	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-	-	-	-
05	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-	-	-	-
06	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-	-	-	-
07	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-	-	-	-
08	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-	-	-	-
09	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-	-	-	-
10	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-	-	-	-
11	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-	-	-	-
12	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-	-	-	-
13	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-	-	-	-
14	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-	-	-	-	-

Table 14.5 Fare Triangle for Taranaki Fare Schedule TKI01A

Zone	Code													
	13C	12C	11C	10C	9C	8C	7C	6C	5C	4C	3C	2C	1A	
13C Opunake	01													
12C Manaia	06	01												
11C Hawera	08	03	01											
10C Normanby	08	04	01	01										
9C Eltham	10	07	04	04	01									
8C Ngaere	10	07	05	04	01	01								
7C Stratford	11	08	06	05	02	02	01							
6C Midhirst	11	08	07	07	04	03	02	01						
5C Tariki	12	09	08	07	05	04	03	02	01					
4C Norfolk	12	09	08	08	06	05	04	03	01	01				
3C Inglewood	13	10	09	08	07	05	05	04	03	01	01			
2C Egmont Village	13	10	09	08	07	07	05	05	03	03	01	01		
1A New Plymouth	14	12	11	10	09	08	08	07	06	05	04	04	01	

3. Fare Schedule TKI02A is shown in Table 14.6. The Fare Triangle is shown in Table 14.7. This Fare Schedule applies to Opunake to New Plymouth Services (route TKI02_OPU).

Table 14.6 Journey Fares for Taranaki Fare Schedule TKI02A for Opunake

Code	Standard Fares										Attributed Fares		
	Cash			Card							Card		
	Adult	Child	Conc.	Adult	Child	Secondary Student Conc.	Conc.	WITT Conc.	Other Conc.	SGC	WITT Conc.	Other Conc.	SGC
Journey Fares													
01	\$3.00	\$2.25	\$2.25	\$2.40	\$1.80	\$1.80	\$1.80	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1.95
02	\$5.00	\$3.70	\$3.70	\$4.00	\$3.00	\$3.00	\$3.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.25
03	\$6.00	\$4.50	\$4.50	\$4.80	\$3.60	\$3.60	\$3.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.90
04	\$7.00	\$5.20	\$5.20	\$5.60	\$4.20	\$4.20	\$4.20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4.55
05	\$8.00	\$6.00	\$6.00	\$6.40	\$4.80	\$4.80	\$4.80	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.20
06	\$9.00	\$6.75	\$6.75	\$7.20	\$5.40	\$5.40	\$5.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.85
07	\$10.00	\$7.50	\$7.50	\$8.00	\$6.00	\$6.00	\$6.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6.50
08	\$11.00	\$8.20	\$8.20	\$8.80	\$6.60	\$6.60	\$6.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.15
Tag-On Fares													
01	-	-	-	\$3.00	\$2.25	\$2.25	\$2.25	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1.95
02	-	-	-	\$5.00	\$3.70	\$3.70	\$3.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.25
03	-	-	-	\$5.00	\$3.70	\$3.70	\$3.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.90
04	-	-	-	\$5.00	\$3.70	\$3.70	\$3.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4.55
05	-	-	-	\$5.00	\$3.70	\$3.70	\$3.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.20
06	-	-	-	\$5.00	\$3.70	\$3.70	\$3.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.85
07	-	-	-	\$5.00	\$3.70	\$3.70	\$3.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6.50
08	-	-	-	\$5.00	\$3.70	\$3.70	\$3.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.15
Fare Caps - Day													
01	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
02	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
03	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
04	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
05	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
06	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
07	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
08	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
Fare Caps - Week													
01	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
02	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
03	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
04	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
05	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
06	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
07	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-
08	-	-	-	\$999	\$999	\$999	\$999	-	-	-	-	-	-

Table 14.7 Fare Triangle for Taranaki Fare Schedule TKI02A

Zone	Code	Code							
		7B	6B	6D	5B	4B	3B	2B	1A
7B Opunake	01								
6B Rahotu	02	01							
6D Parihakha Pa	03	01	01						
5B Pungarehu	03	01	01	01					
4B Okato	05	03	03	03	01				
3B Oakura	06	06	04	04	02	01			
2B Omata	08	07	06	06	04	02	01	01	

1A	New Plymouth	08	07	06	06	04	02	01	01
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14.4 Fare Schedule rules

The following rules apply to each *Fare Schedule*.

1. *Fare Schedule* **TKI00A** for New Plymouth (routes TKI00_XXX):

a. Journey transfer rules:

- i. **Cash.** The Journey Transfer Window is **60-minutes**. The Inter-Leg Transfer Window is not applicable. The Journey Leg Limit is **2** (i.e. one transfer) as only one transfer ticket will be issued in exchange for the first boarding ticket.
- ii. **Card.** The Inter-Leg Transfer Window is **30-minutes**, the Journey Transfer Window is **2.5-hours** and the Journey Leg Limit is **two**, except as set out in Table 14.8.

Table 14.8 Taranaki TKI00A Transfer Window exceptions

Route short name	Direction	Zones	Inter-Leg Transfer Window	Journey Transfer Window
R2, R4, R6, R8	In	1A	2.5-hours	2.5-hours
R91, R92, R93, R95, R97	Out	1A		
R1, R3, R5, R7, R9	In	1A		
R20	Out	2A, 3A		
	In	2B, 3B		

b. Cash Journey Fares:

- i. **Cash Adult.** The Adult fare applies unless the passenger is eligible for a *Concession Fare* or is using a *Fare Product*.
- ii. **Cash Child.** This applies the *Child Concession* to passengers aged 5-18 (inclusive).
- iv. **Cash Concession.** This applies the *Standard Concession* to the following groups. Each group must be recorded as a separate Concession group.
 - (a) Tertiary students
 - (b) Community Service Card (CSC) holders
 - (c) Senior citizens aged 65 or over
 - (d) ACCESS groups

c. Card Journey Fares:

- i. **Card Adult.** The Adult fare applies unless a valid *Concession* or *Fare Product* is loaded on the *Card*.
- ii. **Card Child.** This applies the *Child Concession* to passengers aged 5-18 (inclusive).
- iii. **Card Secondary Student.** This applies the *Secondary Student Concession* to passengers attending secondary school who are not granted a child concession.
- v. **Card Concession.** This applies the *Standard Concession* to the following groups. Each group must be recorded as a separate Concession group.
 - (a) Tertiary students
 - (b) Community Service Card (CSC) holders
 - (c) Senior citizens aged 65 or over

- (d) ACCESS groups
- iv. **WITT Concession.** This provides the WITT Concession. There is also an associated Attributed Fare (refer below).
- v. **SGC.** This applies the Supergold Scheme Concession during off-peak periods and the above Card Concession (senior citizens aged 65 or over) at other times.
- d. Attributed Fares:
 - i. **WITT Concession.** This applies the Attributed Fare for the WITT Concession.
 - ii. **Card SGC.** This applies the Attributed Fare for the Supergold Scheme Concession.
- e. Fare Capping:
 - i. **Day Cap.** Refer Day Caps in fare capping section 4.2.5.
 - ii. **Week Cap.** Refer Week Caps in fare capping section 4.2.5.
- f. Tariffs not specified in the tables
 - i. Counts to be recorded as passenger boardings and included in all patronage and revenue reporting:
 - 1. **Infant (under-5)** – this provides free travel for infants under 5 years old. The Driver must record this as a passenger boarding with zero fare.
 - 2. **Promo.** Travel for free. The Driver must record this as a passenger boarding with zero fare.
 - 3. **Transfer.** The Driver must record this as a passenger boarding with zero fare.
 - ii. Other counts to be recorded but not included as passenger boardings:
 - 1. **Wheelchair count.** The Driver must record a count of wheelchair loadings, this is a separate additional count from the Fare paid.
 - 2. **Bike Count.** The Driver must record a count of bike loadings, this is a separate additional count from the Fare paid.
- 2. **Fare Schedule TKI01A** for Hawera to New Plymouth (routes TKI01_XXX):
 - a. Journey transfer rules:
 - i. No transfers available.
 - b. Cash Journey Fares:
 - i. As per Fare Schedule **TKI00A**.
 - c. Card Journey Fares:
 - i. As per Fare Schedule **TKI00A** plus the following:
 - ii. **Other Concession.** This provides free travel to organisations where post-paid travel has been arranged. An Attributed Fare must be recorded with the Journey record and be linked to the organisation against which the Card is issued. The following groups qualify for this other concession, each group must be recorded as a separate Concession group:
 - 1. Stratford High School – Card Child fare applies for other fare schedules.
 - 2. Inglewood High School – Card Child fare applies for other fare schedules.
 - 3. SP1– Card Concession (tertiary) fare applies for other fare schedules.

4. SP2– Card Concession (tertiary) fare applies for other fare schedules.
 5. SP3– Adult fare applies for other fare schedules.
 6. SP4– Adult fare applies for other fare schedules.
 7. SP5– Card Concession (tertiary) fare applies for other fare schedules.
 8. SP6 – Card Concession (Community Services Card (CSC)) fare applies for other fare schedules.
- d. Attributed Fares:
- i. As per Fare Schedule **TK100A** plus the following.
 - ii. **Other Concession**. This applies the Attributed Fare for the Other Concession.
- e. Fare Capping
- i. **Day Cap**. Refer Day Caps in fare capping section 4.2.5.
 - ii. **Week Cap**. Refer Week Caps in fare capping section 4.2.5.
- f. Fare products
- i. None.
- g. Tariffs not specified in the tables
- i. As per Fare Schedule **TK100A** plus the following:
 1. *NB: no count button for Transfer is required as per TK100A in this fare schedule.*
 - ii. Additional counts to be recorded as passenger boardings and included in all patronage and revenue reporting:
 1. **TDHB staff**. The Driver must record this as a TDHB staff passenger boarding with zero fare.
 2. **TDHB client**. The Driver must record this as a TDHB client passenger boarding with zero fare.
 3. **TDHB visitor**. The Driver must record this as a TDHB visitor passenger boarding with zero fare.
3. Fare Schedule TK102A for Opunake to New Plymouth (routes TK102_XXX):
- a. Journey transfer rules:
 - i. No transfers available.
 - b. Cash Journey Fares:
 - i. As per Fare Schedule **TK100A**.
 - c. Card Journey Fares:
 - i. As per Fare Schedule **TK100A** plus the following:
 - ii. **Other Concession**. This provides free travel to organisations where post-paid travel has been arranged. An Attributed Fare must be recorded with the Journey record and be linked to the organisation against which the Card is issued. The following groups currently qualify for this other concession, each group must be recorded as a separate Concession group:
 1. Opunake High School – Card Child fare applies for other fare schedules.

2. Okato High School – Card Child fare applies for other fare schedules.
- d. Attributed Fares:
 - i. As per Fare Schedule **TKI00A** plus the following.
 - ii. **Other Concession**. This applies the Attributed Fare for the Other Concession.
- e. Fare Capping
 - i. **Day Cap**. Refer Day Caps in fare capping section 4.2.5.
 - ii. **Week Cap**. Refer Week Caps in fare capping section 4.2.5.
- f. Fare products
 - i. None.
- g. Tariffs not specified in the tables
 - i. As per Fare Schedule **TKI00A**.

14.5 Region-wide settings

14.5.1 Minimum card balance

1. The **minimum card balance for Taranaki** is **-\$4.50** after deducting the tag-on fare.

14.5.2 Low Card Balance warning

1. The Low Card Balance warning is to be applied when the card balance falls **below \$10.00** (refer Table 5.2 rule #5, default is \$10.00 unless otherwise specified).

14.5.3 Minimum card top-up

1. The **minimum card top-up amount** is **\$5.00** for on-bus and retail.

14.5.4 Maximum Journey Time

1. The **maximum journey time** is defined as being **150 minutes from the time of initial tag on** in Taranaki.

14.5.5 Card issuance fee

1. The **Card Issuance Fee** for cards issued in Taranaki on MRD and CSW is \$5.00.

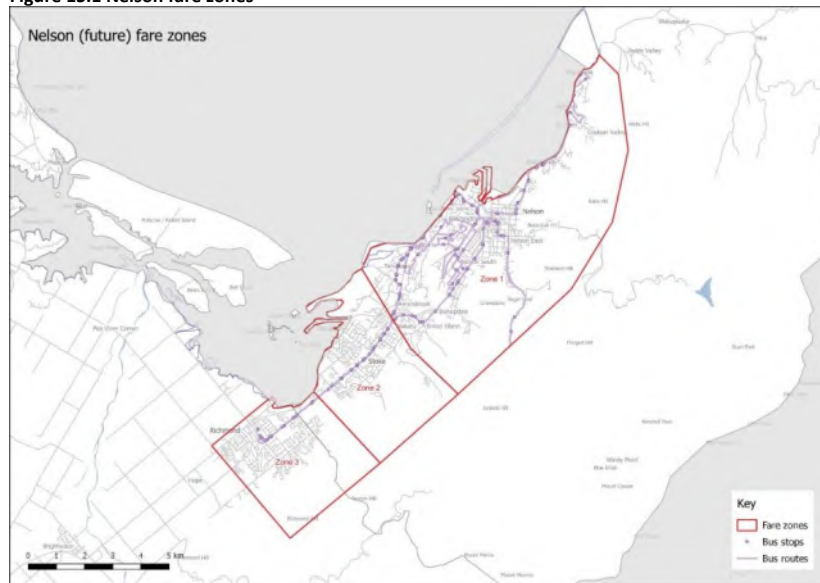
15 Nelson tariff rules

15.1 Fare structure overview

The following fare structures apply for Nelson.

1. Nelson has a zonal fare structure, based on the current zones shown in Figure 15.1.
 - a. Fares are set out in the relevant *Fare Schedule* based on the number of zones travelled. The number of zones travelled is calculated as 1 plus the number of fare zone boundaries crossed.
 - i. NB: INIT require the calculation of fare zones to be changed from counting each zone once, even if re-entered, to the above rule to align with the other regions.

Figure 15.1 Nelson fare zones



15.2 Bus routes

Nelson bus routes are shown in Table 15.1, with the relevant active fare schedule indicated in the right-hand column. The fare schedules are set out in the next section.

Table 15.1 Nelson bus routes and fare schedules

Network	Route ID	Route short name	Route long name	Fare schedule
Nelson	4900	LT	Late Bus Nelson – Richmond, Friday/Saturday Night	NSN00B
Nelson	4901	1	Nelson - Bishopdale - Stoke - Richmond	NSN00A
Nelson	4902	2	Nelson - Tahunanui - Stoke - Richmond	NSN00A
Nelson	4903	3	Nelson - The Wood - Atawhai	NSN00A
Nelson	4904	4	Nelson - NMIT - The Brook	NSN00A
Nelson	4905	5	Nelson - Victory - Hospital	NSN00A
Nelson	4906	6	Nelson - Washington Valley - Tahunanui	NSN00A
Nelson	4917	7A	Stoke Loop A	NSN00A
Nelson	4927	7B	Stoke Loop B	NSN00A
Nelson	4937	7C	Stoke Loop C	NSN00A
Nelson	4981	8W	Richmond West Loop	NSN00A
Nelson	4980	8E	Richmond East Loop	NSN00A

15.3 Fare Schedules

The following *Fare Schedules* are required at implementation.

1. *Fare Schedule NSN00A* is shown in Table 15.2. The *Fare Triangle* is shown in Table 15.3.

Table 15.2 Journey Fares for Nelson Fare Schedule NSN00A

Zones travelled	Standard Fares								Attributed Fares
	Cash			Card					Card
	Adult	Child	Conc.	Adult	Child	Secondary Student	Conc.	SGC	SGC
Journey Fares									
1 zone	\$2.50	\$1.50	\$1.50	\$2.00	\$1.35	\$1.35	\$1.35	\$0.00	\$1.63
2 zones	\$3.00	\$2.00	\$2.00	\$2.40	\$1.80	\$1.80	\$1.80	\$0.00	\$1.95
3 zones	\$3.50	\$2.50	\$2.50	\$2.80	\$2.25	\$2.25	\$2.25	\$0.00	\$2.60
Tag-On Fares									
1 zone	-	-	-	\$2.00	\$1.35	\$1.35	\$1.35	\$0.00	\$1.63
2 zones	-	-	-	\$2.40	\$1.80	\$1.80	\$1.80	\$0.00	\$1.95
3 zones	-	-	-	\$2.80	\$2.25	\$2.25	\$2.25	\$0.00	\$2.60

Table 15.3 Fare triangle for Nelson Fare Schedule NSN00A

Zone	Zones travelled		
	1	2	3
1 Zone 1	1 zone		
2 Zone 2	2 zones	1 zone	
3 Zone 3	3 zones	2 zones	1 zone

2. Fare Schedule NSN00B is shown in Table 15.4. The Fare Triangle is the same as for Fare Schedule NSN00A which is shown in Table 15.3 above.

Table 15.4 Journey Fares for Nelson Fare Schedule NSN00B

Zones travelled	Standard Fares								Attributed Fares Card
	Cash			Card					
	Adult	Child	Conc.	Adult	Child	Conc.	Conc.	SGC	
Journey Fares									
1 zone	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$0.00	\$2.60
2 zones	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$0.00	\$2.60
3 zones	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$0.00	\$2.60
Tag-On Fares									
1 zone	-	-	-	\$4.00	\$4.00	\$4.00	\$4.00	\$0.00	\$2.60
2 zones	-	-	-	\$4.00	\$4.00	\$4.00	\$4.00	\$0.00	\$2.60
3 zones	-	-	-	\$4.00	\$4.00	\$4.00	\$4.00	\$0.00	\$2.60

15.4 Fare Schedule rules

The following rules apply to each Fare Schedule.

1. Fare Schedule NSN00A for Nelson:
 - a. Journey transfer rules:
 - i. **Cash.** The Journey Transfer Window is **75-minutes**. The Inter-Leg Transfer Window is not applicable. The Journey Leg Limit is **2** (i.e. one transfer) as only one transfer ticket will be issued in exchange for the first boarding ticket.
 - ii. **Card.** The Inter-Leg Transfer Window is **60-minutes**, the Journey Transfer Window is **two-hours** and the Journey Leg Limit is **three**.
 - b. Cash Journey Fares:
 - i. **Cash Adult.** The Adult fare applies unless the passenger is eligible for a Concession Fare or is using a Fare Product.
 - ii. **Cash Child.** This applies the Child Concession to passengers aged 5-18 (inclusive).
 - iii. **Cash Concession.** This applies the Standard Concession to the following groups. Each group must be recorded as a separate Concession group.
 - (a) Senior citizens aged 65 or older
 - (b) Community Services Card- applies to CSC holders.
 - (c) Student- applies to those with proof of student status.
 - c. Card Journey Fares:
 - i. **Card Adult.** The Adult fare applies unless a valid Concession or Fare Product is loaded on the Card.
 - ii. **Card Child.** This applies the Child Concession to passengers aged 5-18 (inclusive).
 - iii. **Card Secondary Student.** This applies the Secondary Student Concession to passengers attending secondary school who are not granted a child concession.
 - iv. **Card Concession.** This applies the Standard Concession to the following groups. Each group must be recorded as a separate Concession group.
 - (a) Tertiary students

- (b) Community Service Card (CSC) holders
 - (c) Senior citizens aged 65 or older
 - v. **Card SGC.** This applies the Supergold Scheme Concession during off-peak periods and the senior citizens aged 65 or older concession at other times.
 - d. Attributed Fares:
 - i. **Card SGC.** This applies the Attributed Fare for the Supergold Scheme Concession.
 - e. Fare Capping:
 - i. None.
 - f. Fare products:
 - i. None.
 - g. Tariffs not specified in the tables:
 - i. Counts to be recorded as passenger boardings and included in all patronage and revenue reporting:
 - (a) **Infant (under-5)** – this provides free travel for infants under 5 years old. The Driver must record this as a passenger boarding with zero fare.
 - (b) **Promo.** Travel for free. The Driver must record this as a passenger boarding against the following groups:
 1. Adult Promo
 2. Child Promo
 3. Senior Promo
 - ii. Other counts to be recorded but not included as passenger boardings:
 - (a) **Wheelchair count.** The Driver must record a count of wheelchair loadings, this is a separate count from the Fare paid.
 - (b) **Bike Count.** The Driver must record a count of bike loadings, this is a separate count from the Fare paid.
2. Fare Schedule **NSN00B** for The Late Late Bus:
- a. Journey transfer rules:
 - i. No transfers available.
 - b. All other rules the same as fare schedule NSN00A.

15.5 Region-wide settings

15.5.1 Minimum card balance

1. The **minimum card balance for Nelson is -\$4.00** after deducting the tag-on fare.

15.5.2 Low Card Balance warning

1. The Low Card Balance warning is to be applied when the card balance falls **below \$10.00** (refer Table 5.2 rule #5, default is \$10.00 unless otherwise specified).

15.5.3 Minimum card top-up

1. The **minimum card top-up amount is \$5.00** for on-bus and retail.

15.5.4 Maximum Journey Time

1. The **maximum journey time** is defined as being **120 minutes from the time of initial tag on** in Nelson.

15.5.5 Card issuance fee

4. The **Card Issuance Fee** for cards issued in Nelson on BDC, MRD and CSW is \$5.00.

16 Otago tariff rules

16.1 Fare structure overview

The following fare structures apply for Otago.

1. Dunedin has a flat fare structure.
 - a. Fares are set out in the relevant *Fare Schedule* based on the number of zones travelled. The number of zones travelled is always 1 for a flat fare structure.
2. Wakatipu Basin also has a flat fare structure.
 - a. Fares are set out in the relevant *Fare Schedule* based on the number of zones travelled. The number of zones travelled is Always 1 for a flat fare structure with one exception: Cash fares to zone 3 Airport.

Figure 16.1 Otago fare zones for Dunedin (pictures are of previous zone applications in Dunedin, not relevant in flat fare schedule).

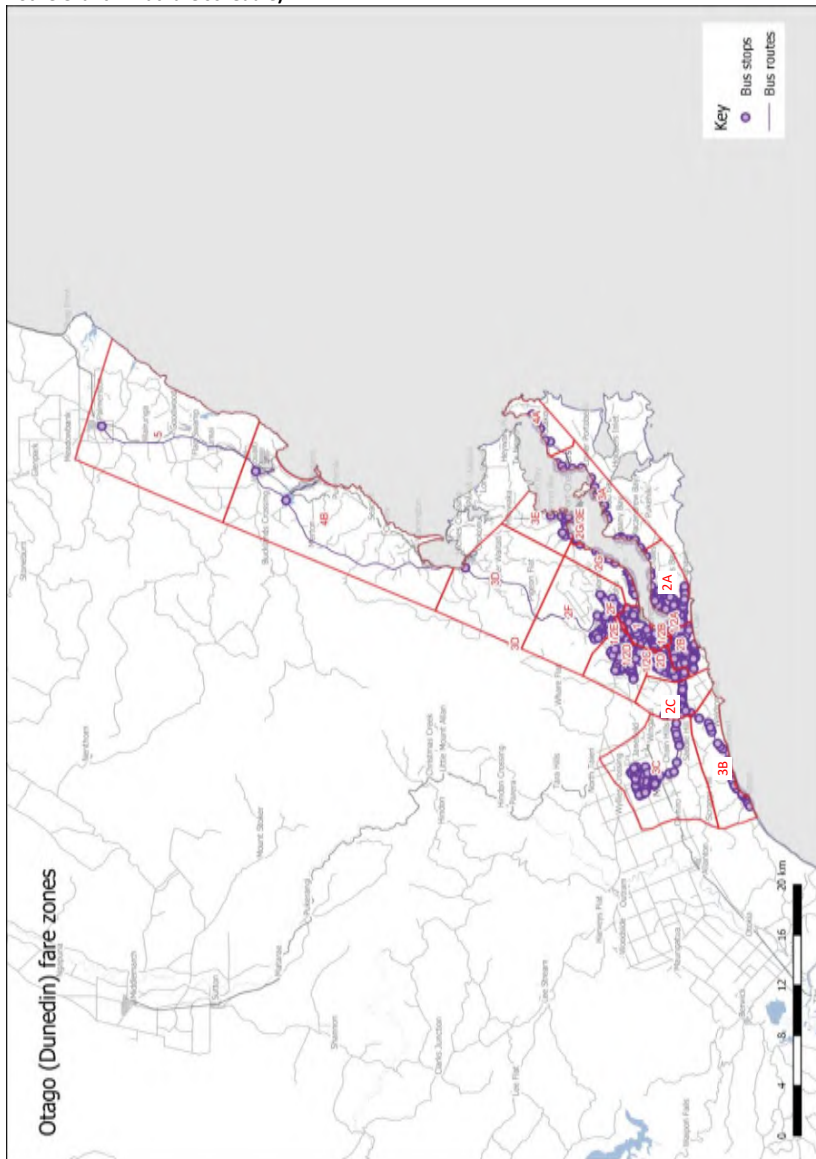


Figure 16.2 Otago zone 1 for Dunedin (pictures are of previous zone applications in Dunedin, not relevant in flat fare schedule).

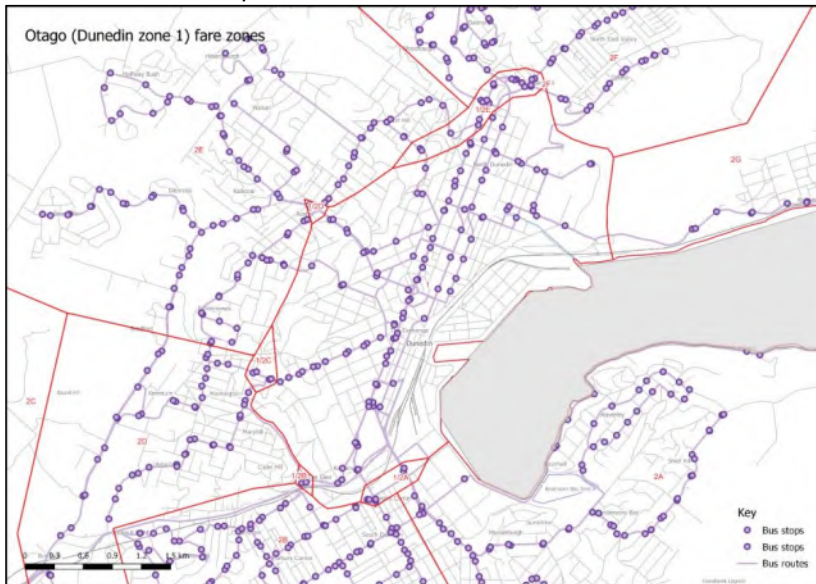
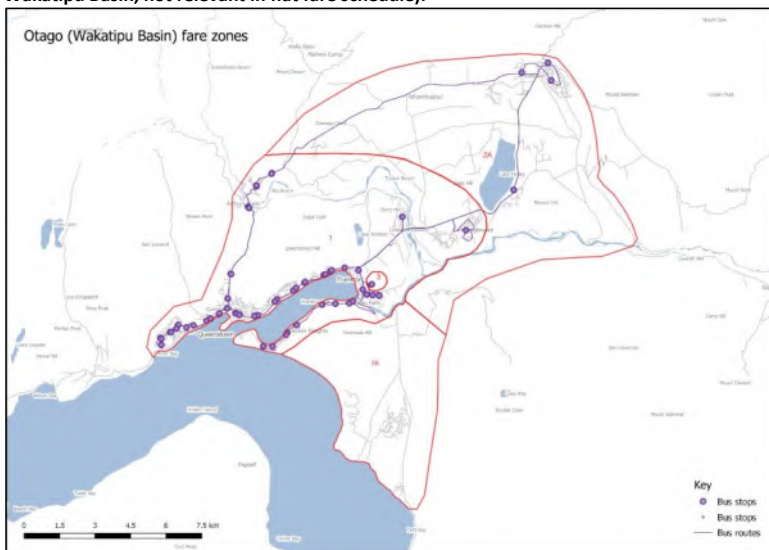


Figure 16.3 Otago fare zones for Wakatipu Basin (pictures are of previous zone applications in Wakatipu Basin, not relevant in flat fare schedule).



16.2 Bus routes

Otago bus routes are shown in Table 16.1, with the relevant active fare schedule indicated in the right-hand column. The fare schedules are set out in the next section.

Table 16.1 Otago bus routes and fare schedules

Network name	Route ID	Route short name	Route long name	Fare schedule
Dunedin	OTA00-1A	1	Palmerston - City	OTA00A
Dunedin	OTA00-1B	1	City - Palmerston	OTA00A
Dunedin	OTA00-3A	3	Ross Creek - City - Ocean Grove	OTA00A
Dunedin	OTA00-3B	3	Ocean Grove - City - Ross Creek	OTA00A
Dunedin	OTA00-5	5	Pine Hill - City - Calton Hill	OTA00A
Dunedin	OTA00-5G	5	Pine Hill - City - Calton Hill - WEPH	OTA00A
Dunedin	OTA00-5A	5A	Pine Hill - City - Calton Hill via Liberton	OTA00A
Dunedin	OTA00-5B	5B	Pine Hill - City - Calton Hill via Dalmore	OTA00A
Dunedin	OTA00-5C	5C	Pine Hill - City - Calton Hill via Liberton & Dalmore	OTA00A
Dunedin	OTA00-5D	5D	Pine Hill to LPHS	OTA00A
Dunedin	OTA00-5E	5E	Pine Hill - City - Lookout Point via Hillside Road	OTA00A
Dunedin	OTA00-6	6	Calton Hill - City - Pine Hill	OTA00A
Dunedin	OTA00-6G	6	Calton Hill - City - Pine Hill - WEPH	OTA00A
Dunedin	OTA00-6A	6A	Calton Hill - City - Pine Hill via Dalmore	OTA00A
Dunedin	OTA00-6B	6B	Calton Hill - City - Pine Hill via Liberton	OTA00A
Dunedin	OTA00-6C	6C	Calton Hill - City - Pine Hill via Dalmore and Liberton	OTA00A
Dunedin	OTA00-6D	6D	DNI to Pine Hill	OTA00A
Dunedin	OTA00-6E	6E	LPHS to Pine Hill	OTA00A
Dunedin	OTA00-6F	6F	Calton Hill - City - Pine Hill via Hillside Rd	OTA00A
Dunedin	OTA00-8A	8	St Clair - City - Normanby	OTA00A
Dunedin	OTA00-8B	8	Normanby - City - St Clair	OTA00A
Dunedin	OTA00-10	10	Opoho - Shiel Hill	OTA00A
Dunedin	OTA00-10A	10A	Opoho - Shiel Hill via King Edward St and Macandrew Rd	OTA00A
Dunedin	OTA00-10B	10	Opoho - Shiel Hill - WEPH	OTA00A
Dunedin	OTA00-11	11	Shiel Hill - Opoho	OTA00A
Dunedin	OTA00-11A	11A	Shiel Hill - Opoho via Macandrew Rd and King Edward St	OTA00A
Dunedin	OTA00-11B	11	Shiel Hill - Opoho - WEPH	OTA00A
Dunedin	OTA00-14A	14	Port Chalmers - City	OTA00A
Dunedin	OTA00-14B	14	City - Port Chalmers	OTA00A
Dunedin	OTA00-15A	15	Ridge Runner Northbound	OTA00A
Dunedin	OTA00-15B	15	Ridge Runner Southbound	OTA00A
Dunedin	OTA00-18A	18A	Peninsula - City	OTA00A
Dunedin	OTA00-18B	18B	City - Peninsula	OTA00A
Dunedin	OTA00-18C	18C	Peninsula - City via Musselburgh	OTA00A
Dunedin	OTA00-18D	18D	City - Peninsula via Musselburgh	OTA00A
Dunedin	OTA00-19A	19	Waverley - City - Belleknoves	OTA00A
Dunedin	OTA00-19B	19	Belleknoves - City - Waverley	OTA00A
Dunedin	OTA00-33A	33	Corstorphine - City - Wakari	OTA00A
Dunedin	OTA00-33B	33	Wakari - City - Corstorphine	OTA00A
Dunedin	OTA00-37	37	Concord - City - University	OTA00A
Dunedin	OTA00-38	38	University - City - Concord	OTA00A
Dunedin	OTA00-40C	40C	Macandrew Intermediate to Lookout Point via Kings and Queens	OTA00A
Dunedin	OTA00-44A	44	St Kilda - City - Halfway Bush	OTA00A
Dunedin	OTA00-44B	44	Halfway Bush - City - St Kilda	OTA00A
Dunedin	OTA00-50A	50	St Clair Park - City - Helensburgh	OTA00A
Dunedin	OTA00-50B	50	Helensburgh - City - St Clair Park	OTA00A
Dunedin	OTA00-55A	55	St Kilda - City - Brockville	OTA00A
Dunedin	OTA00-55B	55	Brockville - City - St Kilda	OTA00A
Dunedin	OTA00-61A	61	City to Kenmure	OTA00A
Dunedin	OTA00-61B	61	Kenmure to City	OTA00A
Dunedin	OTA00-63A	63	Balaclava - City - Logan Park	OTA00A
Dunedin	OTA00-63B	63	Logan Park - City - Balaclava	OTA00A
Dunedin	OTA00-70A	70	Brighton - Abbotsford - Green Island	OTA00A
Dunedin	OTA00-70B	70	Green Island - Abbotsford - Brighton	OTA00A

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Dunedin	OTA00-77A	77	Mosgiel - City	OTA00A
Dunedin	OTA00-77B	77	City - Mosgiel	OTA00A
Dunedin	OTA00-80	80	Mosgiel East Circuit	OTA00A
Dunedin	OTA00-81	81	Mosgiel West Circuit	OTA00A
Wakatipu Basin	OTA01-1A	1	Fernhill to Remarkables Park	OTA01A
Wakatipu Basin	OTA01-1B	1	Remarkables Park to Fernhill	OTA01A
Wakatipu Basin	OTA01-2A	2	Arthurs Point to Arrowtown	OTA01A
Wakatipu Basin	OTA01-2B	2	Arrowtown to Arthurs Point	OTA01A
Wakatipu Basin	OTA01-3A	3	Kelvin Heights to Frankton Flats	OTA01A
Wakatipu Basin	OTA01-3B	3	Frankton Flats to Kelvin Heights	OTA01A
Wakatipu Basin	OTA01-4A	4	Frankton Hub to Jacks Point	OTA01A
Wakatipu Basin	OTA01-4B	4	Jacks Point to Frankton Hub	OTA01A
Wakatipu Basin	OTA01-5A	5	Queenstown to Lake Hayes Express	OTA01A
Wakatipu Basin	OTA01-5B	5	Lake Hayes to Queenstown Express	OTA01A

16.3 Fare Schedules

The following *Fare Schedules* are required at implementation.

1. *Fare Schedule* OTA00A (Dunedin) is shown in Table 16.2. The *Fare Triangle* is shown in Table 16.3

Table 16.2 Journey Fares for Otago Fare Schedule OTA00A (Dunedin)

Code*	Standard Fares							Attributed Fares
	Cash		Card					Card
	Adult	Child	Adult	Child	(dormant) Secondary Student Conc.	(Dormant) Conc.	SGC	SGC
Journey Fares								
1	\$3.00	\$3.00	\$2.00	\$1.20	\$1.20	\$2.00	\$0.00	\$2.00
1i	\$3.00	\$3.00	\$2.00	\$1.20	\$1.20	\$2.00	\$0.00	\$2.00
1ii	\$3.00	\$3.00	\$2.00	\$1.20	\$1.20	\$2.00	\$0.00	\$2.00
2	\$3.00	\$3.00	\$2.00	\$1.20	\$1.20	\$2.00	\$0.00	\$2.00
2i	\$3.00	\$3.00	\$2.00	\$1.20	\$1.20	\$2.00	\$0.00	\$2.00
3	\$3.00	\$3.00	\$2.00	\$1.20	\$1.20	\$2.00	\$0.00	\$2.00
3i	\$3.00	\$3.00	\$2.00	\$1.20	\$1.20	\$2.00	\$0.00	\$2.00
4	\$3.00	\$3.00	\$2.00	\$1.20	\$1.20	\$2.00	\$0.00	\$2.00
4i	\$3.00	\$3.00	\$2.00	\$1.20	\$1.20	\$2.00	\$0.00	\$2.00
5	\$3.00	\$3.00	\$2.00	\$1.20	\$1.20	\$2.00	\$0.00	\$2.00
5i	\$3.00	\$3.00	\$2.00	\$1.20	\$1.20	\$2.00	\$0.00	\$2.00
6i	\$3.00	\$3.00	\$2.00	\$1.20	\$1.20	\$2.00	\$0.00	\$2.00
7	\$3.00	\$3.00	\$2.00	\$1.20	\$1.20	\$2.00	\$0.00	\$2.00
7i	\$3.00	\$3.00	\$2.00	\$1.20	\$1.20	\$2.00	\$0.00	\$2.00
7ii	\$3.00	\$3.00	\$2.00	\$1.20	\$1.20	\$2.00	\$0.00	\$2.00
8i	\$3.00	\$3.00	\$2.00	\$1.20	\$1.20	\$2.00	\$0.00	\$2.00
8ii	\$3.00	\$3.00	\$2.00	\$1.20	\$1.20	\$2.00	\$0.00	\$2.00
8iii	\$3.00	\$3.00	\$2.00	\$1.20	\$1.20	\$2.00	\$0.00	\$2.00
Tag-On Fares								
1	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
1i	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
1ii	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
2	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
2i	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
3	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
3i	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
4	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00

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4i	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
5	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
5i	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
6i	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
7	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
7i	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
7ii	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
8i	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
8ii	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
8iii	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
Fare Caps - Day								
1	-	-	\$999	\$999	\$999	\$999	-	-
1i	-	-	\$999	\$999	\$999	\$999	-	-
1ii	-	-	\$999	\$999	\$999	\$999	-	-
2	-	-	\$999	\$999	\$999	\$999	-	-
2i	-	-	\$999	\$999	\$999	\$999	-	-
3	-	-	\$999	\$999	\$999	\$999	-	-
3i	-	-	\$999	\$999	\$999	\$999	-	-
4	-	-	\$999	\$999	\$999	\$999	-	-
4i	-	-	\$999	\$999	\$999	\$999	-	-
5	-	-	\$999	\$999	\$999	\$999	-	-
5i	-	-	\$999	\$999	\$999	\$999	-	-
6i	-	-	\$999	\$999	\$999	\$999	-	-
7	-	-	\$999	\$999	\$999	\$999	-	-
7i	-	-	\$999	\$999	\$999	\$999	-	-
7ii	-	-	\$999	\$999	\$999	\$999	-	-
8i	-	-	\$999	\$999	\$999	\$999	-	-
8ii	-	-	\$999	\$999	\$999	\$999	-	-
8iii	-	-	\$999	\$999	\$999	\$999	-	-
Fare Caps - Week								
1	-	-	\$999	\$999	\$999	\$999	-	-
1i	-	-	\$999	\$999	\$999	\$999	-	-
1ii	-	-	\$999	\$999	\$999	\$999	-	-
2	-	-	\$999	\$999	\$999	\$999	-	-
2i	-	-	\$999	\$999	\$999	\$999	-	-
3	-	-	\$999	\$999	\$999	\$999	-	-
3i	-	-	\$999	\$999	\$999	\$999	-	-
4	-	-	\$999	\$999	\$999	\$999	-	-
4i	-	-	\$999	\$999	\$999	\$999	-	-
5	-	-	\$999	\$999	\$999	\$999	-	-
5i	-	-	\$999	\$999	\$999	\$999	-	-
6i	-	-	\$999	\$999	\$999	\$999	-	-
7	-	-	\$999	\$999	\$999	\$999	-	-
7i	-	-	\$999	\$999	\$999	\$999	-	-
7ii	-	-	\$999	\$999	\$999	\$999	-	-
8i	-	-	\$999	\$999	\$999	\$999	-	-
8ii	-	-	\$999	\$999	\$999	\$999	-	-
8iii	-	-	\$999	\$999	\$999	\$999	-	-
Code fares not applicable during flat fare trial (August-December 2020)			* Notes on code fares: 1i - 1 zone via zone 1/2A 1ii - 1 zone via zone 1/2E 2i - (2 zones + 1 zone), - 1 zone 3i - (3 zones + 1 zone) - 1 Zone via 1/2A 4i - (2 zones + 2 zones), - 1 zone 5i - (3 zones + 2 zones), - 1 zone 6i - (3 zones + 3 zones), - 1 zone 7 - (4 zones + 2 zones), - 1 zone 7i - ((4 zones + 3 zones), - 1 zone)					

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7ii - ((4 zones + 4 zones), - 1 zone)
8i - ((5 zones + 2 zones), - 1 zone)
8ii - ((5 zones + 3 zones), - 1 zone)
8iii - ((5 zones + 4 zones), - 1 zone)

Table 16.3 Fare Triangle for Otago Fare Schedule OTA00A (Dunedin) (All travel in Dunedin considered a 1 zone fare during flat fare trial (August- December-June2021e))

(a) Subzone	Zones travelled																					
	1	1/2A	1/2B	1/2C	1/2D	1/2E	2A	2B	2C	2D	2E	2F	2G	2G/3E	3A	3B	3C	3D	3E	4A	4B	5
1	1																					
1/2A	1	1																				
1/2B	1	1	1																			
1/2C	1	1	1	1																		
1/2D	1	1	1	1	1																	
1/2E	1	1	1	1	1	1																
2A	2	1	2	2	2	2	1															
2B	2	1	1	2	2	2	1i	1														
2C	2	2	2	2	2	2	4i	4i	1													
2D	2	2	1	1	2	2	4i	4i	4i	1												
2E	2	2	2	1	1	1	4i	4i	4i	1	1											
2F	2	2	2	2	2	1	3*	3*	4i	4i	4i	1										
2G	2	2	2	2	2	2	4i	4i	4i	4i	4i	4i	1									
2G/3E	2	2	2	2	2	2	4i	4i	4i	4i	4i	4i	1	1								
3A	3	2	3	3	3	3	2	2	5i	5i*	5i*	5i	5i	5i	1							
3B	3	3	3	3	3	3	5i	5i	2	5i*	5i	5i	5i	5i	6i	1						
3C	3	3	3	3	3	3	5i	5i	2	5i*	5i	5i	5i	5i	6i	4i	1					
3D	3	3	3	3	3	2	5i	5i	5i	5i	5i*	2	5i	5i	6i	6i	6i	1				
3E	3	3	3	3	3	3	5i	5i	5i	5i	5i	2	1	6i	6i	6i	6i	1				
4A	4	4	4	4	4	4	3	3i	7	7	7	7	7	7	2	7i	7i	7i	7i	1		
4B	4	4	4	4	4	4	7	7	7	7	7	3	7	7	7i	7i	7i	2	7i	7ii	1	
5	5	5	5	5	5	5	8i	8i	8i	8i	8i	4	8i	8i	8ii	8ii	8ii	3	8ii	8iii	2	1

* Additional "via" fares:
- Between 2F and 2D via 1/2E = 1ii

Notes: (a) Subzones should have the prefix "5900_" applied e.g. "5900_1"

2. Fare Schedule OTA01A (Wakatipu Basin) is shown in Table 16.4. The Fare Triangle is shown in Table 16.5.

Table 16.4 Journey Fares for Otago Fare Schedule OTA01A (Wakatipu Basin)

Code	Cash		Standard Fares				SGC	Attributed Fares Card SGC
	Adult	Child	Adult	Child	Card (Dormant) Secondary Student conc.	Card (Dormant) Conc.		
Journey Fares								
01	\$4.00	\$4.00	\$2.00	\$1.50	\$1.50	\$2.00	\$0.00	\$2.00
02	\$4.00	\$4.00	\$2.00	\$1.50	\$1.50	\$2.00	\$0.00	\$2.00
03	\$4.00	\$4.00	\$2.00	\$1.50	\$1.50	\$2.00	\$0.00	\$2.00
04	\$10.00	\$8.00	\$2.00	\$1.50	\$1.50	\$2.00	\$0.00	\$2.00
Tag-On Fares								
01	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
02	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
03	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
04	-	-	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$0.00
Fare Caps - Day								
01	-	-	\$999	\$999	\$999	\$999	-	-
02	-	-	\$999	\$999	\$999	\$999	-	-
03	-	-	\$999	\$999	\$999	\$999	-	-
04	-	-	\$999	\$999	\$999	\$999	-	-
Fare Caps - Week								
01	-	-	\$999	\$999	\$999	\$999	-	-
02	-	-	\$999	\$999	\$999	\$999	-	-
03	-	-	\$999	\$999	\$999	\$999	-	-
04	-	-	\$999	\$999	\$999	\$999	-	-

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Table 16.5 Fare Triangle for Otago Fare Schedule OTA01A (not relevant during flat fare trail August-December 2020).

Subzone	Code			
	5901_1	5901_2A	5901_2B	5901_3
5901_1	01			
5901_2A	02	01		
5901_2B	02	03	01	
5901_3	04	04	04	04

16.4 Fare Schedule Rules

The following rules apply to each *Fare Schedule*.

1. Fare Schedule **OTA00A** for Dunedin Services (routes OTA00_XXX):

a. Journey transfer rules

- i. **Cash.** No transfers are available on Cash Fares. The Journey Leg Limit is set to **one**. The Transfer Window and Inter-Leg Transfer Window are not applicable.
- ii. **Card.** The Inter-Leg Transfer Window is **45- minutes**, the Journey Transfer Window is **2-hours** and the Journey Leg Limit is **two**.

(a) The 45-minute window allows for a free transfer to any service, maximum fare paid is \$2 if transferring to a second bus within the 45- minute window from tagging off the first bus.

(a) Route 70 (OTA00-70A and OTA00-70B):

1. Brighton (route 70) services have an extra transfer leg at Green Island.
2. This means that passengers travelling on route 70 will be able to use 3 different bus services for \$2.00. This is because passengers on this service cannot access the city without making a forced change at Green Island.

- i. Transfer is only applicable onto services 77A and 77B.

Route short name	Direction	Zones	Inter-Leg Transfer Window	Journey Transfer Window	Journey Leg Limit
70A	In	2C	45 mins	2 hours	Three
70B	Out	2C	45 mins	2 hours	Three

b. Cash Journey Fares:

- i. **Cash Adult.** The Adult fare applies unless the passenger is eligible for a Concession Fare or is using a Fare Product.
- ii. **Cash Child.** This applies the Child Concession to passengers aged between 5-18 (inclusive).

c. Card Journey Fares:

- i. **Card Adult.** The Adult fare applies unless a valid Concession or Fare Product is loaded on the Card.
- ii. **Card Child.** This applies the Child Concession to passengers aged 5-18 (inclusive).
- iii. **(Dormant) Card Secondary Student.** This applies the Secondary Student Concession to passengers attending secondary school who are not granted a child concession.
- iv. **(Dormant) Card Concession.** This applies the Standard Concession to the following groups. Each group must be recorded as a separate Concession group.
 - (a) Tertiary students
 - (b) Senior citizens aged 65 and over
 - (c) Certain blind/disabled/beneficiary groups
- vi. **Card SGC.** This applies the Supergold Scheme Concession during off-peak periods.

- d. Attributed Fares
 - i. **Card SGC.** This applies the Attributed Fare for the Supergold Scheme Concession (during peak periods).
 - e. Fare Capping:
 - i. **Day Caps.** Refer Day Caps in fare capping section 4.2.5.
 - ii. **Week Caps.** Refer Week Caps in fare capping section 4.2.5.
 - f. Fare Products:
 - i. None.
 - g. Tariffs not specified in the tables:
 - i. Counts to be recorded as passenger boardings and included in all patronage and revenue reporting:
 - (a) **Infant (under-5).** This provides free travel for infants under 5 years old. The Driver must record this as a passenger boarding with zero fare.
 - (b) **Promo.** Travel for free. The Driver must record this as a passenger boarding with zero fare.
 - ii. Other counts to be recorded but not included as passenger boardings:
 - (a) **Wheelchair count.** The Driver must record a count of wheelchair loadings, this is a separate count from the Fare paid.
 - (b) **Bike Count.** The Driver must record a count of bike loadings, this is a separate count from the Fare paid.
 - iii. Cash point of sale not recorded in table:
 - (a) **Card Sale.** The Driver must select the button card sale, with a value of \$5.00 when giving active cards to customers. This will provide the customer with a paper ticket for their card purchase.
2. Fare Schedule **OTA01A** for Wakatipu Basin Services (routes OTA01_XXX):
- a. Journey transfer rules
 - i. **Cash.** No transfers are available on Cash Fares. The Journey Leg Limit is set to **one**. The Transfer Window and Inter-Leg Transfer Window are not applicable.
 - ii. **Card.** The Inter-Leg Transfer Window is **45-minutes**, the Journey Transfer Window is **2-hours** and the Journey Leg Limit is **two**.
 - b. Cash Journey Fares:
 - i. **Cash Adult.** The Adult fare applies unless the passenger is eligible for a Concession Fare or is using a Fare Product.
 - ii. **Cash Child.** This applies the Child Concession to passengers aged between 5-18 (inclusive).
 - c. Card Journey Fares:
 - i. **Card Adult.** The Adult fare applies unless a valid Concession or Fare Product is loaded on the Card.
 - ii. **Card Child.** This applies the Child Concession to passengers aged between 5-18 (inclusive).

- iii. **(Dormant) Card Secondary Student.** This applies the Secondary Student Concession to passengers attending secondary school who are not granted a child concession.
- iv. **Card Supergold.** This applies the Supergold Scheme Concession during off-peak periods.
- d. Attributed Fares:
 - i. **Card Supergold:** This applies the Attributed Fare for the Supergold Scheme Concession
- e. Fare Capping:
 - i. **Day Caps.** Refer Day Caps in fare capping section 4.2.5.
 - ii. **Week Caps.** Refer Week Caps in fare capping section 4.2.5.
- f. Fare products
 - (a) **Airport Cash Adult.** The Driver must select this button when Adult passengers are paying cash and ~~their destination is~~ are travelling to or from the Airport / Zone 3.
 - 1. *Referenced as fare code 04 in table 16.4*
 - (b) **Airport Cash Child.** The Driver must select this button when Child passengers are paying cash and are travelling to or from ~~their destination is~~ the Airport / Zone 3
 - 1. *Referenced as fare code 04 in table 16.4*
- g. *Tariffs not specified in the tables*
 - i. Counts to be recorded as passenger boardings and included in all patronage and revenue reporting:
 - (a) **Infant (under-5).** This provides free travel for infants under 5 years old. The Driver must record this as a passenger boarding with zero fare.
 - (b) **Promo.** Travel for free. The Driver must record this as a passenger boarding with zero fare.
 - ii. Other counts to be recorded but not included as passenger boardings:
 - (a) **Wheelchair count.** The Driver must record a count of wheelchair loadings, this is a separate count from the Fare paid.
 - (b) **Bike Count.** The Driver must record a count of bike loadings, this is a separate count from the Fare paid.
 - (c) **Ski Count.** The Driver must record a count of passengers boarding with Skis (Queenstown only), this is a separate count from the Fare paid.
 - (d) **Baggage Count.** The Driver must record a count of passengers boarding with cases to and from airport, this is a separate count from the Fare paid.
 - iii. Cash point of sale not recorded in table:
 - (a) **Card Sale.** The Driver must select the button card sale, with a value of \$5.00 when giving active cards to customers. This will provide the customer with a paper ticket for their card purchase.

16.5 Region-wide settings

16.5.1 Minimum card balance

1. The **minimum card balance for Otago** is **-\$4.00** after deducting the tag-on fare.

16.5.2 Card concession by fare schedule

1. The following table shows the concessions that apply to each Fare Schedule based on the concession loaded on the Card.

Concession on Card	Fare Schedule	
	OTA00A (Dunedin)	OTA01A (Queenstown)
Child	Child	Child
(Dormant) Secondary Student	(Dormant) Secondary Student	(Dormant) Secondary Student
SuperGold	SuperGold	SuperGold
Senior	Senior	Adult

16.5.3 Low Card Balance warning

1. The Low Card Balance warning is to be applied when the card balance falls **below \$4.00** (refer Table 5.2 rule #5, default is \$10.00 unless otherwise specified).

16.5.4 Minimum card top-up

1. The **minimum card top-up amount is \$5.00** for on-bus and retail.

16.5.5 Maximum Journey Time

1. The **maximum journey time is defined as being 180 minutes from the time of initial tag on** in Otago.

16.5.6 Card issuance fee

1. The **Card Issuance Fee** for cards issued in Otago on BDC, MRD and CSW is \$5.00.

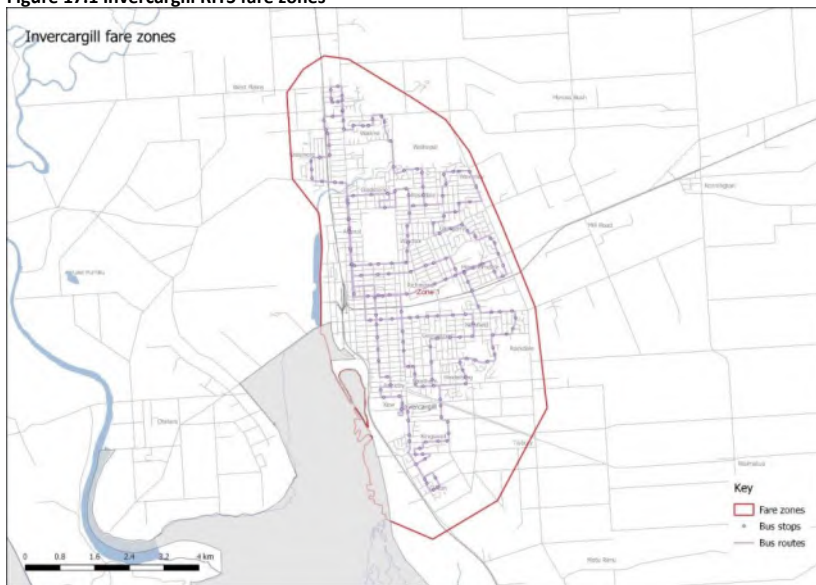
17 Invercargill tariff rules

17.1 Fare structure overview

The following fare structures apply for Invercargill.

1. Invercargill has a flat fare structure as shown in Figure 17.1.
 - a. Fares are set out in the relevant Fare Schedule based on the number of zones travelled. The number of zones travelled is always 1 for a flat fare structure.
 - b. The active fare schedule for Invercargill varies by time-of-day.

Figure 17.1 Invercargill RITS fare zones



17.2 Bus routes

Invercargill bus routes are shown in Table 17.1, with the relevant active fare schedule indicated in the right-hand column. The fare schedules are set out in the next section.

Table 17.1 Invercargill bus routes and fare schedules

Network name	Route ID	Route short name	Route long name	Fare schedule
Invercargill	6201	HS	Heidelberg Star	STL00A/B
Invercargill	6202	KC	Kew Connection	STL00A/B
Invercargill	6203	WC	Windsor Comet	STL00A/B
Invercargill	6204	WL	Waikiwi Link	STL00A/B
Invercargill	6221	South	South Service	STL00A/B
Invercargill	6222	North	North Service	STL00A/B
Invercargill	621100	S1	Clarendon	STL00A/B
Invercargill	621101	S1	Clarendon	STL00A/B
Invercargill	621200	S2	Clifton	STL00A/B
Invercargill	621201	S2	Clifton	STL00A/B
Invercargill	621300	S3	Newfield	STL00A/B
Invercargill	621301	S3	Newfield	STL00A/B
Invercargill	621400	S4	Waikiwi	STL00A/B
Invercargill	621401	S4	Waikiwi	STL00A/B
Invercargill	621500	S5	Windsor	STL00A/B
Invercargill	621501	S5	Windsor	STL00A/B
Invercargill	621601	S6	Hargest	STL00A/B

17.3 Fare schedules

The following *Fare Schedules* are required at implementation.

1. *Fare Schedules* **STL00A** and **STL00B** are shown in Table 17.2.
 - a. *Fare Schedule* **STL00B** applies during the **off-peak period** which is defined as 9.00am to 2.55pm weekdays and 10.30am to 3.40pm weekends and public holidays.
 - b. *Fare Schedule* **STL00A** applies during the **peak period** which is defined as before 9.00am and after 2.55pm weekdays and before 10.30am and after 3.40pm weekends and public holidays.

Table 17.2 Journey Fares for Invercargill Fare Schedules STL00A and STL00B

Code	Journey Fares									Attributed Fares	
	Cash			Card						Card	
	Adult	Child	Conc.	Adult	Child	Secondary Student Conc.	SDE Conc.	SGC	SDE Conc.	SGC	
Journey Fares											
STL00A	\$3.00	\$2.10	\$2.10	\$2.70	\$1.89	\$1.89	\$1.89	\$0.00	\$0.00	\$0.00	\$0.9100
STL00B	\$1.60	\$1.60	\$1.60	\$1.44	\$1.44	\$1.44	\$1.44	\$0.00	\$0.00	\$0.00	\$0.9100
Tag-On Fares											
STL00A	-	-	-	\$2.70	\$1.89	\$1.89	\$1.89	\$0.00	\$0.00	\$0.00	\$0.9100
STL00B	-	-	-	\$1.44	\$1.44	\$1.44	\$1.44	\$0.00	\$0.00	\$0.00	\$0.9100

2. Fare Schedule STL00C is shown in Table 17.3. This Fare Schedule will apply to all Invercargill Services (routes STL00_XXX and STL01_XXX) from 5 November 2018.

Table 17.3 Journey Fares for Invercargill Fare Schedules STL00C

Code	Journey Fares									Attributed Fares	
	Cash			Card						Card	
	Adult	Child	Conc.	Adult	Child	Secondary Student conc.	Conc.	SDE Conc.	SGC	SDE Conc.	SGC
Journey Fares											
01	\$3.00	\$3.00	\$3.00	\$2.00	\$2.00	\$2.00	\$2.00	\$0.00	\$0.00	\$0.00	\$0.9100
Tag-On Fares											
01	-	-	-	\$2.00	\$2.00	\$2.00	\$2.00	\$0.00	\$0.00	\$0.00	\$0.9100

17.4 Fare Schedule rules

The following rules apply to each Fare Schedule.

1. Fare Schedule **STL00A**, **STL00B** and **STL00C** for Invercargill:
 - a. Journey transfer rules:
 - i. **Cash.** No transfers are available on Cash Fares. The Journey Leg Limit is set to **one**. The Transfer Window and Inter-Leg Transfer Window are not applicable.
 - ii. **Card.** The Inter-Leg Transfer Window is **30-minutes**, the Journey Transfer Window is **60-minutes** and the Journey Leg Limit is **two**.
 - b. Cash Journey Fares:
 - i. **Cash Adult.** The Adult fare applies unless the passenger is eligible for a Concession Fare or is using a Fare Product.
 - ii. **Cash Child.** This applies the Child Concession to school children.
 - iii. **Cash Concession.** This applies the Standard Concession to the following groups. Each group must be recorded as a separate Concession group.
 - (a) Senior citizens aged 60 or over
 - c. Card Journey Fares:
 - i. **Card Adult.** The Adult fare applies unless a valid Concession or Fare Product is loaded on the Card.
 - ii. **Card Child.** This applies the Child Concession to school children.
 - iii. **Card Secondary Student.** This applies the Secondary Student Concession to passengers attending secondary school who are not granted a child concession.
 - iv. **Card Concession.** This applies the Standard Concession to the following groups. Each group must be recorded as a separate Concession group.
 - (a) Senior citizens aged 60 or over
 - v. **Card SDE Concession.** This provides free travel to Southland Disability Enterprises (SDE). There is also an associated Attributed Fare (refer below).
 - vi. **Card SGC.** This applies the Supergold Scheme Concession during off-peak periods and the above Card Concession (senior citizens aged 60 or over) at other times.
 - d. Attributed Fares:
 - i. **Card SDE Concession.** This applies the Attributed Fare for the Card SDE Concession.

- ii. **Card SGC.** This applies the Attributed Fare for the Supergold Scheme Concession during off-peak periods and the above Card Concession (senior citizens aged 60 or over) at other times.
- e. Fare Capping:
 - i. None.
- f. Fare Products:
 - i. None.
- g. Tariffs not specified in the tables
 - i. Counts to be recorded as passenger boardings and included in all patronage and revenue reporting:
 - (a) **Infant (under-5).** This provides free travel for infants under 5 years old. The Driver must record this as a passenger boarding with zero fare.
 - (b) **Promo.** Travel for free. The Driver must record this as a passenger boarding with zero fare.
 - ii. Other counts to be recorded but not included as passenger boardings:
 - (a) **Wheelchair count.** The Driver must record a count of wheelchair loadings, this is a separate count from the Fare paid.
 - (b) **Bike Count.** The Driver must record a count of bike loadings, this is a separate count from the Fare paid.

17.5 Region-wide settings

17.5.1 Minimum card balance

1. The minimum card balance for Invercargill is \$0.00 after deducting the tag-on fare.

17.5.2 Low Card Balance warning

1. The Low Card Balance warning is to be applied when the card balance falls below \$10.00 (refer Table 5.2 rule #5, default is \$10.00 unless otherwise specified).

17.5.3 Minimum card top-up

The minimum card top-up amount is \$5.00 for on-bus and retail.

17.5.4 Maximum Journey Time

The maximum journey time is defined as being 70 minutes from the time of initial tag on in Invercargill.

17.5.5 Card issuance fee

1. The Card Issuance Fee for cards issued in Invercargill on BDC, MRD and CSW is \$5.00.

APPENDICIES

Appendix A Glossary

Term	Definition	Source
Active Fare Schedule	The <u>Fare Schedule</u> that is active on a <u>Route</u> and being used to calculate passenger Fares.	
Alight	A passenger alighting a vehicle at the end of a <u>Leg</u> .	
Anti-passback	Anti-passback is a period of time during which a product may not be presented more than once, and is designed to prevent the deliberate multiple use of a travel permit by multiple users.	ITSO TS 1000
Attributed Fare	An <u>Attributed Fare</u> applies when the passenger travels for free or at a discounted rate and third-party revenue is claimed. This can be for a specific <u>Concession</u> or <u>Organisational Scheme</u> .	
Attributed Revenue	The revenue attributed to a Journey transaction as part of an Attributed Fare.	
Blacklist		
Boarding	A <u>First Boarding</u> or <u>Transfer Boarding</u> at the start of a <u>Leg</u> .	
Card	Smartcard or other card with electronic purse and/or fare products.	
Card Balance	The <u>Stored Value</u> balance on a Card.	
Card Fare Schedule	The <u>Fare Schedule</u> used to calculate the <u>Fare</u> for a <u>Journey</u> with a completed Tag-On/Off transaction.	
Cash		
Child Concession	A Concession that provides x% discount for school children. The definition of "school children" includes all children aged between 5-15 as the law requires this age group to attend school. Older children are usually required to be in school uniform or show a school ID on request.	
Concession	An entitlement to a reduced (or zero cost) fare based on a person's age, condition or status.	ITSO TS 1000
Destination	Geographical end point of a passenger <u>Leg</u> .	
Driver	The driver of a bus.	
Fare	The fare paid by a <u>Passenger</u> for a <u>Journey</u> made by public transport, e.g. Bus or Train.	ITSO TS 1000
Fare Paid	The cumulative amount paid toward the <u>Fare</u> .	
Fare Schedule	A common set of fare rules with a common basis such as fare structure and calculation method, passenger category, time-period, fare product, etc.	
Fare Table	Used to identify the relevant <u>Fare Schedule</u> fare that applies for travel between any two zones/points.	
Flat Fare	This is a zonal fare structure with only one zone	
First Boarding	The first time a passenger boards a vehicle at the start of a <u>Journey</u> . First boardings require a <u>Tag-On</u> (for <u>Card</u>) or <u>Pay Driver</u> (for <u>Cash</u>) action.	
Inter-Leg Transfer Window	The maximum amount of time allowed between a <u>Tag-On</u> and the preceding <u>Tag-Off</u> . Any <u>Tag-On</u> after this period has elapsed will start a new <u>Journey</u> and be recorded as a <u>First Boarding</u> .	
Journey	The complete sequence of one or more <u>Legs</u> required to achieve a specific purpose at a specific <u>Destination</u> .	ITSO TS 1000
Journey Transfer Window	This is the maximum amount of time allowed between a <u>First Boarding</u> and subsequent <u>Transfer Boardings</u> (i.e. between <u>Tag-On</u> or <u>Pay Driver</u> actions). Any <u>Tag-On</u> after this period has elapsed will start a new <u>Journey</u> and be recorded as a <u>First Boarding</u> .	
Leg	A self-contained element of a <u>Journey</u> , made on a single vehicle without changing from one vehicle to another.	ITSO TS 1000
Minimum Card Balance	The minimum <u>Stored Value</u> balance that can be held on a <u>Card</u> . The <u>Stored Value</u> balance may be a negative amount.	
Minimum Potential Fare	This is the incremental <u>Fare</u> for the shortest distance that can be travelled on the current <u>Service</u> from the passenger boarding location. The incremental <u>Fare</u> may be zero e.g. for Transfer Boardings. Refer Table 5.3 rules for calculating <u>Card Fares</u> .	
Organisational Scheme	This is a scheme where a third-party is paying for the travel rather than the passenger (or discounting passenger travel) through an <u>Attributed Fare</u> .	

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	Examples of organisation scheme products include discounted or free travel for passengers registered with an organisation e.g. DHB staff, hospital patients, university students, etc.	
Paper Ticket	A receipt for cash paid on bus and a subsequent right to travel on that bus.	RITS RFP
Passenger	A person (customer) travelling on a <u>Service</u> .	
Pay Driver	The action of a passenger interacting with a <u>Driver</u> to pay a fare or validate an entitlement to travel. This will signal the start of a <u>Leg</u> .	
Period Pass	A <u>Fare Product</u> that allows unlimited travel within a defined period of time.	
Point-To-Point Fare	Refers to a spatial fare structure where the <u>Fare</u> is specified for travel between two points.	
RITS	Regional Integrated Ticketing System	
Route	A separately identified route along which public transport <u>Services</u> operate according to a common pattern. Sometimes referred to as a line.	
Service	A service on a public transport <u>Route</u> e.g. the 7.05am service on route 20 inbound, otherwise known as a vehicle trip.	
Smartcard	A plastic card with an embedded chip and antenna that communicates wirelessly (i.e. contactless) with devices to update the information stored on the chip according to the business and fare rules.	RITS RFP
Standard Concession	A <u>Concession</u> that provides y% discount for defined passenger groups (e.g. tertiary, disabled, etc). All defined passenger groups will be charged the same Fare i.e. this <u>Concession</u> provides a standard y% discount.	
Stored Value	An electronic record of the value that has been loaded onto a Card.	RITS RFP
Supergold Scheme Concession	A <u>Concession</u> that provides free off-peak travel to Supergold card passengers as part of the government's Supergold card scheme.	
Tag-Off	The action of a passenger tagging their <u>Card</u> when alight a vehicle (or after alighting for off-board validation). This will signal the end of a <u>Leg</u> .	
Tag-On	The action of a passenger tagging their <u>Card</u> when boarding a vehicle. This will signal the start of a <u>Leg</u> .	
Tag-On Fare	This is the default fare that will be charged at <u>Tag-On</u> .	
Ticket	The paper receipt issued by a Driver to a Passenger as proof of entitlement to travel.	
Transfer	Refer <u>Transfer Boarding</u> .	
Transfer Boarding	The second and subsequent times that a passenger boards a vehicle as part of a <u>Journey</u> . Transfer boardings require a <u>Tag-On</u> (for <u>Card</u>) or <u>Pay Driver</u> (for <u>Cash</u>) action.	
Transfer Period	The period during which a Boarding is a valid <u>Transfer Boarding</u> , including meeting the <u>Journey Transfer Window</u> , <u>Inter-Lea Transfer Window</u> and <u>Legs ... n</u> requirements for a <u>Transfer Boarding</u> .	
Legs ... n	The maximum number of <u>Legs</u> (i.e. <u>Tag-On</u> actions) that are allowed as part of a <u>Journey</u> . Any <u>Tag-On</u> after this maximum has been reached will start a new <u>Journey</u> .	
Zone Fare	Refers to a spatial fare structure where the <u>Fare</u> is based on the number of fare zones travelled through.	

Appendix B Business requirements (from RFP)

The business requirements within the remit of the tariffs subgroup and which are set out below are:

- Supported fare policies
 - Product Management [RFP s2.2.1.5]
 - Maintain Fares [BR27R]
 - Maintain Topology [BR28R]
- Passenger journey
 - Pay Fare with Smartcard [BR6P]
 - Pay Fare with Cash [BR1P/O]
 - Customer Count [BR21O]
 - Purchase Smartcard Product [BR3P/C]
 - Cancel Purchase Action [BR5P/O/C]
- Apportionment
 - Financial Management [RFP s2.2.1.6]
- Card management
 - Obtain Smartcard [BR2P/C]
 - Replace Smartcard [BR11P/C]
 - Purchase Smartcard Stored Value [BR4P/C]
 - Register Smartcard [BR8P/C]
 - Manage Smartcard Account Details [BR13P/C]
 - Manage Smartcard Concession Details [BR14P/C]
 - Perform Bulk Concessions on Smartcards [BR25C/R]
 - Obtain Smartcard Transaction History [BR10P/C]
 - Request Transaction Correction [BR15P/C/R]
- Revenue protection
 - Check Smartcard [BR29O/R]

B.1 Supported fare policies

B.1.1 Product Management [RFP s2.2.1.5]

Table B.1 Business Requirement - Product Management [RFP s2.2.1.5]

Detailed requirement	
RFP	<p>Products have five fundamental characteristics that describe the product:</p> <ul style="list-style-type: none"> • The Product Type (such as; Weekly Fare Capped) • The Customer Type (such as; Adult) • Geographical Validity (such as; 2 Zone) • The Identity of the Operator where the product is valid • Temporal validity <p>Products typically contain distinct availability parameters. The Product Location Availability defines the Location or Locations of where a particular Product can be purchased or used in the RITS. The RCS will maintain a record of the current and previous products available in the RITS. These will allow a chronological configuration history to be derived for each product.</p> <p>The RCS will maintain a record of the current and previous media types available in the RITS. These will allow a chronological configuration history to be derived for each media type. A Media Type may include but not be limited to Smartcard and Paper.</p> <p>The RCS will support product location availability. Products may be available at different Locations selectively. Not all products will be available at all Locations.</p>

B.1.2 Maintain Fares [BR27R]

Table B.2 Maintain Fares [BR27]

Detailed requirement	
BR27R1	<p>Allow Authorised Users to change fares and business rules within RITS. RITS shall support definition and deployment of different fares and topology for different regions. RITS must support at least the following fare options and fare calculation methodologies</p> <ul style="list-style-type: none"> • Flat fare • Zone based fare • Fare capping • Transfer (either free or rules based) • Peak versus off-peak • Implicit and explicit concessions • Cash fare (proof of right to travel will be a paper ticket) • Reduced fare for travellers using automated fare media • Special events <p>The solution must support at least the following topology concepts</p> <ul style="list-style-type: none"> • Point to point • Lines • Zones. <p>The solution must support different temporal requirements for different regions. Examples of temporal requirements are:</p> <ul style="list-style-type: none"> • Calendar (including regional public holidays, secondary school holidays, tertiary school holidays, events) • Time of the day • Day of the week. <p>The solution must support specific Customer handling for at least the following aspects:</p> <ul style="list-style-type: none"> • Free exit duration • Anti-pass back duration. <p>RITS will have the capability to manage fares data. A simple to use business focused definition template for simple schemes and the ability to handle (or provide in an integrated manner) data transfer from regional topology systems.</p> <p>Loading shall be directly from Council system via flat file, or from an excel spreadsheet, using a web interface. The detailed technical interface specification to support this function is to be defined.</p>

B.1.3 Maintain Topology [BR28R]

Table B.3 Maintain Topology [BR28R]

Stakeholder group	Detailed requirement
BR28R	<p>Allow Authorised Users to change the topology data sets that define the transport network</p>
BR28R1	<p>RITS will have the capability to manage topology data. A simple to use business focused definition template for simple schemes and the ability to handle (or provide in an integrated manner) data transfer from regional topology systems.</p>
BR28R2	<p>Loading of topology data shall be directly from the Council system via flat file, or from an excel spreadsheet, using a web interface. The detailed technical interface specification to support this function is to be defined.</p>

B.2 Passenger journey**B.2.1 Pay Fare with Smartcard [BR6P]****Table B.4 Pay Fare with Smartcard [BR6P]**

Stakeholder group	Detailed requirement
BR6P Allow Customers to pay their fare on board a bus with a Smartcard. Fare payment with a Smartcard has two forms depending upon the type of travel method being used. <ul style="list-style-type: none"> If the Customer is travelling using a Product on their Smartcard, then this function will validate their Product for use. If the Customer is travelling using Stored Value, then this function will calculate a fare based upon a Tag-on/Tag-off operating regime. 	BR6P1 Customers will be able to pay their fare on-board a bus using their Smartcard.
	BR6P2 The Pay Fare with Smartcard requirement shall support fare payment for multiple Customers from a single Smartcard through the Driver or the activation by the Driver of any additional concession authorised in accordance with Council business rules.
	BR6P3 The Customer will be able to view their Stored Value balance and Product expiry date at each Tag-on/Tag-off action.
	BR6P4 Different visual and audible notifications shall be notified to the Customer and bus driver depending upon the Customer type and whether the validation or fare payment was successful or not.
	BR6P5 All Pay Fare with Smartcard transaction records shall be available at the RCS for processing and reporting.
	BR6P6 The Pay Fare with Smartcard requirement shall be executed according to the RITS Performance Levels defined in the Performance Management Regime.

B.2.2 Pay Fare with Cash [BR1P/O]**Table B.5 Pay Fare with Cash [BR1P/O]**

Stakeholder group	Detailed requirement
BR1P Allow Customers without a Smartcard to pay their fare on board a bus with Cash.	BR1P1 Customers will be able to use Cash to purchase a Ticket [on board a bus] via the Driver.
	BR1P2 All Pay Fare with Cash transaction records shall be available at the RCS for processing and reporting.
	BR1P3 The Pay Fare with Cash requirement shall be executed according to the Performance Levels defined in the RITS Performance Management Regime.
BR1O Allow Authorised Users to accept a cash fare payment from Customers and issue a paper tickets via the BDC as proof of payment.	BR1O1 Customers will be able to purchase a Ticket on board a bus via the Driver.
	BR1O2 Refer BR1P2.
	BR1O3 Refer BR1P3.

B.2.3 Customer Count [BR21O]**Table B.6 Business Requirement**

Stakeholder group	Detailed requirement
BR21O Allow Authorised Users to count Customers who board a vehicle in defined circumstances.	BR21Oa The Customer count may include, but is not limited to, Customers in wheelchairs, or with pushchairs or bikes.
	BR21Ob The Customer count function enable vehicle drivers to count transferring Customers who travel on the vehicle but do not have a Smartcard for Tag-on/Tag-off. These Customer counts are used for the purposes of determining a more accurate count of actual patronage on the vehicle rather than simply relying on counting those Customers who Tag-on and Tag-off.
	BR21O1 All Customer Count transaction records shall be available at the RCS for processing and reporting.
	BR21O2 The Customer Count requirement shall be executed according to the performance levels defined in the RITS Performance Management Regime.

B.2.4 Purchase Smartcard Product [BR3P/C]**Table B.7 Purchase Smartcard Product [BR3P/C]**

Stakeholder group		Detailed requirement	
BR3P	Allow Customers to add fare Products to a Smartcard.	BR3P1	Customers shall be able to purchase Smartcard Products.
		BR3P2	The Purchase Smartcard Product requirement shall support applying a Customer charge for Product issuance.
		BR3P3	All Purchase Smartcard Product transaction records shall be available at the RCS for processing and reporting.
		BR3P4	The Purchase Smartcard Product requirement shall be executed according to the RITS Performance Levels defined in the Performance Management Regime.
BR3C	Allow Authorised Users to add Products to a Customer's Smartcard.	BR3C1	Authorised User shall be able to sell Smartcard Products to Customers.
		BR3C2	Refer BR3P2
		BR3C3	Refer BR3P3
		BR3C4	Refer BR3P4

B.2.5 Cancel Purchase Action [BR5P/O/C]**Table B.8 Cancel Purchase Action [BR5P/O/C]**

Stakeholder group		Detailed requirement	
BR5P	Allow Customers to cancel a previous invalid purchase transaction.	BR5P1	Authorised Users shall be able to cancel an invalid purchase action.
		BR5P2	Cancellation of a purchase action may apply for any channel that provides the capability for a Customer to purchase a Cash fare, Smartcard, product or stored value.
		BR5P3	All Cancel Purchase Action transaction records shall be available at the RCS for processing and will be reported in a format specified by Council.
		BR5P4	The Cancel Purchase Action requirement shall be executed according to the then current Business Rules of RITS.
		BR5P5	The Cancel Purchase Action requirement shall be executed according to the RITS Performance Levels defined in the Performance Management Regime.
BR5O	Allow Authorised Users to cancel or annul a previous purchase action.	BR5O1	Authorised Users shall be able to cancel a purchase action.
		BR5O2	Refer BR5P2.
		BR5O3	All Cancel Purchase Action transaction records shall be available at the RCS for processing and detailed and summarised reporting.
		BR5O4	Refer BR5P5.
BR5C	Allow Authorised Users to cancel/annul a previous Smartcard add product or add value.	BR5C1	Authorised Users shall be able to cancel a purchase action.
		BR5C2	Refer BR5P2.
		BR5C3	All Cancel Purchase Action transaction records shall be available at the RCS for processing and reporting.
		BR5C4	Refer BR5P4.
		BR5C5	Refer BR5P5.
		BR5C6	The cancel purchase action shall be implemented in a manner that mitigates the potential for fraudulent behaviour.

B.3 Apportionment

B.3.1 Financial Management [RFP s2.2.1.6]

Table B.9 Business Requirement - Financial Management [RFP s2.2.1.6]

Detailed requirement	
RFP	...
	The revenue distribution methodology may include but not be limited to the following factors:
	a) Issuer identity
	b) Region identifier
	c) Operator identity
	d) Product type
	e) Transaction type
	f) Service (or Route) type
	g) Boarding zone
	h) Alighting zone
	i) Boarding stop
	j) Alighting stop.
	The RCS will produce appropriate reports to support clearing and settling between RITS Councils. This requirement will allow income from fare payments and Stored Value purchases to be disbursed as required to and from transport Operators, retail agents and any other relevant parties according to defined clearing and settlement rules.
	...

B.4 Card management

B.4.1 Obtain Smartcard [BR2P/C]

Table B.10 Business Requirement

Stakeholder group	Detailed requirement
BR2P Allow Customers to obtain Smartcards to pay their bus fare.	BR2P1 Customers shall be able to obtain a Smartcard.
	BR2P2 The Obtain Smartcard requirement shall support applying a Customer charge for Smartcard issuance subject to the business rules of the Councils.
	BR2P3 All Obtain Smartcard transaction records shall be available at the RCS for processing and reporting.
	BR2P4 The Obtain Smartcard requirement shall be executed according to the RITS Performance Levels defined in the Performance Management Regime.
BR2C Allow Authorised Users to sell Smartcards to Customers.	BR2C1 Authorised User shall be able to sell Smartcards to Customers
	BR2C2 The Obtain Smartcard requirement shall support applying a Customer charge for Smartcard issuance subject to the business rules of the Councils
	BR2C3 All Obtain Smartcard transaction records shall be available at the RCS for processing and reporting
	BR2C4 The Obtain Smartcard requirement shall be executed according to the RITS Performance Levels defined in the Performance Management Regime.

B.4.2 Replace Smartcard [BR11P/C]**Table B.11 Business Requirement - Replace Smartcard [BR11P/C]**

Stakeholder group	Detailed requirement
BR11P Allow Customers to request a replacement Smartcard under circumstances where their card is: a) damaged or defective, or b) lost or stolen.	BR11P1 Customers shall be able to report the details of a damaged or defective Smartcard
	BR11P2 Customers shall be able to report the details of a lost or stolen Smartcard
	BR11P3 Customers shall be able to request Authorised Users to provide a replacement Smartcard
	BR11P4 Smartcards recorded as lost or stolen are prevented from being used in the Smartcard system
	BR11P5 The Replace Smartcard requirement shall allow Customers to transfer the balance of a lost or stolen Smartcard to a new or existing registered Smartcard.
	BR11P6 All Replace Smartcard transaction records are to be available at the RCS for processing, reconciliation, and reporting.
	BR11P7 The Replace Smartcard requirement shall be executed according to the Performance Levels defined in the RITS Performance Management Regime.
BR11C Allow Authorised Users to replace a Smartcard for use by a Customer.	BR11Ca Customers may require a replacement Smartcard under circumstances where their card is: <ul style="list-style-type: none"> o damaged or defective o lost or stolen
	BR11Cb Replacing a Smartcard typically has the following steps: <ul style="list-style-type: none"> o deactivation of an existing Smartcard o activation of a new Smartcard o copying of the contents of the existing Smartcard to the new Smartcard including but not limited to Smartcard balance, configuration information including registration and transaction history o charging for the replacement Smartcard.
	BR11C1 Authorised Users shall be able to record the details of a damaged or defective Smartcard. This requirement shall be used in conjunction with the Replace Smartcard function.
	BR11C2 Authorised Users shall be able to report the details of a Customer's lost or stolen Smartcard. Lost or stolen Smartcards shall be reported to an Authorised User to enable entering of details to prevent the Smartcard from being used further within RITS.
	BR11C3 Refer BR11P3
	BR11C4 Refer BR11P4
	BR11C5 Refer BR11P5
	BR11C6 Refer BR11P6
	BR11C7 Refer BR11P7

B.4.3 Purchase Smartcard Stored Value [BR4P/C]**Table B.12 Business Requirement – Purchase Smartcard Stored Value [BR4P/C]**

Stakeholder group	Detailed requirement
BR4P Allow Customers to add Stored Value to a Smartcard.	BR4P1 Customers shall be able to purchase Smartcard Stored Value.
	BR4P2 The Purchase Smartcard Stored Value requirement shall support applying a Customer charge for Product issuance.
	BR4P3 All Purchase Smartcard Stored Value transaction records shall be available at the RCS for processing and reporting.
	BR4P4 The Purchase Smartcard Stored Value requirement shall be executed according to the RITS Performance Levels defined in the Performance Management Regime.
	BR4P5 Purchase of Smart Card value may result in a retail commission charge as defined by the Council in the region in which the transaction took place. The RCS shall calculate and reconcile any and all retail commission.

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BR4C	Allow Authorised Users to add Stored Value to a Customer's Smartcard.	BR4C1	Authorised User shall be able to load Smartcard Stored Value to Customers.
		BR4C2	The Purchase Smartcard Stored Value requirement shall support applying a Customer charge for Product issuance.
		BR4C3	Refer BR4P3
		BR4C4	Refer BR4P4

B.4.4 Register Smartcard [BR8P/C]

Table B.13 Business Requirement - Register Smartcard [BR8P/C]

Stakeholder group	Detailed requirement		
BR8P	Allow Customers to register a Smartcard. Smartcard registration is the process of associating a particular Smartcard with an individual person.		
	BR8P1	The Register Smartcard requirement allows Customers to associate unique identification details with a Smartcard.	
	BR8P2	The registered details shall include but not be limited to: <ul style="list-style-type: none"> a. Full Name: Surname, first name, middle name/s b. Date of Birth c. Physical address d. Postal address e. Contact Phone numbers (including work, home, mobile) f. email contact g. Form of Authentication used and identifier 	
	BR8P3	The Register Smartcard requirement will not store personal identification details electronically on the Smartcard	
	BR8P4	All Register Smartcard transaction records shall be available at the RCS for processing and reporting.	
	BR8P5	The Register Smartcard requirement shall be executed according to the Performance Levels defined in the RITS Performance Management Regime.	
BR8P6	The register smartcard requirement shall allow authorised users to apply and remove concession entitlement to the Smartcard		
BR8C	Allow Authorised Users to register a Customer's Smartcard. Smartcard registration is the process of associating a particular Smartcard with an individual person.	BR8C1	Authorised Users shall be able to associate unique identification details with a Smartcard
		BR8C2	The Register Smartcard requirement will not store personal identification details electronically on the Smartcard
		BR8C3	All Register Smartcard transaction records shall be available at the RCS for processing and reporting.
		BR8C4	The Register Smartcard requirement shall be executed according to the Performance Levels defined in the RITS Performance Management Regime.

B.4.5 Manage Smartcard Account Details [BR13P/C]

Table B.14 Business Requirement - Manage Smartcard Account Details [BR13P/C]

Stakeholder group	Detailed requirement	
BR13P	Allow Customers to manage their Smartcard details through convenient channels that enable self-service management of Smartcard Account details.	
	BR13P1	Only Authorised Users shall be able to manage Account details in a manner consistent with the RCS.
	BR13P2	Access to Smartcard account details shall be subject to secure authentication
	BR13P3	The Manage Smartcard Account Details requirement shall allow Customers to manage Smartcard account details including but not limited to: <ul style="list-style-type: none"> a. Automatic value reload configuration parameters b. Automatic Product renew configuration parameters
	BR13P4	All Manage Smartcard Account Details transaction records shall be available at the RCS for processing and reporting
BR13P5	The Manage Smartcard Account Details requirement shall be executed according to the RITS Performance Management Regime.	
BR13C	Refer BR13P	Refer BR13P

B.4.6 Manage Smartcard Concession Details [BR14P/C]**Table B.15 Business Requirement - Manage Smartcard Concession Details [BR14P/C]**

Stakeholder group	Detailed requirement
BR14P Allow Customers to request that a concession is added to their registered Smartcard.	BR14Pa This requirement is limited to recording the date of birth of the card holder solely for the purpose of establishing concession entitlement (child), and recording any preauthorised and recognised regional or national concessions profiles (such as; Supergold).
	BR14P1 Authorised Users shall be able to manage Smartcard concessions
	BR14P2 Access to Smartcard concession details shall be subject to secure authentication
	BR14P3 Customers shall be able to request update of concession details on their registered Smartcard
	BR14P4 Customers shall be able to request removal of a concession from a Smartcard
	BR14P5 All Manage Smartcard Concession Details transaction records shall be available at the RCS for processing and reporting
	BR14P6 The Manage Smartcard Concession Details requirement shall be executed according to the RITS Performance Management Regime.
BR24C Refer BR24P	Refer BR24P

B.4.7 Perform Bulk Concessions on Smartcards [BR25C/R]**Table B.16 Business Requirement - Perform Bulk Concessions on Smartcards [BR25C/R]**

Stakeholder group	Detailed requirement
BR25C Allow Authorised Users to perform bulk application of concession details to registered Smartcards to enable simple administration of entitlements.	BR25Ca Approved concession changes may originate from schools, universities and Councils and include student and Supergold or other explicit concessions.
	BR25Cb This requirement shall operate with options to allow bulk concessions to be applied prior to card issue avoiding field device update and for issued cards field devices shall apply concessions to cards
	BR25Cc Councils will confirm arrangements with any party that provides concession updates and batch files will be provided to the Council agreed format. The Contractor shall ensure that integrity of the data is maintained during the batch load and to ensure that sufficient checks and balances are in place.
	BR25C1 Authorised Users shall be able to upload a file containing Personalisation and Concession details for multiple Smartcards
	BR25C2 All Perform Bulk Personalisation and Concessions on Smartcard transaction records are to be available at the RCS for processing and reporting
	BR25C3 The Perform Bulk Personalisation and Concessions on Smartcard requirement shall be executed according to the Performance Levels defined in the RITS Performance Management Regime.
	BR25R Refer BR25C

B.4.8 Obtain Smartcard Transaction History [BR10P/C]**Table B.17 Business Requirement - Obtain Smartcard Transaction History [BR10P/C]**

Stakeholder group	Detailed requirement
BR10P Allow Customers to access a complete transaction history of all transactions undertaken with their Smartcard.	BR10P1 Customers shall be able to access the complete transaction history and configuration details associated with a Smartcard
	BR10P2 Customers shall be able to view a list of pending transactions they have yet to be applied to their Smartcard <ul style="list-style-type: none"> a) Customer will be presented with a list of pending transactions that have been activated by the Customer but have yet to be applied to their Smartcard. b) Customers will be instructed to tag-on to a validation device on the Network to apply the transaction to their Smartcard.

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		BR10P3 All Smartcard Complete Transaction History transaction records are to be available at the RCS for processing and reporting BR10P4 The Obtain Smartcard Transaction History requirement shall be executed according to the Performance Levels defined in the RITS Performance Management Regime.
BR10C	Allow Authorised Users to provide Customers a complete transaction history of all transactions undertaken with their Smartcard.	BR10C1 Authorised Users shall be able to access the complete transaction history and configuration details associated with a Smartcard BR10C2 Refer BR10P2 BR10C3 Customers shall be able to request a GST Compliant Tax Invoice for one or more Customer nominated transactions via a Customer selectable transaction history range BR10C4 Refer BR10P3 BR10C5 Refer BR10P4

B.4.9 Request Transaction Correction [BR15P/C/R]

Table B.18 Business Requirement - Request Transaction Correction [BR15P/C/R]

Stakeholder group	Detailed requirement
BR15P Allow Customers to identify transactions on their Smartcard account history they believe has been incorrectly charged to their Smartcard	BR15P1 Customers shall be able to access the complete transaction with all tag-on and tag-off transactions associated with a Smartcard. BR15P2 Customer will be able to select one or more transactions and for each transaction select a predetermined reason and populate an additional comment section to request the refund. BR15P3 All Request Transaction Correction transaction records are to be available at the RCS for processing and reporting. BR15P4 The Request Transaction Correction requirement shall be executed according to the Performance Levels defined in the RITS Performance Management Regime.
BR15C Refer BR15P	BR15C1 Authorised Users shall be able to obtain a complete transaction with all tag-on and tag-off transactions associated with a Smartcard. BR15C2 Refer BR15P2 BR15C3 Refer BR15P3 BR15C4 Refer BR15P4
BR15R Refer BR15P	BR15R2 Refer BR15C1 BR15R2 Refer BR15P2 BR15R3 Refer BR15P3 BR15R4 Refer BR15P4

B.5 Revenue protection

B.5.1 Check Smartcard [BR290/R]

Table B.19 Business Requirement - Check Smartcard [BR290/R]

Stakeholder group	Detailed requirement
BR290	None
BR29R	<p>Allow Authorised Users to check the electronic contents of a Smartcard in order to confirm the cardholder's entitlement to travel.</p> <p>BR29Ra As a bus solution RITS has no "open" areas and as such revenue protection is primarily a function of bus drivers and the expectation is that the BDC will be able to, if required, query a Smartcard and the entitlement to travel. The ability to independently check Smartcards with a hand held device is an optional requirement for the majority of the Councils.</p> <p>BR29Rb The viewable contents of a Smartcard shall include but not be limited to:</p> <ul style="list-style-type: none"> • Most recent transaction history • Remaining Stored Value balance • Tag-on/Tag-off status • Smartcard expiry date • Cardholder Concession category • Concession expiry date • Registration flag. <p>BR29R1 Authorised Users shall be able to check the electronic contents of a Smartcard.</p> <p>BR29R2 All Check Smartcard transaction records are to be available at the RCS for processing and reporting.</p> <p>BR29R3 The Check Smartcard requirement shall be executed according to the Performance Levels defined in the RITS Performance Management Regime.</p>

Executive, Audit & Risk Committee Public Excluded

In accordance with section 48(1) of the *Local Government Official Information and Meetings Act 1987*, resolves that the public is excluded from the following part of the proceedings of the Executive, Audit and Risk Committee Meeting on Monday 2 August 2021 for the following reason/s:

Item 9 - Public Excluded Minutes – 21 June 2020

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

Item 10 – 2020/2021 Audit Planning Report

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

Item 11 – MyTRC Project

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

Item 12 – Yarrow Stadium Update

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

Item 13 – Annual report

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.