



Request for Tender

Contract for Auckland Public Transport Bus Services – Central and East

Procurement Number: 442-16-1051-PT

Units

03 – Grey Lynn

14 – Mt Wellington

52 – Howick to Panmure

53 – Botany Cross Town

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Definitions

Unless the context set out otherwise, the following terms and abbreviations in this Request for Tender will have the following meanings.

Auckland Transport (AT)	means Auckland Transport. Council-controlled organisation (CCO) of Auckland Council responsible for transport projects and services within the Auckland region www.at.govt.nz .
Agreement	the Regional Partnering Agreement and Unit Agreement will be treated contemporaneously as one agreement (Agreement) for the purposes of providing PT Bus Services for each Unit.
Alternative Tender Response	means a Tender Response which is one that offers alternative options to the requirements and requests for information detailed in this RFT, including all Timetables and Routes.
Annual Gross Price (AGP)	means the total annual cost to Auckland Transport to provide PT Bus Services in a relevant Unit
AGP Components	means the cost components calculated in accordance with the MS Excel costing calculation spread sheet and included on the AGP Submission Sheet or Group Submission Sheet detailed in Appendix 3B of this document.
AGP Component Variation Rates	means the cost components for service variations as reflected in the MS Excel costing calculation spread sheet, defaulted to the AGP Components and manually overridden when different, and included on the AGP Submission Sheet or Group Submission Sheet detailed in Appendix 3B of this document.
Closing Date	Means the closing date and time for the submission of the Tender Response.
Commencement Date	means the date of commencement of provision of PT Bus Services under a Service Contract.
Evaluation Chair	means the Evaluation Chair (or TET Chair) has a non-scoring role during the tender evaluation and ensures the evaluation process is impartially controlled and facilitated.
Fare	means the price payable for a Ticket.
Fare Product	means the range of payment choices for a Ticket, including a single section, multi-section, weekly or monthly concession pass.
GST	means goods and services tax payable under the Goods and Services Tax Act, at the rate prevailing at the time of supply.
Group Tender Response	means a Tender Response in accordance with the group tender rules set out in the RFT that offers to provide PT Bus Services, under separate Service Contracts, for more than one Unit tendered in the same tender round.
Indexation	means adjustments to input costs due to external factors that result in adjustments to payments made by Auckland Transport to the Service Provider in accordance with NZTA Indexation policy set out in the NZTA Procurement Manual.

LTMA	Land Transport Management Act 2003 and as amended
NTP	Notice to Participants (NTP) or Addenda
NTSP	Notice to Specific Participants (NTSP) or Addenda
Operator	means a person or company that runs a bus transport services business providing PT Bus Services.
Party	means Auckland Transport and each Service Provider who has executed a Service Contract for the provision of PT Bus Services.
Passenger	means a person who uses the PT Bus Services.
Patronage	means, in relation to PT Bus Services the number of ticket boardings on the PT Bus Service during all or part of the Term.
Peak Vehicle Requirements (PVR)	means the total number of buses required to operate a particular service or services at the highest demand point in time.
Preferred Tenderer	means the Tenderer whose Tender Response is selected as that most preferred by Auckland Transport after the completion of the tender evaluation process and prior to any necessary negotiation and Service Contract award.
Procurement Manual	means the NZTA procurement manual, available at: http://www.nzta.govt.nz/resources/procurement-manual/index.html
PT Services	means the urban bus, ferry or rail public transport services in Auckland Transport's RTP; interchangeable with AT Metro.
PT Bus Services	means the urban bus PT Services provided by a Service Provider pursuant to the terms of a Service Contract.
PTOM	means the Public Transport Operating Model . New framework for building a long-term public transport public-private partnering arrangement between regional councils and public transport operators. This will be achieved through collaborative planning, investment and risk and reward sharing.
Public Transport	means buses, trains, and other forms of transport that are available to the public, charge set fares, and run on fixed routes.
Regional Partnering Agreement	a multi-party agreement between Auckland Transport and each operator that provides PT Bus Services in the region, setting out a performance-based partnering relationship between Auckland Transport and operators. The purpose of this agreement is to establish a contract structure to achieve the objectives of PTOM within the framework established by the LTMA.
Regional Public Transport Plan (RPTP)	means a Regional Public Transport Plan adopted by Auckland Transport under part 5 of the LTMA for the Auckland region.
Request for Tender (RFT)	means this Request for Tender for the provision of PT Bus Services in the tender process to select a Preferred Tenderer.
RFT Terms	means the Request for Tender Process, Terms and Conditions.
Route	means the pre-determined geographical passage along public roads (or other rights of way) between defined commencement and termination points, and for a particular Unit is as detailed in the Unit Agreement.

Route Kilometres	means the total number of kilometres from the first stop of a bus route to the last stop of a bus route.
RUB	means the Requirements for Urban Buses in New Zealand. NZ Transport Agency (NZTA) approved urban bus quality standard for urban bus services.
Service Contract	means, in relation to any PT Bus Services, the Unit Agreement for the PT Bus Services, together with the Regional Partnering Agreement.
Service Provider	means a bus transport services operator providing PT Bus Services.
Subcontractor	means a third party appointed by the Service Provider to perform any part of the PT Bus Services.
Tender Documents	means the documents issued to prospective Tenderers for use in the preparation of tenders.
Tender Evaluation Team (TET)	means the team of people that will assess the Tender Response against the evaluation criteria.
Tender Information Contact Person	means the person whose details are set out in the Schedule to Conditions of Tendering.
Tenderer	means the company, organisation or person submitting a Tender Response in accordance with this RFT.
Tender Response	means a tender response which satisfies all of the requirements and requests for information detailed in this RFT, including all Timetables and Routes, and is not an alternative Tender Response.
Tender Response Template	means the template to be used by Tenderers for the Tender Response
Tendered Unit	means a Unit that has been designated for tender to facilitate the provision of PT Bus Services by a Service Provider through a Service Contract.
Term	means, in relation to a Service Contract, the period specified in the relevant Unit Agreement as the duration of the Unit Agreement.
Ticket	means an entitlement to travel on one or more PT Bus Services, as evidenced by paper, electronic or magnetic ticket, coupon, card or other instrument which is offered in exchange for a Fare Product.
Timetable	means the then current timetable for PT Bus Services determined in accordance with Schedule 2, Appendix 1B of the relevant Unit Agreement.
Total Cost of Ownership (TCO)	means the theoretical total cost applicable to the Service Contract, inclusive of Annual Gross Price and adjusted as defined in step 7 f the tender evaluation and partner selection process, for evaluation purposes only.
Scope of Services	means those services identified in Appendix 1A and 1B.
Unit	means a Route or collection of Routes in a particular geographic area defined in the LTMA and set out in the Regional Public Transport Plan.
Unit Agreement	this agreement will set out all matters specific to the provision and management of public transport services specific to that Unit, including Unit specific service quality standards, routes and timetables.

Background and Request for Tender Process

1. General Information

Overview of Auckland Transport

Auckland Transport is a Council Controlled Organisation (CCO) covering the Auckland region that extends from the mouth of the Kaipara Harbour in the north across the southern stretches of the North Auckland Peninsula, past the Waitakere Ranges and the isthmus of Auckland and across the low-lying land surrounding the Manukau Harbour. The region ends within a few kilometres of the mouth of the Waikato River. It is bordered in the north by the Northland Region and in the south by the Waikato Region. It also includes the islands of the Hauraki Gulf.

Auckland Transport is responsible for all of the region's transport services (excluding state highways), from roads and footpaths, to cycling, parking and public transport. Among its main tasks are:

- To design, build and maintain Auckland's roads, ferry wharves, cycleways and walkways
- Co-ordinate road safety and community transport initiatives such as school travel
- Plan and fund bus, train and ferry services across Auckland:

Auckland Transport contracts with independent public transport Service Providers so that PT Services may be provided to the public in Auckland Transport's jurisdictional region. Auckland Transport's PT Services include rail, bus and ferry services. Auckland Transport is responsible for the procurement of PT Services throughout the region and providing information to the public about these services. Further information can be obtained from Auckland Transport's website: <http://www.aucklandtransport.govt.nz>

2. Public Transport Services

Auckland Transport's Regional Public Transport Plan (RPTP) was approved by the Auckland Transport Board in September 2013 in support of providing PT Services and is aligned with the Government's current land transport strategy and policy.

Auckland Transport intends to create a successful, strategic, long-term commercial business relationship with public transport Service Providers. The business relationship will be based on the Public Transport Operating Model (**PTOM**).

PTOM provides a framework for the creation of a performance based partnering agreement between the parties for the supply of PT Bus Services across a number of Units. Relevant aspects of PTOM have been incorporated into a set of performance-based partnering agreements that will be used to engage Service Providers through a tender process or direct negotiation for the provision of PT Bus Services.

The aim of PTOM is growing patronage with less reliance on subsidy, and to achieve the two following objectives:

- Grow the commerciality of public transport services and create incentives for services to become fully commercial; and
- Grow confidence that services are priced efficiently and there is access to public transport markets for competitors.

The objectives recognise the value of taking a commercial approach to public transport and the importance of increasing confidence in the value for money that is achieved in public sector funding contributions made towards public transport services.

Auckland Transport wants to give effect to its RPTP and PTOM by issuing this Request For Tender (RFT) for the provision of PT Bus Services by a Service Provider who is capable of establishing and upholding a performance-based strategic partnering relationship with Auckland Transport and achieve the aim and objectives of PTOM.

3. Introduction and Background

This Request for Tender is issued for Auckland Transport (AT). The aim of this process is to:

- Invite Service Providers of PT Bus Services to submit a Tender Response to this RFT to provide PT Bus Services in the four separate Units in central and east Auckland as specified in the RPTP;
- Specify the requirements for preparation and submission of a Tender Response; and
- Specify the procedures and protocols governing the RFT.

Auckland Transport will procure new service contracts for the entire Auckland region in phases, phase two being this RFT for the four central and east Auckland Units. Due to Auckland Transport's recent network service review, the PT Bus Services set out in this RFT are new and will commence on the Commencement Date of the proposed Service Contract. The re-design of the network within the scope of this RFT is substantial to the extent that Auckland Transport is unable to provide meaningful historical revenue and patronage data associated with current services required to enable Tenderers to accurately assess the revenue opportunities of the PT Bus Services.

4. Scope of this RFT

This RFT sets out to identify and award a Service Contract to a Preferred Tenderer who will be able to best provide Auckland Transport with PT Bus Services in a Unit. This RFT covers a total of four individual Units, comprising four unique Service Contracts for PT Bus Services in central and east Auckland, as identified in the table below. The PT Bus Services required are detailed in Appendix 1A and Appendix 1B attached to this RFT.

Unit Number	Unit Name
3	Grey Lynn
14	Mt Wellington
52	Howick to Panmure
53	Botany Cross Town

As part of this Procurement Round, several Units will be directly negotiated with incumbent operators, in accordance with NZTA (the Agency)'s Procurement Strategy and AT's Procurement Strategy for this RFT, endorsed by NZTA.

Unit Number	Unit Name
01	City Link (short term, duration to be confirmed)
02	Inner Link (12 years)

08	Dominion Road (short term, duration to be confirmed)
09	Mt Eden (12 years)
10	Manukau Rd (12 years)
12	Remuera Rd (12 years)
16	Tamaki (12 years)
17	Mount Hobson (was Hospitals – Onehunga or One Tree Hill) (6 years)
18	Outer Link (was Mt Eden Cross Town) (6 years)
19	Balmoral Rd Cross-town (6 years)
20	Mt Albert Rd Cross-town (6 years)
22	Onehunga Cross Town (6 years)
24	Waiheke (12 years)
50	Ti Rakau Dr (12 years)
55	Pakuranga Rd (6 years)

Technical and commercial negotiations for negotiated units will run in parallel to the tendering of the tendered units. A benchmark price range, using the 8 South PTOM Units, the 4 West PTOM units, will be used for the price negotiations with the direct negotiated incumbents.

5. Tenderer Communications with the Tender Contact Person

All communications, including questions, requests for clarification or requests for additional information shall be made via the Auckland Transport E-Tendering Portal Tender Forum or by email addressed to procurement@at.govt.nz

Communications by e-mail must be clearly labelled with the assigned contract name, contract number and Unit number and marked to the attention of the Tender Information Contact Person identified in the Schedule to Conditions of Tendering. Communication not so addressed may be delayed and/or not actioned.

Auckland Transport's responses will be posted on the Tender Forum with any changes to the tender documents issued as an addendum (Notice to Participant or NTP). It is the Tenderers sole responsibility to access these responses from E-Tendering Portal.

6. Overview of the Selection Process

The tender evaluation and Preferred Tenderer selection process will be in accordance with the process set out in Tender Evaluation and Partner Selection Process of this RFT in accordance with the Price Quality methodology set out in NZTA's Procurement Manual - Appendix C Supplier selection method – *Price quality without disclosure of the estimate*.

Two variants to the standard Price Quality methodology are:

- using the lowest conforming tender price to assess the supplier quality premium rather than issuing an estimate as part of this RFT; and
- adjusting each Tenderers submitted price by 30% (Annual Gross Price), using their respective tendered AGP Component Variation Rates for price evaluation purposes only.

Overview of the Agreement

The commercial framework has been structured into two tiers of Agreement so that there will be:

- Regional Partnering Agreement - a multi-party agreement between Auckland Transport and all operators that provide public transport services in the region, setting out a performance-based partnering relationship between Auckland Transport and operators. The purpose of this agreement is to establish a contract structure to achieve the objectives of PTOM within the framework established by the LTMA.
- Unit Agreement (schedule to the Regional Partnering Agreement) – this agreement will set out all matters specific to the provision and management of public transport services specific to that Unit, including Unit specific service quality standards, routes and timetables. It's important to note that Tender Responses may form contractual obligations and could define Unit specific schedules within this agreement.

The Regional Partnering Agreement and Unit Agreement will be treated contemporaneously as one agreement (Service Contract) for the purposes of providing PT Bus Services for each Unit.

A Unit Agreement will be required to be entered into for each Unit. The Unit Agreement sets out the specific terms and conditions for PT Bus Services to be supplied by a Service Provider for a Unit.

The Regional Partnering Agreement and four individual Unit Agreements are attached at Appendix 1A and Appendix 1B, to this RFT document.

7. RFT Process

The supplier selection process will be in accordance with the process set out in Schedule to Conditions of Tendering of this RFT using the Price Quality methodology.

8. RFT Programme

The following is an indicative RFT Programme. Auckland Transport may modify the steps and/or dates at any time in its sole discretion. Participants will be notified of changes.

Key Activity	Date
RFT issued to market	12 August 2016
Close off time/date for questions about RFT	10:00 am (NZT), Monday 19 September 2016
RFT close – time/date	10:00 am (NZT), Monday 26 September 2016
RFT evaluation period	30 September – 21 December 2016
Contract negotiation start date – if required	December 2016 - January 2017
Contract award	February 2017
Contract set up period start date	February 2017
Contract commencement	October 2017

9. Form of Response

Auckland Transport requires responses to be submitted in accordance with the process set out in Schedule to Conditions of Tendering of this RFT.

Refer to Schedule to Condition of Tendering for a list of information to be included with your response.

10. Tender Evaluation Process Overview

Auckland Transport will evaluate the Tender Responses in accordance with the Tender Analysis section of this RFT. Auckland Transport's approach to conduct the evaluation is detailed in the Tender Evaluation and Partner Selection Process of this RFT.

11. Proposed Business Arrangement

The introduction of PTOM signals a shift to a performance-based partnering relationship between Auckland Transport and its Service Providers aimed at delivering the Government's dual objectives outlined in Section 2, Public Transport Services.

The intent is that both Auckland Transport and Service Providers will work collaboratively, share patronage and revenue risk and be co-owners of the desire to raise the profile and capacity of Public Transport as well as growing patronage and revenue, and reducing reliance on subsidy.

Auckland Transport and Service Providers will jointly manage the relationship through a defined governance and relationship management structure fully detailed in the attached Agreements.

A multi-tier commercial framework has been developed that details regional requirements, partnering and operational requirements and service specific requirements respectively.

On-going market confidence and efficient pricing will be delivered through continuous open market competitive tendering and the application of a structured benchmarking process, as defined in the Transport Agency's Procurement Manual Appendix I - Contract negotiation processes for bus public transport units, that will be applicable to all pricing negotiations.

Schedule to Conditions of Tendering

Clause numbers refer to the Conditions of Tendering

Clause Number	Specific Term
<p>1 Information provided by Auckland Transport</p>	<p>Appendix 1A – Regional Partnering Agreement Appendix 1B – Unit Agreements Appendix 2 – Non Price Attribute Response Template Appendix 3A – Form of Tender Appendix 3B – Schedule of Price Appendix 4A – Non Price Qualifications and Non-Compliance Statements Appendix 4B – Price Qualifications and Non-Compliance Statements Appendix 5 – Business Plan Requirements Guidelines Appendix 6 – Additional Supporting Documents Appendix 7 – Submission Summary to identify where the documentation is common across your tender submissions</p>
<p>2 Tender Information Contact Person</p>	<p>Lara Vegas Torres Email - procurement@at.govt.nz</p>
<p>3 Industry Briefings</p>	<p>Not Applicable</p>
<p>4 Closing Date and Time for Tender Response</p>	<p>10:00 am (NZT) on Monday 26 September 2016</p>
<p>5 Validity Period of Tender</p>	<p>180 Days</p>
<p>6 Probity Auditor</p>	<p>The Probity Auditor function will be carried out by: Wayne Powell Principal Risk & Internal Auditor Phone +64 21 812 093 Alternatively Tenderers can contact Auckland Transport Independent Hotline if they wish to report any probity concerns Phone: 0800 287 376</p>

<p style="text-align: right;">7</p> <p>Information to be submitted in the Electronic Tender Box</p>	<p>Format of tender documents being submitted</p> <ul style="list-style-type: none"> • Non Price attributes and the form of Tender are required to be submitted in .PDF format • Completed Schedule of Prices MUST be in Microsoft Excel format • The Tender Response MUST be submitted to AT in the format below: <ul style="list-style-type: none"> ○ All documents in individual PDF format per unit and group if applicable (except Excel spreadsheets); plus ○ A single PDF document combining all documents per unit and group if applicable <p>Auckland Transport prefers submissions that are made in as few electronic files as possible.</p> <p>Non Price Attributes and Price shall be submitted in separate Electronic Tender Boxes (ETB) as detailed below</p>
<p style="text-align: right;">7</p> <p>Address of Tender Box:</p>	<p>Responses must be uploaded to the Auckland Transport E-Tendering Portal (www.tenderlink.com/aucklandtransport/) electronic tender boxes prior to the closing time. Tenderers should note that the E-Tendering Portal does not have the ability to accept late electronic tenders, and all documents must be completely uploaded prior to the closing time. The E-Tendering Portal contains guidelines as to the average time required to upload files at various internet speeds and Tenderers must allow sufficient time to upload their documents. Should a respondent encounter difficulty uploading their documents they should contact TenderLink and notify Auckland Transport's Tender Information Contact Person immediately.</p> <p>Tenders submitted by hand delivery, courier, fax or email shall not be accepted.</p>
<p style="text-align: right;">8.11</p> <p>Tender Queries closing date and time</p>	<p>Monday 19 September 2016</p>

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Unit Tender
Non Price Attributes

Electronic Tender Box 1 (ETB1)

Individual conforming Unit Tender Responses, ETB1 is to **contain only**:

- Title Page
- Context Page
- Cover Letter
- Non Price Attributes Response Template, Appendix 2
- Non Price, Added Value and Innovation spread sheet, provided in Appendix 2
- Key Personnel CVs
- Draft Business Plan
- Additional/Supplemental Information, excluding price information
- Submission Summary to identify where the documentation is common across your tender submissions, Appendix 7

Individual conforming Unit Tender Responses, ETB1 is to be labelled:

"Non Price_[Participant's Name]_[Unit Number]_ETB1_Individual Unit"

Alternative Tender Responses, ETB1 is to **contain only** the contents required for individual conforming Unit Tender Responses (listed above) and:

- **Non Price Qualifications and Non-Compliance Statement, Appendix 4A**

Alternative Tender Responses, ETB1 is to be labelled:

"Non Price_[Participant's Name]_[Unit Number]_ETB1_Alternative_[Unique Identifier]"

Group Tender Responses, ETB1 is to **contain only** the contents required for individual conforming Unit Tender Responses (listed above).

Group Tender Responses, ETB1 is to be labelled:

"Non Price_[Participant's Name]_[Unit Number, Unit Number, etc]_ETB1_Group"

**21
Unit Tender
Price**

Electronic Tender Box 2 (ETB2)

Individual conforming Unit Tender Responses, ETB2 is to **contain only**:

- **Form of Tender, Appendix 3A**
- **Schedule of Price, Appendix 3B**
 - AGP Submission Sheet

Individual conforming Unit Tender Responses, ETB2 is to be labelled:

"Price_[Participant's Name]_[Unit Number]_ETB2_Individual Unit"

Alternative Tender Responses, ETB2 is to **contain only** the contents required for individual conforming Unit Tender Responses (listed above) and:

- **Price Qualifications and Non-Compliance Statement, Appendix 4B**

Alternative Tender Responses, ETB2 is to be labelled:

"Price_[Participant's Name]_[Unit Number]_ETB2_Alternative_[Unique Identifier (that matches the ETB1 submission)]"

Group Tender Responses, ETB2 is to **contain only** the contents required for individual conforming Unit Tender Responses (listed above) and:

- **Schedule of Price, Appendix 3B**
 - **Group Submission Sheet**

Group Tender Responses, ETB2 is to be labelled:

"Price_[Participant's Name]_[Unit Number, Unit Number, etc]_ETB2_Group"

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Tender Evaluation
Method**

Subject to the Conditions of Tender:

Tenders will be evaluated using the price quality method.

Weightings will be applied as follows (as defined by the method of evaluation):

Relevant Experience	4%
Relevant Skills	6%
Methodology	16%
Track Record	10%
Added Value/Innovation	4%
Price	60%
Total	100%

Note – Failure to score above 20 on any non-price attribute, excluding sub-attributes, or acknowledge receipt of Notices to Participants may result in the Tender being deemed non-conforming and may be withdrawn from further assessment.



General Conditions of Tendering

1 Issue of tender documents

- 1.1 Tender Documents remain the property of Auckland Transport.
- 1.2 Any document submitted by a Tenderer to Auckland Transport will upon receipt become the property of Auckland Transport.

2 Tender information contact person

- 2.1 The Tender Information Contact Person named in the Schedule to Conditions of Tendering (the **Schedule**) may be contacted with any questions in relation to the tender and the Agreement.

3 Industry briefings

- 3.1 A joint briefing meeting with all prospective Tenderers will be held as indicated in the Schedule. Prospective Tenderers wishing to attend the briefing meeting should confirm in writing as indicated in the Schedule.

4 Tender response closing date

- 4.1 This RFT will close in the Auckland Transport E-Tendering Portal on Tender link's website on the Closing Date.

5 Tender response validity period

- 5.1 The Tender Response validity period identified in the Schedule shall be calculated from the Closing Date. The parties may agree to extend the Tender Response validity period.
- 5.2 By submitting a Tender Response, the Tenderer will be deemed to be representing that their offer remains open for acceptance, and will not be withdrawn for the duration of the Tender Response validity period.

6 Probity

- 6.1 The internal probity auditor, as indicated in the Schedule, will be appointed to oversee the tendering process and verify compliance with the procedures set out in the Tender Documents. The internal probity auditor is not a member of the Tender Evaluation Team. A Tenderer concerned about any procedural issue has the right to contact the internal probity auditor and request a review. The internal probity auditor's decision will be documented in writing and copies sent to both the Tenderer who raised the issue and Auckland Transport.

7 Information about the electronic tendering service as utilised by Auckland Transport

- 7.1 Access and Technical Support - The Auckland Transport E-Tendering Portal processes are accessed through the website www.tenderlink.com/aucklandtransport/. The application service provider (ASP) is Tender link who provide the software and service support. If technical support relating to the functioning of the E-Tendering Portal is required, then contact the Tender link helpdesk during business hours: by phone: 0800 698 363 or email support@tenderlink.com.
- 7.2 Auckland Transport requires that a Tender Response be submitted in the form of electronic files, using the E-Tendering Portal electronic tender box processes.
- 7.3 These processes are accessed via the following path: www.tenderlink.com/aucklandtransport/ > [Login process] > [select Supplier menus] > Tender Submissions > Submit Tender Responses.
- 7.4 Submission Rules and Guidance

- (a) The electronic tender box clock operates in New Zealand Standard Time (NZST).
- (b) A system generated tender closing reminder is emailed to prospective Tenderers approximately 24 hours before the Closing Date.
- (c) Tender Responses submitted by hand delivery, courier, fax or email will not be accepted. A Tender Response shall be submitted in readable PDF format (with the exception of .xls documents, which should be submitted in their original format) and shall be contained in as few electronic files as possible.
- (d) Where separate 'price' and 'non price' submissions are specified, the Tender Response(s) must contain no pricing information in the 'non- price' file(s).
- (e) The electronic files are to be clearly named referencing the Tenderer's company name and Auckland Transport's Request for Tender reference.
- (f) Any files attached to a Tender Response must be fully uploaded by the Closing Date. File transfers still in progress at the Closing Date will not be accepted.

7.5 It is recommended that Tenderers begin the uploading process with sufficient time to allow the upload to complete before the Closing Date. This is particularly important if large files (greater than 10Mb) are submitted.

7.6 In cases where a Tender Response is not able to be sent by the Closing Date due to system outages or communication link failures beyond the control of the Tenderer, the Tenderer must immediately notify Auckland Transport's Tender Information Contact Person. Auckland Transport will consider the circumstances and whether or not to accept a late submission on a case by case basis. Any late RFT in respect of which Auckland Transport chooses not to exercise its discretion shall be returned to the Tenderer unopened.

7.7 If the files submitted are not readable by Auckland Transport for reasons such as file or data corruption, Auckland Transport will consider the circumstances on a case by case basis.

7.8 Auckland Transport may ask the Tenderer to resend a readable version. If this request is made, evidence that there have been no changes to the file content since the Closing Date may be requested.

8 Tender communication

- 8.1 All communications, including questions, requests for clarification or requests for additional information shall be made via the "Auckland Transport E-Tendering Portal Tender Forum".
- 8.2 An electronic tender forum will be available to allow prospective Tenderers to ask questions that can be shared with other prospective Tenderers. Prospective Tenderers are encouraged to use the on-line forums.
- 8.3 Prospective Tenderers should consider the responses provided by the Tender Information Contact Person in the on-line forums when preparing their Tender Response. The forum can be accessed through the Electronic Tender Notice or through the website: www.tenderlink.com/aucklandtransport/ > [logon] > [Supplier menus] > My Details > View Tender Forums > [Enter AKTSPT Tender Number].
- 8.4 For enquiries that prospective Tenderers consider to be of a private or confidential nature, please contact Auckland



Transport's Tender Information Contact Person directly.

- 8.5 Any changes to the RFT will be notified to prospective Tenderers and Tenderers in the form of a Notice to Participant (NTP) to the RFT (**Addendum**).
- 8.6 No response will be given to tender enquiries received after the tender forum has closed, unless the enquiry relates to a substantial fault within the Tender Documents.
- 8.7 All communications, including any Notice to Participant (Addendum) and tender forum responses, sent by the Tender Information Contact Person via the electronic tendering service will be sent to the Tenderer's email address from the Tender link address **etenders@tenderlink.com**
- 8.8 It is the Tenderer's sole responsibility to access Auckland Transport's responses from the E-Tendering Portal. All questions and responses are available to all prospective Tenderers. The party who asks the question is not identified in the forum unless the party asking such question includes such information in the text of the question.
- 8.9 Auckland Transport will not be bound by any statement, written or verbal, made by any person other than the Tender Information Contact Person. Communications by e-mail must be clearly labelled with the assigned contract name and number and marked for the attention of the Tender Information Contact Person. Communication not so addressed may be delayed and/or not actioned.
- 8.10 The Tender Information Contact Person (or any other person specifically authorised in writing by the Tender Information Contact Person) is the only person authorised to make representations, or issue explanations, clarifications or changes in respect of this RFT to prospective Tenderers.
- 8.11 A prospective Tenderer's queries shall be raised with Auckland Transport as soon as possible but not later than the tender queries closing date and time set out in the Schedule. Responses to queries will be provided to all prospective Tenderers unless Auckland Transport determines that the response is applicable only to the prospective Tenderer that raised the query. Auckland Transport endeavours to respond to all queries as soon as possible following receipt.
- 8.12 After the Closing Date, the Tender Information Contact Person may further communicate with Tenderers by email, such as arranging meetings and advising the outcomes of the evaluation process and the award of a Service Contract.

9 Acceptance of conditions

- 9.1 The terms set out in this RFT are non-negotiable and Tenderers must acknowledge in their Tender Response that they accept all of the terms and conditions set forth in this RFT.
- 9.2 Each Tender Response must be signed by a person who is duly authorised to sign the Tender Response on behalf of the Tenderer.
- 9.3 Auckland Transport reserves the right to reject Tender Responses that fail to contain such acknowledgement.
- 9.4 By submitting a Tender Response, each Tenderer accepts and agrees that Auckland Transport has the unfettered right to carry out its statutory duties and functions in accordance with all relevant legislation, notwithstanding Auckland Transport's participation in the process described in this RFT.
- 9.5 Notwithstanding any other provision in this RFT or any other document relating to this RFT (other than sections which are contractual obligations of the relevant Tenderer in favour of Auckland Transport), Auckland Transport is not committed contractually, or in any other way, to

recipients of this RFT or to any Tenderer. The issue of this RFT does not commit or otherwise oblige Auckland Transport to proceed with the process outlined in this RFT or to evaluate any particular Tender Response or enter into any negotiations or contractual arrangements with any Tenderer.

- 9.6 The Tenderer acknowledges that any Tender Response it submits can form part of the Service Contract and become contractually binding to deliver.

10 Ambiguities in tender documents

- 10.1 Where the Tender Documents issued to prospective Tenderers are ambiguous or unclear, a Tenderer may request the issue of an explanatory notice. If an explanatory notice is issued, it shall be sent to all prospective Tenderers and shall upon issue become part of the Tender Documents.
- 10.2 Requests for information or clarifications that relate solely to the Tenderer's Tender Response will be provided to the Tenderer requesting the information or clarification only.
- 10.3 In the absence of an explanatory notice, Tender Responses may be submitted subject to any reasonable interpretation of any ambiguity or uncertainty in the Tender Documents. Any such interpretation and any assumptions made must be detailed in the cover letter or other separate document included with the Tender Response.

11 Regulatory approvals

- 11.1 A Tender Response must not be conditional on the Tenderer obtaining any regulatory approvals required for the provision of PT Bus Services, including a clearance or authorisation under the Commerce Act 1986 or approval under the Overseas Investment Regulations 1995.
- 11.2 Where a Tenderer believes that it may need such approval(s), the Tenderer must provide, as part of its Tender Response, evidence satisfactory to Auckland Transport that such clearance, authorisation or approval has been or will be obtained before the Service Contract award date.
- 11.3 Auckland Transport may request any Tenderer to provide written confirmation that no such clearance, authorisation or approval is required. This confirmation may comprise written advice from the Tenderer's legal advisors to that effect addressed to Auckland Transport.

12 Tenderers to inform themselves

- 12.1 It is intended that the prospective Tenderer use the information contained in this RFT for the sole purpose of preparing its Tender Response. While Auckland Transport has endeavoured to ensure the integrity of the information contained in this RFT, Auckland Transport:
 - (a) has not independently verified any of the information it contains and makes no representation or warranty as to the accuracy, reliability, reasonableness or completeness of the information in it;
 - (b) will not be liable directly or indirectly, whether in contract, tort, equity or otherwise, to any person for any statement, representation, opinion, information or matter (express or implied) arising out of, contained in, or derived from this RFT;
 - (c) will not be liable directly or indirectly, whether in contract, tort, equity or otherwise, to any person for any omissions from, inaccuracy in, or failure to correct any information in, this RFT or in connection with failing to notify any person should any such information cease to be correct after the date of this RFT;
 - (d) is not under any obligation to update any information contained in, or associated with, this RFT or otherwise (directly or indirectly) provided by

Auckland Transport; and

- (e) Auckland Transport accepts no responsibility for any assumption any Tenderer may make about the region's future bus service operations or factors that may affect those operations.

12.2 Tenderers rely on all information provided by Auckland Transport at their own risk and are responsible for the verification and the interpretation of the information.

13 Information accuracy

13.1 The Tenderer warrants to Auckland Transport that all information provided by the Tenderer to Auckland Transport or its representatives, in or in relation to its Tender Response:-

- (a) is complete and accurate in all material respects; and
- (b) will not, in the course of Auckland Transport's use of such information for the evaluation of the Tenderer's Tender Response, breach any third party intellectual property rights.

13.2 A Tenderer must notify Auckland Transport of any inaccuracy contained in its Tender Response (or any other statements or representations made by the Tenderer) as soon as it becomes aware of the inaccuracy. As soon as Auckland Transport is notified of the inaccuracy or becomes aware that a Tender Response contains a material inaccuracy or any statement or representation made by a Tenderer contains a material inaccuracy, Auckland Transport may, at its discretion, disengage from negotiations with the Tenderer (if relevant). The Tenderer will be responsible for all costs whether directly or indirectly incurred by Auckland Transport in connection with the inaccuracy.

14 Tenderer consortium or joint ventures

14.1 If the Tenderer constitutes or otherwise represents a consortium or joint venture (whether incorporated or not) (**Consortium**) then the Tenderer shall provide, with its Tender Response, documentation reasonably acceptable to Auckland Transport evidencing:

- (a) the basis of the Consortium (including any constitution or joint venture agreement or equivalent) and the authority of the Tenderer to provide the Tender Response for or on behalf of the Consortium;
- (b) if the Consortium is incorporated:
 - (i) the capital provided by, and the liability of the members, in relation to the Consortium; and
 - (ii) confirmation from the members of the Consortium that the Tenderer is a special purpose company established and operated for the sole purpose of undertaking PT Bus Service(s) and will be the contracting party with Auckland Transport if its Tender Response is accepted;
- (c) if the Consortium is unincorporated, confirmation from the members of the consortium that:
 - (i) the liability of the members in relation to the Service Contract and this RFT will be joint and several; and
 - (ii) if the Tenderer provides a Tender Response or enters into the Service Contract with Auckland Transport on behalf of the members of the Consortium, the Tenderer is irrevocably authorised to do so.

15 Bona fide tender response

The Tender Response shall be a "bona fide" tender and shall not be fixed or adjusted by arrangement or collusion with any third party.

16 Tender response compliance and deviations in form of tender

16.1 Tenderers must submit one fully conforming Tender Response for the RFT.

16.2 It is important that Tenderers comply fully with the requirements set out in the RFT as the Tender Evaluation Team must be able to fully evaluate a complete Tender Response against the requirements of this RFT and the relevant service specifications.

16.3 Where requirements are not adhered to, the Tenderer's Tender Response will be considered non-conforming and may be withdrawn from further assessment.

17 Alternative tender response

17.1 Alternative Tender Responses (which are not Group Tender Response) may be submitted. However, Auckland Transport will only accept and evaluate an Alternative Tender Response where a Tenderer has submitted a conforming Tender Response acceptable to Auckland Transport.

17.2 Each Alternative Tender Response, if submitted, should meet the same transport objectives as specified in the RFT, but which allow Service Providers to provide the PT Bus Service(s) in a more economic, cost effective or efficient manner, or which may offer a higher quality service.

17.3 Auckland Transport is particularly interested in assessing any Alternative Tender Response where there is a clearly demonstrated enhanced value for money over the life of the agreement to that contained within a conforming Tender Response.

17.4 Each Alternative Tender Response shall be submitted in the manner specified in the Tender Response Template.

17.5 Each Alternative Tender Response shall include:

- (a) a statement to the effect that it is an Alternative Tender Response and outline in what respects it differs from the conforming Tender Response also submitted under this RFT;
- (b) a commentary that clearly identifies variations from the PT Bus Service requirements of the Unit;
- (c) factors of importance for the successful operation of the Alternative Tender Response;
- (d) benefits of the Alternative Tender Response;
- (e) a fully completed and signed Alternative Tender Response unit cost components sheets included in the Tender Response Template;
- (f) the proposed Timetable for the PT Bus Service(s);
- (g) route maps and descriptions; and
- (h) all supporting information.

17.6 Alternative Tender Responses, if accepted by Auckland Transport in accordance with the terms of this RFT, will be measured and evaluated as set out in this RFT, by Auckland Transport against a conforming Tender Response on the basis of whether it demonstrably provides greater value for money in accordance with s25 of the LTMA 2003. Tenderers should consider but not be limited by aspects such as:

- (a) more competitive pricing;
- (b) other contract terms;

- (c) service optimisation through route/service refinement noting that Auckland Transport has recently completed a comprehensive network review of its PT Bus Services; and
- (d) vehicle quality standards.

18 Group tender response

18.1 Group Tender Responses will be accepted by Auckland Transport in accordance with the following principles:

- (a) a conforming Tender Response must be received for each Unit included in the Group Tender Response;
- (b) a maximum of 100% of the Units released during any phase may be grouped into a Group Tender Response;
- (c) a maximum of 100% of the peak vehicle requirement released during any phase may be grouped into a Group Tender Response;
- (d) no more than three Group Tender Responses may be submitted by each Tenderer; and
- (e) Auckland Transport will reserve the right to put all Group Tender Responses to one side until all conforming and Alternative Tender Responses are evaluated, as defined in the Tender Evaluation and Partner Selection Process section of this RFT.
- (f) Alternative Group Tender Responses will be deemed non-conforming and will be withdrawn from further assessment.

19 Tender response content, format and structure

19.1 The following information must be provided in Tender Responses in the manner specified in Appendices 2, 3, 4A, 4B, 5, and 6.

19.2 Pages shall not contain information other than that required for the stated purpose and the typeface shall be no smaller than Arial 11 point or equivalent with full line spacing.

19.3 Tender Responses must be concise and factual and the content of ETB 1 (Non Price) is to contain the non-price Tender Response (excluding Price and Price related material), as specified in the Tender Response Template.

20 Electronic tender boxes

20.1 Each electronic submission shall include the information stated in the Schedule.

20.2 In relation to a fully conforming Tender Response, copies of the non-price attributes and price shall be submitted in separate electronic tender boxes (**ETB**) as stated in the Schedule.

20.3 In relation to an Alternative Tender Response, clause 17, and/or Group Tender Response, clause 18, copies of the non-price attributes and price shall each be submitted in a separate ETB as stated in the Schedule.

21 Tender price

21.1 Tender Responses will include the tender price comprising the rates and/or prices for the provision of all the PT Bus Services for the relevant Unit. The rates and prices must be provided in the format set out in the pricing schedule set out in the RFT (or, where no pricing schedule is included, in the format deemed appropriate by the prospective Tenderer).

21.2 The tender price shall, except where otherwise provided, allow for compliance with all the supplier's obligations under the Agreement and as set out in the Tender Documents. The Tenderer shall undertake such further investigations as it may consider necessary before submitting a Tender Response.

21.3 Tenderers must calculate the tender price for the PT Bus Services for the relevant Unit in accordance with the cost calculation sheet provided in Appendix 3B.

21.4 The tender price is the Annual Gross Price for the provision of PT Bus Services for the Unit tendered in accordance with this RFT.

21.5 The cost calculation sheet is a "protected" Microsoft Excel workbook and provides for a standard costing methodology whereby most cost components have been categorised. In other words, it only allows costs to be allocated against certain cost components. This is to ensure that all costs are treated consistently, enabling a common approach to change control and AGP calculation. The cost calculation sheet will produce the Annual Gross Price, including the three cost components:

- (a) in-service kilometres;
- (b) in-service hours; and
- (c) peak vehicle requirements (PVR).

21.6 Auckland Transport does not require the completed MS Excel workbook to be returned as part of the Tender Response (although the Tenderer may choose to submit the workbook). The cost calculation sheet provides one completed pricing schedule for non-group Tender Responses and two completed pricing schedules for Group Tender Responses to be printed out and submitted as part of the Tender Response, Alternative Tender Response and Group Tender Response in accordance with the detail set out in the RFT. Sample pro-formas of the cost calculation sheets are set out in Appendix 3B.

22 Tender price – GST

Tender Response prices shall be quoted exclusive of goods and services tax ('GST') and in New Zealand dollars.

23 Total cost ownership (TCO) of services

23.1 Auckland Transport considers it reasonable to expect service level changes during the term of the Service Contract. Accordingly, Auckland Transport will as part of the tender evaluation process be assessing the impact that the AGP Component Variation Rates will have on the Annual Gross Price for the purposes of seeing which Tender Response provides the best potential TCO. The cost calculation sheet will produce the AGP Component Variation Rates for the purposes of calculating service variations.

23.2 For the purposes of evaluating each Tender Response, the Annual Gross Price of each Tender Response will be adjusted by varying the service levels set out in the Unit Agreement by 30%. The AGP Component Variation Rates submitted by the Tenderer in accordance with clause 21.5 will be used to calculate an adjusted AGP. The adjusted AGP will be used in the tender evaluation process detailed in Part C of this RFT.

24 AIFS Equipment and Installation Costs

24.1 Where the tenderer does not currently run AIFS services, the following considerations and costs regarding set up and implementation should be allowed for in the tenderers costs included as part of the tender response:

- (a) The cost of installing infrastructure at each vehicle depot – indicative costs of \$ 100,000(excl GST) this cost varies based upon the depot and the set-up, testing and the Wi-Fi coverage.
- (b) The cost of wiring per bus, approximately \$3310 (ex GST) per bus.
- (c) The cost of device installation and set- up is included in the monthly lease cost.
- (d) On-going asset lease cost at \$310 (ex GST) per month per bus and \$310 (ex GST) per month per

training device, (based on 1 Bus Driver Console and 2 Fare Payment Device units) and \$50 per additional FPD.

- (e) On-going lease cost at \$65 (ex GST) per month for Hand Held Device Checkers used for the purpose of verifying the validity of travel by smartcard.
- (f) If a new type of bus from those already in service in the Auckland public transport market, there may be a survey cost estimated at \$1225 (ex GST) per bus type but can vary based on bus type to identify installation requirements.
- (g) Project management and/or committed staff resource to assist in the set up and implementation of the operations.

24.2 Where the tenderer is currently AIFS enabled, but will need additional equipment installed (note: no additional depot), the operator must allow for:

- (a) The cost of wiring (if required) \$3310 (ex GST) per bus.
- (b) Commissioning of the bus and installation of equipment – cost dependent on devices installed.
- (c) On-going asset lease cost at \$310 (ex GST) per month per bus and \$310 (ex GST) per month per training device, (based on 1 Bus Driver Console and 2 Fare Payment Device units) and \$50 per additional FPD.
- (d) On-going lease cost at \$65 (ex GST) per month for Hand Held Device Checkers used for the purpose of verifying the validity of travel by smartcard..
- (e) If a new type of bus from those already in service in the Auckland public transport market, there may be a survey cost estimated at \$1225 (ex GST) per bus but can vary based on bus type to identify installation requirements.

25 Passenger service licences

25.1 The Tenderer shall comply with all passenger service licensing requirements as specified by NZTA, including any other relevant legislation, enactments or regulations.

26 Changes to RFT

26.1 Auckland Transport reserves the right to cancel, amend, modify or withdraw all or part of this RFT and/or the RFT process at any time as detailed in clause 43 of this RFT.

26.2 Where Auckland Transport makes any amendments to the RFT or the RFT process, Auckland Transport will:

- (a) where the amendments are made prior to the Closing Date, notify each person or organisation by issuing a Notice to Participant (Addendum).
- (b) where the amendments are made after the Closing Date for the submission of Tender Responses, endeavour to notify each person or organisation that has submitted a Tender Response by issuing a Notice to Specific Participant (NTSP). The Tenderer will be permitted to submit an amended Tender Response to take account of the amendments notified to it in the Notice to Specific Participant, and submit this by the closing time or such modified date that Auckland Transport advises. The RFT will be deemed to be amended as specified.

27 Tender response qualifications and tags and non-conforming tender responses

27.1 All Tender Response qualifications and tags must be set out and tabulated in accordance with the Tender Response Template and submitted as part of the Tender Response.

27.2 Any significant qualifications or “tags” to the Tender Response documentation must also be outlined in the covering letter included in the Tender Response.

27.3 Any tags or qualifications in the Tender Response that are excluded from those tabulated in accordance with the Tender Response Template will not be considered to be a part of the Tender Response and will not form part of the Service Contract.

27.4 Any Tender Response that is subject to significant qualifications or tags may or may not be considered as an alternative Tender Response at the discretion of the TET and will, if evaluated, be evaluated in accordance with this RFT.

27.5 Tenderers may be requested to remove unacceptable tags or qualifications. Refusal to remove tags or qualifications may result in a Tender Response being rejected. If the consequences of the tag or qualification are unacceptable to Auckland Transport, a Tender Response will be considered to be non-conforming and shall be rejected.

27.6 Auckland Transport may seek clarification of any Tender Response for any reason and/or modification of a Tender Response such as removal of tags to ensure the Tender Response conforms to this RFT. Any such clarification or modification of a Tender Response may be carried out either before or during evaluation and in any case prior to acceptance of any Tender Response.

28 Responsible person

28.1 Tender Responses must include the name, title and full contact details of a nominated person of the Tenderer, who has full absolute delegated powers to act for the Tenderer to enter into legal relations. This person will act as a single point of contact through which further discussion or information about its Tender Response can be co-ordinated.

28.2 The responsible person must during negotiations have the delegated authority to make binding commitments on behalf of the Tenderer and reach agreement with Auckland Transport without the need to seek specific authorisation.

29 Tender response preparation costs

The Tenderer shall bear all its costs in preparing, submitting and presenting any Tender Response and all other costs incurred by it throughout the evaluation process and any resulting Service Contract negotiations, including without limitation, the cost of undertaking further investigations to finalise details of pricing, services or service levels.

30 Conflicts of interest

30.1 Each Tenderer must:

- (a) give careful consideration as to whether it can reduce, minimise or mitigate any perceived, potential or real conflict of interest before submitting a Tender Response; and
- (b) disclose any information that might be relevant to a perceived, potential or real conflict of interest with respect to the RFT process or subsequent processes relating to the provision of the PT Bus Services in the Auckland region.

30.2 The Tenderer shall provide details of all potential conflicts of interest in the form at Appendix 2 of this RFT, their organisation or that of any subcontractor or where the Tenderer who (if an individual) is also an employee of Auckland Transport or (if a company) has a shareholder, officer or employee who is an employee of Auckland Transport, which are known to exist at the time of submission of the Tender Response or which may possibly come into existence during the Service Contract period.

30.3 If any Tenderer wishes to engage or use any person or entity that currently or in the past two years provides advice in connection with the provision of passenger transport services in Auckland to Auckland Transport, the Ministry of Transport, the Treasury or NZ Transport Agency (**Restricted Advisor**) it must prior to engaging or using the Restricted Advisor:

- (a) seek the written consent of Auckland Transport to engage the Restricted Advisor; and
- (b) in that request, provide Auckland Transport with written reasons as to why the Tenderer believes there is no conflict of interest in the Tenderer obtaining advice from the Restricted Advisor.

30.4 If Auckland Transport withholds its consent to the engagement by the Tenderer of the Restricted Advisor, the Tenderer must not engage or use the Restricted Advisor for the subject of the request for consent.

30.5 If the TET considers that any Tenderer has a perceived, potential or real conflict of interest then the TET may, at its sole discretion, elect not to consider or evaluate the Tenderer's Tender Response any further or may require the Tenderer to minimise, reduce and/or mitigate its conflict of interest.

31 Errors and omissions

31.1 Auckland Transport is under no obligation to check any Tender Response for errors and omissions. Acceptance of a Tender Response that contains errors will not invalidate the contract formed by that acceptance.

31.2 If Auckland Transport discovers errors and/or omissions in a Tender Response (including the tender price), Auckland Transport may, at its sole discretion, allow the Tenderer to rectify such error and/or omission provided the rectification of such error and/or omission will not materially prejudice any other Tenderer.

32 Attempts to influence the tender outcome

Any attempt made by a Tenderer to influence the outcome of the tendering process by canvassing, lobbying or otherwise seeking support of Auckland Council officers or elected representatives of Auckland Council and or Directors of Auckland Transport shall be deemed valid grounds for the exclusion of that tender from the evaluation process.

33 No canvassing/undisclosed benefits

33.1 Tenderer's representatives must not directly or indirectly canvas or provide any form of inducement or reward to any representative of Auckland Transport, including any member of the TET, in respect of the RFT process.

33.2 Any contact by Tenderer's representatives with any representative of Auckland Transport must be with the prior express authorisation of Auckland Transport.

33.3 Any unauthorised contact or any attempt to canvas, induce or reward any representative of Auckland Transport in respect of the RFT Process may invalidate the Tenderer's Tender Response.

34 Confidentiality

34.1 All information contained in this RFT, all other information relating to this RFT supplied by or on behalf of Auckland Transport (whether before or after the date of this RFT) and all details relating to the RFT process (including the evaluation and Service Contract negotiation processes) is confidential to Auckland Transport. Such information must not be disclosed to any third party without the prior written approval of Auckland Transport, and must only be used by the Tenderer for the purpose of preparation, submission and subsequent negotiation of its Tender Response.

34.2 Auckland Transport is subject to the requirements of the Local Government Official Information and Meetings Act 1987 (**LGOIMA**) which, subject to certain exceptions, provides rights of public access to information which it holds or receives. Tenderers are requested to indicate in their Tender Response:

- (a) information which would unreasonably prejudice their commercial interest if it was publicly disclosed; and
- (b) provide reasons for those views which conform with the provisions for exceptions from disclosure under LGOIMA.

34.3 Auckland Transport shall not be liable in any way whatsoever to a Tenderer for any disclosure it believes (acting reasonably) it is required to make.

34.4 Auckland Transport may make public the names of any Tenderer.

35 Public Statement

35.1 No Tenderer, or any of its subcontractors, shall at any time make any public statement in relation to this RFT or the RFT process or any resulting Service Contract without the prior written consent of Auckland Transport.

35.2 Notwithstanding clause 34, no advertising or information relating to any part of the RFT process shall be published in any newspaper, magazine, journal, or broadcast by radio or television, on the internet or any other such medium without the prior written consent of Auckland Transport.

36 Privacy Act

36.1 Auckland Transport requires the consent and authority of the Tenderer, (and of the individuals designated by the Tenderer to carry out aspects of the PT Bus Services), authorising Auckland Transport to discuss and verify the Tenderer's (and the individuals') stated relevant experience and track record with all the parties associated with that relevant experience and track record.

36.2 Pursuant to the Privacy Act 1993 the Tenderer, being an individual, by the submission of its RFT and its signature on the Tender Response Form of Tender at Appendix 3A:

- (a) authorises Auckland Transport or its designated representative to make enquiries of and concerning his/her performance in relation to works and/or projects listed as relevant experience or track records in the section titled 'Attributes' of the RFT. Such enquiries may be made to those parties named as having involvement in the PT Bus Services and to any other persons involved in the PT Bus Services; and
- (b) where the Tenderer has identified particular individuals who will be retained or employed by the Tenderer to carry out the PT Bus Services then the Tenderer confirms to Auckland Transport that he/she has the written authority of those individuals identified in the Tender Response, authorising Auckland Transport or its designated representative to make enquiries of and concerning the performance of those individuals so identified in relation to works and/or projects listed as relevant experience or track records by the company in the section titled "Attributes" of the RFT. Such enquiries may be made to those parties named as having involvement in the PT Bus Services and to any other persons involved in the PT Bus Services. The Tenderer will produce this written authority forthwith upon request.

36.3 Where the Tenderer is a company then the authorised signatory of the company who has executed the Tender Response Declaration Form authorises Auckland Transport (or its designated representative) to make

enquiries of and concerning the performance of the Tenderer in relation to relevant whole service contracts completed and listed as relevant experience or track records by the company and its personnel in the section titled 'Non Price Attributes' in this RFT. Such enquiries may be made to those parties named as having involvement in the relevant whole service contracts completed and to other persons involved in the relevant whole service contracts completed.

36.4 The Tenderer waives any claim to confidentiality in relation to the relevant whole service contracts completed and listed as relevant experience or track record.

37 Intellectual property

37.1 All documentation remains the property of Auckland Transport and is only to be used for its intended use. Tenderers should not release or disclose any of the information to any other person, without the prior written consent of Auckland Transport

37.2 All information contained in all Tender Responses submitted by Tenderers may be used by Auckland Transport for the purposes of evaluating and selecting the successful Tenderer(s) (if any).

38 Ethics

38.1 By submission of Tender Responses, Tenderers acknowledge that they have not and shall not engage in any practices that give one party an improper advantage over another, and/or engage in any unfair and unethical practices, in particular any collusion, secret commissions or such other improper practises.

39 No warranties or representations

39.1 Auckland Transport makes no representations and gives no warranties other than as set out in the Service Contract.

40 No obligations

40.1 No legal or other obligations shall arise between the Tenderer and Auckland Transport in relation to the conduct or outcome of the tender process unless and until that Tenderer has received written notification of the acceptance of its Tender Response.

40.2 Auckland Transport and its agents or advisors will not be liable in contract or tort or in any other way for any direct or indirect damage, loss or cost incurred by any Tenderer or other person in respect of the tender process.

41 Liability of Auckland Transport

41.1 Notwithstanding any other provision in this RFT or any documentation relating to this RFT, Auckland Transport (including the members of the TET and any internal probity auditor) will not be liable (whether in contract, tort, equity or otherwise) for any direct or indirect cost, expense, loss, damage or liability incurred or sustained at any time by any Tenderer or any other person (directly or indirectly) under or in connection with this RFT, including:

- (a) the preparation of any Tender Response;
- (b) the RFT process;
- (c) the evaluation, selection or non-selection of any Tenderer as a preferred Tenderer;
- (d) the termination of any Tenderer's participation in the RFT process; and
- (e) any breach of confidentiality by a Tenderer, its representatives or agents.

42 Indemnity

42.1 If a Tenderer breaches any of these conditions and, as a direct or indirect result of that breach, Auckland Transport incurs costs or damages (including the cost of any investigations, procedural impairment, repetition of all or

part of the RFT process and enforcement of intellectual property rights or confidentiality obligations), then such Tenderer will indemnify Auckland Transport against all such costs or damages.

43 Additional rights reserved by Auckland Transport

43.1 Notwithstanding anything in this RFT, Auckland Transport at its sole discretion, reserves the right to:

- (a) change any date in the RFT process (e.g. extend or shorten time frames);
- (b) apply, or change, any policy or criteria relating to participation in this process or evaluation of Tender Responses;
- (c) exclude or include any Tenderer from the RFT process, at any time and for any reason;
- (d) change its requirements for a Tender Response;
- (e) suspend, modify, adapt or cancel the RFT process;
- (f) change any condition, procedure or rule of the RFT process by notice;
- (g) consider (or not consider) any non-conforming Tender Response in part or whole;
- (h) seek further information or clarifications from any Tenderer about any aspect of its Tender Response and not be obliged to, seek the same or similar information or clarification from other Tenderers;
- (i) not consider the lowest priced nor any Tender Response, nor enter into any Service Contract;
- (j) not give any reason for any suspension or cancellation of the RFT process;
- (k) accept or reject in part or whole any Tender Response at any time;
- (l) except to the extent required by law, withhold any information from any Tenderer for any reason and not be responsible to any person for any information so withheld;
- (m) contact any third party who has previously engaged the Tenderer (or any person comprising or associated with the Tenderer) to discuss the work performed for that third party;
- (n) liaise or negotiate with any Tenderer without disclosing this to, or involving, any other Tenderer (whether before, during or after the process) to amend its Tender so that the Tender Response is compliant with the RFT and in a form acceptable to Auckland Transport;
- (o) re-advertise for Tender Responses;
- (p) provide further information in respect of, and modify the provisions of this RFT at any time prior to the closing date for the submission of Tender Responses by notice to all prospective Tenderers;
- (q) request any Tenderer to clarify and/or adjust aspects of its Tender Response; and
- (r) negotiate with the preferred Tenderer or Tenderers with a view to finalising contractual arrangements.

44 Tender evaluation

Subject to the provisions of these Conditions, the intended method of tender evaluation and weightings (where applicable) are as set out in the Schedule.

45 Due diligence

45.1 As part of the tender process, Auckland Transport, together with its professional advisors and/or consultants,

may carry out due diligence investigations of any or all of the parties that submit a tender.

45.2 By submitting a bid, a Tenderer consents to Auckland Transport (and its professional advisors and consultants) carrying out all due diligence investigations of the Tenderer as may be required by Auckland Transport, acting reasonably, and will promptly provide all information and answer all questions as may be required by Auckland Transport, acting reasonably, in carrying out such investigations subject only to (i) confidentiality obligations owed to unrelated third parties (which if applicable, must be identified and, if then requested by Auckland Transport, the Tenderer will take all reasonable steps to have such confidentiality waived to enable disclosure to Auckland Transport) or (ii) the rules of any stock exchange on which the Tenderer or its parent company is listed (which, if applicable, must be identified).

45.3 By submitting a Tender Response, each Tenderer expressly acknowledges and agrees that Auckland Transport shall not have any obligation to enter into any agreement or arrangement with any Tenderer if Auckland Transport is not satisfied, in its sole and exclusive discretion, with the outcome of its due diligence investigations regarding that Tenderer.

46 Right to accept or reject tender responses

46.1 Notwithstanding any stated tender evaluation method, Auckland Transport has complete discretion to consider, not consider, accept or reject any Tender Response in part or whole (including, without limit, any late or otherwise non-conforming Tender Response) at any time during the RFT process up to the date of a Tenderer having been awarded with a suitable Service Contract having been executed by both parties.

47 Compliance to RFT process

47.1 Tenderers must provide information in accordance with this RFT. All accepted Tender Responses will be evaluated against the evaluation criteria as set out in Tender Analysis of this RFT. Where a Tenderer cannot be fully compliant with the requirements of this RFT, a Tenderer must identify any deviation from the requirements in its Tender Response (whether in format, content or substance) it believes it is unable to comply with. The Tenderer must provide a written explanation for each deviation (including the effect of such deviation on their Tender Response) as set out below.

47.2 Tenderers accept that all Tender Responses may form part of the contract for a unit and all submissions in the Tender Response may be requested to be delivered.

47.3 Auckland Transport requires mandatory wording in the Tender Response that provides a level of certainty required in order to conduct a fair and complete tender evaluation. The Tenderer is therefore required, at all times, to use the following wording:

- (a) **“Acceptable” or “Accepted”** - This will be interpreted by Auckland Transport that the Tenderer has fully and unconditionally accepted the provision in the RFT
- (b) **“Partially Acceptable” or “Conditionally Acceptable”** - This level of acceptability must be followed by sufficient detail providing Auckland Transport with a reason for the partial non-compliance and/or conditionality. The Tenderer must provide a proposed course of action that remedies the element(s) of conditionality or provide an alternative approach that may be considered by Auckland Transport in place of the original requirement
- (c) **“Not Acceptable”** - This non-conforming response must be followed by a clear reason why this provision is unable to be complied with. The

Tenderer must provide a proposed course of action that remedies the non-compliance or provide an alternative approach that may be considered by Auckland Transport in place of the original requirement; and

- (d) **“Not Applicable”** - This response must be followed by a clear reason why this provision is not applicable; the circumstances under which it's not applicable, and the circumstances where the provision may be applicable. The Tenderer may also provide a course of action that addresses any potential issues it considers Auckland Transport may have in evaluating this response

47.4 In the event that the Tenderer is unable to be fully conforming, the Tenderer is to provide a clause-by-clause non-compliance statement, in table form as set out in Tender Response Template Appendix 4A or 4B.

47.5 A Tender Response that contains elements of conditional or non-acceptance may be deemed by Auckland Transport at its absolute discretion to be non-conforming.

48 Acceptance of tender

48.1 The lowest priced, or highest scoring, or any tender will not necessarily be accepted. Auckland Transport reserves the right at its sole discretion to:

- (a) accept none or any of the tenders;
- (b) waive any non-conformities or other irregularities or informalities in the RFT process;
- (c) amend the RFT process or any associated documents;
- (d) suspend, withdraw or cancel, in whole or in part, the RFT process or withdraw the contract at any time prior to the acceptance of any tender; or
- (e) enter into negotiations with one or more of the Tenderers or request additional tenders.

49 Award process

The processes outlined in clauses 49 to 52 inclusive of this RFT will be carried out after the Tender Response evaluation process has been completed and a preferred Tenderer for the provision of the PT Bus Services has been selected for the purposes of awarding a Service Contract, if any.

50 Communication of the outcome of evaluation

50.1 After evaluation has been completed, Auckland Transport will (as the case may be) either advise:

- (a) all Tenderers a Preferred Tenderer has not been selected; or
- (b) the Preferred Tenderer that it is the Preferred Tenderer, and advise other Tenderers that they have not been selected as the Preferred Tenderer and confirm that their Tender Responses remain open until the later of, the expiry of the Tender Response validity period, the date a Unit Agreement is awarded to a Tenderer or this RFT is cancelled.

50.2 Upon selecting a Preferred Tenderer (if any), Auckland Transport may publicly announce the name of the Tenderer whom has been selected as the Preferred Tenderer.

50.3 Any failure to reach agreement between Auckland Transport and a Preferred Tenderer may result in the commencement of negotiation with the next Preferred Tenderer. This re-evaluation process may be repeated until a Tender Response is accepted and a Service Contract awarded, or until Auckland Transport elects to cancel this RFT.

50.4 If a Tenderer through negotiation is not selected to enter

into a Service Contract with Auckland Transport and this RFT has been cancelled, then Auckland Transport will advise all Tenderers of that the same. Auckland Transport is not obliged to give any reasons for cancellation or abandonment of this RFT.

50.5 All notices referred to above will be forwarded to the address provided by each Tenderer in its Tender Response.

51 Preferred Tenderer

51.1 Based on the Tenderer's Responses, initial evaluation of Tender Responses and possible subsequent negotiations, Auckland Transport may select a Preferred Tenderer for potential award of a Service Contract for the supply of PT Services in one of the four Units in the central and east.

51.2 Should Auckland Transport advise a Tenderer that it is a Preferred Tenderer, such advice does not:

- (a) constitute an acceptance of the Tender Response or create an agreement for the supply of the PT Bus Services;
- (b) constitute an award of the Service Contract or any other agreement to the Preferred Tenderer; or
- (c) imply or create any obligation on Auckland Transport to enter into negotiations with the Preferred Tenderer or award the Service Contract to the Preferred Tenderer.

Auckland Transport may discontinue any negotiations at any time for any reason.

52 Award of service contract

52.1 The successful Tenderer will be notified in writing by Auckland Transport or its agent that its Tender Response has been accepted.

52.2 If no Tender Response has been accepted within 180 days (or any alternative validity period stated in the Schedule to the Conditions of Tender) after the Closing Date, Auckland Transport will notify each Tenderer in writing whether its Tender Response is still under consideration.

52.3 Where a Service Contract is being executed by a preferred Tenderer for the first time, the Preferred Tenderer is required to simultaneously execute the Regional Partnering Agreement and the Unit Agreement. Thereafter, the preferred Tenderer will only be required to execute the relevant Unit Agreement.

52.4 Upon award of the Service Contract to a Tenderer (if any), Auckland Transport will notify all Tenderers of the following information:

- (a) the name of the Tenderer to whom the Service Contract has been awarded;
- (b) the tender price;

- (c) a brief description of outputs to be delivered; and
- (d) the number of Tender Responses received in respect of that Unit.

52.5 No other information will be sent to Tenderers at any time.

52.6 Tenderers may request feedback from Auckland Transport if they require. Any feedback provided by Auckland Transport to any Tenderer will be:

- (a) provided to the Tenderer individually; and
- (b) given at a debriefing meeting to be held in Auckland at a time suitable to Auckland Transport and the individual Tenderer.

52.7 Upon award of the Service Contract to a Tenderer (if any), Auckland Transport may publicly announce the following information:

- (a) the name of the Tenderer to whom the Service Contract has been awarded;
- (b) the tender price;
- (c) brief description of outputs to be delivered; and
- (d) number of Tender Responses received in respect of that Unit.

53 RFT Debriefing

53.1 Once the tender evaluation is completed, participants who have been unsuccessful in being awarded a contract may request a meeting with AT that includes at least one member of the Evaluation Team. The purpose of the meeting will be to discuss the participant's RFT response including in particular the adequacy of the submitted information and, where applicable, the scoring of Non-price Attributes. Information and details relating to other participants' RFT responses will not be disclosed. The discussions will be confidential and will not be formally minuted.

54 Time

New Zealand time and dates apply at all times except where explicitly stated to the contrary.

55 New Zealand law

55.1 New Zealand law governs this RFT. Disputes which may arise concerning this RFT or any related Service Contract are subject to the exclusive jurisdiction of New Zealand Courts.

Tender Analysis

Introduction

The information provided below will be evaluated by the Tender Evaluation Team (TET). All members will have good knowledge of the proposed contract needs and requirements. One team member will be a qualified / approved and competent evaluator in accordance with Section 10.19 of the Transport Agency’s Procurement Manual.

This section sets out the information that Auckland Transport is seeking from participants. It is arranged into two parts:

Part A – Non Price Attributes [40%]

The information in this section is required from all participants and it will be scored by the TET and weighted as indicated in the table below.

The scores will form the Non Price Attribute inputs to the price quality selection method of evaluation.

The non-price attribute information required is grouped under the following attributes and weightings.

Attributes	Weighting
Relevant Experience	4%
Track Record	10%
Relevant Skills	6%
Methodology	16%
Added Value/Innovation	4%
Total	40%

Note – Failure to score above 20 on any non-price attribute, excluding sub-attributes, or failure to acknowledge receipt of Notices to Participants, may result in the submission being deemed non-conforming.

Part B – Price Attribute [60%]

Attributes	Weighting
Price	60%

Part A - Non Price Attributes

The TET scores will form the non-price attribute inputs to the price quality selection method of evaluation.

Executive Summary [0%]

The Executive Summary **will not be evaluated**, but provides Tenderers with an opportunity to outline an overview of their offer. Tenderers should cover:

1. Your understanding of our requirements and priorities on this contract
2. A brief corporate history and description of the company's future development plans
3. The field of corporate expertise and core business activity and if a subsidiary of another company then a brief overview of the operations of the parent company's or joint venture partner's operations
4. A brief outline of how the Tenderer will work collaboratively with Auckland Transport in delivering PT Bus Services, resolving any issues, introducing innovations and improving overall performance in the provision of those services
5. A statement from the Tenderer where they do not currently meet or have all the requirements and resources to deliver the PT Bus Service and how they will ensure that the relevant requirement or resources will be available for use on the PT Bus Service by the Commencement Date, primarily buses and depots.
6. The benefits and strengths that your company could bring to this contract
7. Any innovations or alternatives that you propose
8. Any tags, assumptions, clarifications associated with your offer
9. A summary of how any documentation submitted by the Tenderer differs between Tender responses. Please submit only one version of any common documentation

Draft Business Plan [0%]

The draft business plan **will not be independently evaluated**, however if a Tenderer believes further detail relevant to their Attribute submission is contained in the draft business plan, they should include a specific reference to that part of the business plan. This will aid the Tender Evaluation Team in their assessment and scoring of the Tenderer's non price submission; predominately the methodology attribute. Tenderers are required to submit a draft business plan for the Unit(s) they are tendering for in accordance with the guidelines outlined in Appendix 5.

Uniform Requirements [0%]

The Uniform components and indicative pricing table provided in Appendix 6 identifies the indicative uniform component price that should be used as a guide when participants are completing their price submission. Participants are required to identify the uniform components it intends to purchase for their staff if they should win the Service Contract by completing the indicative quantity column. Note, all items that remain as zero or are left blank will indicate to Auckland Transport that the participant does not intend to purchase such item.

A1 Relevant Experience [4%]

A1.1 Operations Manager Relevant Experience

Provide a two-page CV (using the template provided) of the Operation Manager and Depot Manager(s) associated with this Tender to highlight:

- Bus Network Operation experience
- Bus Operation Implementation and Management experience
- Relevancy of experience, and
- How the Operations Manager will manage daily onsite operations

Provide the contact details (email and phone number) of at least two personal referees for your Operations Manager and Depot Manager(s), from an organisation that he or she has worked closely with. AT reserves the right to contact the referee if they deem it necessary.

All referees must be willing and prepared to provide a reference check. It's important to note that the reference check will be conducted in English therefore all referees must be able to speak and understand the English language.

A1.2 Company Relevant Experience

Identify your company's relevant bus contracts experience highlighting the four points below and submit the details of up to three (3) relevant contracts in the tables provided.

- Delivery of bus contract experience
- Scale of the contracts delivered
- Relevancy of the experience
- Key personnel

Key personnel CVs provided to assess their Relevant Skills will be used to evaluate the Relevant Experience as well.

Note that for newly formed companies, it is acceptable to provide the experience details of key personnel in the absence of previous Company Relevant Experience.

A2 Track Record [10%]

The track record shall include three (3) completed similar contract engagements relevant to this tender that evidence the tenderer being able to deliver Auckland Transport with PT Bus Services. In evaluating track record, Auckland Transport will take into account the size, duration and proximity in time of the nominated projects. The names, position and telephone numbers of past clients who may be contacted as referees are to be included.

Where the Tenderer has contracted or currently contracts with Auckland Transport, Auckland Transport may consider its own dealings with the Tenderer.

For each of the 3 contracts nominated above in Relevant Experience, the Tenderer must include as a minimum the following aspects (*Please refer to section A1.2 Company Relevant Experience template*)

On-going partnering principles

- Acceptance and adaption of contract variations, both service and administrative.
- Operational performance and performance against set key performance indicators
- Adherence to health and safety legislation and policies
- Contract compliance both material and budget
- Customer satisfaction and service
- Introduction or implementation of added value and innovation to the contract
- Cost reductions and shared revenue gain with the contracting authority
- Contracting authority's satisfaction with the operator's performance

For each project, please provide contact information for two (2) referees for each of the nominated projects in Relevant Experience.

Note that for newly formed companies, it is acceptable to provide three (3) completed similar contract engagements for other companies in the absence of previous Track Record.

Please include the following contact information in the templates provided.

- Name of contact person;
- Client organisation;
- Current contact telephone number; and
- Email address.

The reference check may contain, but not necessarily be limited to, the aspects mentioned above.

All referees must be willing and prepared to provide a reference check. It's important to note that the reference check will be conducted in English therefore all referees must be able to speak and understand the English language. Tenderers shall ensure the referee/client contact name and telephone number are correct. Auckland Transport may undertake a self-reference check, that is, its own dealings with the Tenderer.

A3 Relevant Skills [6%]

A3.1 Company Management

Provide a two-page CV per person (using the template provided) for each of the following key personnel and supporting managers:

Key Personnel:

1. Chief Executive
2. Chief Operating Officer
3. Chief Financial Officer
4. Operations Manager*

Supporting Managers**:

5. Maintenance/Servicing Manager(s)
6. Health and Safety Manager
7. Training Manager

Provide the details of:

- Qualifications and Training
- Relevant experience in the field
- Focus and commitment
- Two personal referees who has worked closely with them.

Provide contact details (email and phone number) for at least two personal referees for the key personnel and supporting managers from an organisation that he/she has worked closely with.

All referees must be willing and prepared to provide a reference check. It's important to note that the reference check will be conducted in English therefore all referees must be able to speak and understand the English language.

* Individual nominated for the Operations Manager position (4 above) can also be the same individual nominated for the Chief Operating Officer position (2 above).

** Individuals nominated for a supporting manager position (5-7 above) can also be the same individual nominated for a key personnel positions (1-4 above).

Provide an organisation chart showing the key personnel who you will nominate to carry out Auckland Transport contracted operations, with their focus and commitment expressed as a Full Time Employee (FTE) in the template provided. For example, 0.6 FTE equates to an individual that is 60% dedicated to Auckland Transport contracted operations. You may also provide an explanation of the management structure you propose.

A4 Methodology [16%]

A4.1 Customer Satisfaction Management System

Describe your proposed methodology, processes and systems for:

- Tracking of customer satisfaction and,
- Continuous improvement of customer satisfaction under this contract.

A4.2 Revenue Protection Management

Describe your proposed methodology, processes and systems for protecting revenues in relation to fare evasion under this contract.

A4.3 Operational Management Systems

Describe the proposed methodology, processes and systems to:

- Communicate with drivers and,
- Achieve reliability and punctuality of bus services under this contract.
- Systems certification and methodology including for health and safety management, quality assurance management, training, environment management, and risk management.

A4.4 Innovations & Processes to improve customer experience and service delivery

Describe the proposed methodology, processes and systems to:

- Improve customer experience and,
- Improve Service delivery

Note that Auckland Transport is encouraging innovation in this area

A4.5 Vehicle Maintenance

Describe how you will maintain and manage your vehicles with the aim to achieve and drive 100% reliability of service.

Outline the following as part of your methodology:

- frequency of maintenance services,
- daily checks,
- Defect reporting and repair,
- Maintenance schedules, records, responsibilities and review,
- Training and qualifications,
- back-up capabilities, and
- break-down response provision.

A4.6 Partnering Principles

Describe the partnering relationship structure/matrix, formal and informal, that you intend to follow under this contract.

Outline the following as part of your methodology:

- How you intend to liaise with the client, and
- What methodology, processes and systems will be in place to ensure the needs of the client are met.

Identify the roles responsible for managing the partnering relationship and their time commitment to this Service Contract; this should be reflected as a percentage of their time dedicated to this contract within a 40 hour work week.

A5 Added Value/ Innovation [4%]

A5.1 Fleet Age and Compliance

All vehicles are required to be compliant with RUB and VQS at contract commencement date. Specify the following details for the fleet you intend to use at contract commencement:

- The average age (in months at contract commencement). For new buses, zero months is acceptable as an age
- Confirm all vehicles are compliant with RUB and VQS.
- The percentage of vehicles in the fleet that are over 36 months of age at contract commencement.

A5.2 On Board Extras Retro-fitted on Existing Vehicles

Where a fleet comprises of existing vehicles, as defined in the Regional Partnering Agreement, Schedule 7, section D, clause 20, and the intent is to retro-fit these vehicles to align with some or all of the VQS requirements listed below:

1. Floors, clause 9
2. Bus stopping signals, clause 15.4
3. Safety and security, clause 13.1
4. USB Sockets, clause 16.3

Identify the percentage of the existing vehicles that are intended to be retro-fitted based on the below categories:

- all four VQS requirements listed above;
- three of the four VQS requirements;
- two of the four VQS requirements;
- one of the four VQS requirements; or
- none of the VQS requirements.

Provide details of which VQS requirements will be retro-fitted on the existing fleet and the percentage of vehicles that will be retrofitted with one of, or a combination of, the features listed above.

A5.3 Air Conditioning

Specify the percentage of the fleet that will have Air-Conditioning that meet the requirements defined in Regional Partnering Agreement, Schedule 7, section D, clause 13.2 at contract commencement date.

A5.4 Vehicle Monitoring System

Identify whether your company intends to use vehicle monitoring technology as part of the operations of the PT Services if awarded a Service Contract. If you intend to use a vehicle monitoring system, define the attributes and capabilities that will be used to operate PT Services:

- Service management feature, including:
 - vehicle maintenance and repair record keeping;
 - service history reporting;
 - vehicle service alerts; and
 - service scheduling.
- Driver behaviour and reporting tools, including:
 - speed monitoring and reporting;
 - break usage reporting;
 - other, please specify
- Vehicle tracking capabilities, including:
 - GPS tracking;
 - geo-fencing;
- Driver administration functions, including:
 - Electronic log books

Provide a copy of the user manual and identify the make and the version of the software you intend to use and specify its features.

A5.5 Vehicle Capacity

Auckland Transport encourages Operators to procure vehicles that maximises total capacity by including both seated and standing capacity without adding unnecessary costs. Seating capacity needs to comply with the requirements defined in clause 3 of schedule 7, part d, in the Regional Partnering Agreement.

Identify the total seated capacity and total capacity for each vehicle included in the Unit's fleet.

For further information regarding New Zealand certificate of loading requirements, refer to this [link](#). When defining total standing capacity, use the calculation available at the link provided.

Complete the worksheet provided for all vehicles to be included in the Unit's fleet list and include a statement and signature of the nominated CEO or Operations Manager as a form of confirmation that the information provided in this Tender Response is accurate and true. Remember to submit the completed table and supplemental statement in the Non-Price Tender Response submission.

Part B - Price Attribute [60%]

Note: Please use the RFT price response templates provided in Appendix 3A and 3B

Tenderers are requested to provide detail of their PT Bus Service pricing, which complies fully with the requirements of this RFT and with the terms and conditions of the Agreement in Appendix 1A and Appendix 1B of this RFT.

The Tenderer shall complete and sign the AGP Submission Sheet in accordance with the Schedule of Price and samples set out in Appendix 3B. Submission must be in accordance with clauses 19 to 24 of the General Conditions of Tendering.

In the event that the Tenderer is submitting a Group Tender Response, then the Tenderer is required to complete and sign the Group Submission Sheet in accordance with the Schedule of Price (sample provided in Appendix 3B) and submit with the Group Tender Response in accordance with clause 18 of this the General Conditions of Tendering.

Costs Compliance and Revenue Share Statement.

All Alternative Tender Responses shall include a qualifications statement in accordance with Appendix 4B of this RFT. This qualifications statement must include the Tenderers information regarding qualifications and/or non-compliance to the Schedule of Price. If the Schedule of Price is provided with "tags", then the Tenderer must set out the effects the tags/qualifications have on the pricing submitted.

Currency

All costs in the Tenderer's Response shall be in New Zealand Dollars. The costs of all products (if applicable) should be inclusive of all freight, insurance, clearance and storage and other costs.

AT will apply the NZTA Indexation Policy set out in the NZTA Procurement Manual from the quarter after which tenders close.

All goods and services should be inclusive of all government taxes, levies and duties except New Zealand GST which should not be included.

Tender Evaluation and Partner Selection Process

The tender evaluation and partner selection process set out in this RFT will be in accordance with the price quality methodology as described in Appendix C page C-8 “Price quality – without disclosure of the estimate” of the NZTA’s Procurement Manual. Two variants to the standard price quality methodology are:

- using the lowest conforming tender price to assess the supplier quality premium rather than issuing an estimate as part of this RFT; and
- adjusting each Tenderers tendered price (Annual Gross Price) by 30%, using their respective tendered AGP Component Variation Rates for price evaluation purposes only.

Participants shall provide information on the non-price attributes identified in this RFT, based on the definitions of these attributes set out in *‘Appendix 2 – Non Price Attributes Response Template’* of this RFT document.

Participants shall provide information on the price attribute listed below, based on the templates set out in *‘Appendix 3A – Form of Tender’* and *‘Appendix 3B – Schedule of Price’* of this RFT document.

Sufficient relevant information shall be provided for each attribute in relation to the main Tenderer(s) and proposed key subcontractors to allow the TET to score each attribute for each submission.

The TET members will individually evaluate and score each of the non-price attributes responses provided by the participants. For the evaluation they will take into account the details provided in the Tender Response and information from referees of other organisations the participants have worked for.

The TET will meet to agree each participant’s non price attribute scores and overall score on a consensus basis. The purpose of this meeting is to moderate each individual score to arrive at an agreed team score upon which individual scores will be destroyed as they are no longer needed. The TET will evaluate the Tender Responses based on a fair, open and transparent assessment of each submission, and rank each participant in order based on the scores gained in the evaluation. The Evaluation Chair will not provide input into the grading; their role is to facilitate the evaluation process.

On completion of the RFT evaluation, the Preferred Tenderer will be advised and invited to negotiate. Non-preferred tenderers will be advised of the status of their bids. No other evaluation information will be given.

The tender negotiations will mirror the process set out in the NZTA procurement manual. If AT and the Preferred Tenderer cannot agree on the commercial terms of the contract, then AT will conclude the negotiations, remove the first Participant from the evaluation process and initiate negotiations with the next preferred tenderer. Once negotiations with a Participant conclude, and the Participant is removed from the evaluation process, that Participant is no longer considered an eligible candidate for the contract and AT cannot re-engage the Participant in further contract negotiations. AT will repeat the negotiation process, moving to the next preferred tender until both parties are able to agree to contract terms and a service contract is awarded.

The table below provides some general guidance on the evaluation grading scale for non-price attributes when using the Quality Method evaluation methodology. A scale of 0 to 100 is used.

85, 90, 95, 100	Excellent (significantly exceeds the criterion)	Exceeds the criterion. Exceptional demonstration by the Supplier of the relevant ability, understanding, experience, skills, resource and quality measures required to meet the criterion. Proposal identifies factors that will offer significant potential added value, with supporting evidence.
65, 70, 75, 80	Very Good (exceeds the criterion in some aspects)	Satisfies the criterion with minor additional benefits. Above average demonstration by the Supplier of the relevant ability, understanding, experience, skills, resource and quality measures required to meet the criterion. Proposal identifies factors that will offer potential added value, with supporting evidence.
45, 50, 55, 60	Good (meets the criterion in full)	Satisfies the criterion in full. Demonstration by the Supplier of the relevant ability, understanding, experience, skills, resource and quality measures required to meet the criterion, with supporting evidence.
25, 30, 35, 40	Minor Reservations (marginally deficient)	Satisfies the criterion with minor reservations. Some minor reservations of the Supplier's relevant ability, understanding, experience, skills, resource and quality measures required to meet the criterion, with little or no supporting evidence.
5, 10, 15, 20	Serious Reservations (significant issues that need to be addressed)	Only partially satisfies the criterion with major reservations. Considerable reservations of the Supplier's relevant ability, understanding, experience, skills, resource and quality measures required to meet the criterion, with little or no supporting evidence.
0	Unacceptable (significant issues not capable of being resolved)	Does not meet the criterion. Does not comply and/or insufficient information provided to demonstrate that the Supplier has the ability, understanding, experience, skills, resource and quality measures required to meet the criterion, with little or no supporting evidence.

All Tender Responses evaluated by Auckland Transport whether conforming or Alternative Tender Responses will be evaluated according to their overall value for money as determined by Auckland Transport at its sole discretion. In evaluating any Tender Response, Auckland Transport intends to consider, by means of its evaluation process:

- The extent to which the Tender Response demonstrates the Tenderer's ability to be conforming with the requirements of Auckland Transport, or Alternative Tender Responses with a clear demonstration of enhanced value for money over the life of the agreement as described in this RFT;
- The ability of the Tenderer to establish an open, transparent, collaborative and shared objectives approach to service delivery;
- The experience, technical ability and competence of the Tenderer, including past performance and strength of references;
- The organisational structure, stability and financial viability of the Tenderer;
- Capability and extent to which the Tenderer can provide the PT Bus Services required by Auckland Transport;
- The Tenderer's ability to meet and adhere to the PT Bus Services and performance levels as, and where, specified by Auckland Transport; and
- Whether there is a cost advantage in accepting the Tender Response.

Scaling of the SQP

If the SQP generated by the lowest conforming price does not align with the TET views on how much AT would be willing to pay for the differences in the Non-Price Attributes, then the TET may adjust (scale) the SQP value.

Should a decision be made to lower or increase the SQP, then this change will apply to all tender responses. The TET must agree by consensus the reasons for adjusting the SQP value. The agreed approach must be endorsed by the probity auditor and approved by the TET Chair.

Alternative Tender Responses – Added Value Premium

Where Auckland Transport receives an Alternative Tender Response and considers that it may significantly improve whole-of-life value for money then it will consider whether an added value for money premium shall be determined, to be added to the supplier quality premium.

Where an Alternative Tender Response would affect the costs borne by Auckland Transport, the added value for money premium will be based on the difference in whole-of-life cost for the alternative.

The added value premium is the difference (more or less) in the amount that Auckland Transport is prepared to pay to procure the output offered by an Alternative Tender Response rather than the minimum standard output specified in the RFT. If the Alternative Tender Response offers more than the minimum standard output the added value premium will be positive. If it offers less, the premium will be negative.

When evaluating an Alternative Tender Response Auckland Transport will make the distinction between the qualities of the supplier and the qualities of the output offered by the Alternative Tender Response. When evaluating the non price attributes for each Tender Response the focus will be on the qualities of each Tenderer. When calculating an added value for money premium the focus will be on the output offered by an Alternative Tender Response.

If Auckland Transport considers that an Alternative Tender Response exposes Auckland Transport to an unacceptable level of risk which cannot be adequately mitigated, Auckland Transport may deem an Alternative Tender Response non-conforming and remove it from further consideration.

In the event, that the Tenderer submits an Alternative Tender Response in accordance with clause 16 within the General Conditions of Tendering of this RFT, then Auckland Transport may consider this Tender Response, without limitation to:

- The Tenderer's ability to add value through suggestions, innovations and advice where appropriate;
- Cost and process advantages; and
- Service advantages to the patrons of the PT Bus Services

Group Tender

This process can only be carried out once each Tender Response from all RFTs included in the Group Tender has been evaluated and a Preferred Tenderer for each Unit has been provisionally identified. This is necessary as each RFT's "preferred price" is required as an input to the evaluation of the Group Tender Response.

The total accumulated TCO adjusted AGP's for all Units in the Tender Response, that are also included in the Group Tender, will be used as the benchmark, or baseline, by which the Group Tender Responses pricing will be evaluated.

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Appendix 1B	Unit Agreements
Appendix 2	Non Price Attributes Response Template
Appendix 3A	Form of Tender
Appendix 3B	Schedule of Price
Appendix 4A	Non Price Qualifications and Non-Compliance Statements
Appendix 4B	Price Qualifications and Non-Compliance Statements
Appendix 5	Business Plan Requirement Guidelines
Appendix 6	Additional Supporting Documents
Appendix 7	Submission Summary to identify where the documentation is common accross your tender submissions

AUCKLAND REGIONAL PARTNERING AGREEMENT PTOM, BUS SERVICES

Reference Number: 442-16-1051-PT

Between

Auckland Transport

And

"[the Operator]"



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Contract Signing Page

Contract no: "[PROCUREMENT NUMBER AND NAME]"

This agreement is made the _____ day of _____ (year) _____

BETWEEN **Auckland Transport**, a council-controlled organisation established under the Local Government (Auckland Council) Act 2009 ("AT");

AND **the public transport bus operators specified in schedule 1** (each, an **Operator** and together the **Operators**)

(each, a "**Party**" and together, the "**Parties**").

Executed as an agreement.

SIGNED for **Auckland Transport** by:

Print Name:
Position/ title:
Date:

Print Name:
Position/ title:
Date:

SIGNED for **[Operator]** by:

Print Name:
Position/ title:
Date:

Print Name:
Position/ title:
Date:



Introduction

- A. The LTMA provides that:
- (a) any public transport service operated in the Auckland region must be provided under contract with Auckland Transport as part of a Unit unless it is an Exempt Service; and
 - (b) Auckland Transport must contract for the provision of every Unit on an exclusive basis.
- B. Section 115(1) of the LTMA provides that all persons exercising powers or performing functions under Part 5 of the LTMA in relation to public transport services must be guided by each of the following principles to the extent relevant to the particular power or function:
- (a) regional councils (including Auckland Transport) and public transport operators should work in partnership and collaborate with territorial authorities to deliver the regional public transport services and infrastructure necessary to meet the needs of passengers;
 - (b) the provision of public transport services should be coordinated with the aim of achieving the levels of integration, reliability, frequency, and coverage necessary to encourage passenger growth;
 - (c) competitors should have access to regional public transport markets to increase confidence that public transport services are priced efficiently;
 - (d) incentives should exist to reduce reliance on public subsidies to cover the cost of providing public transport services; and
 - (e) the planning and procurement of public transport services should be transparent.
- C. The aim of PTOM is to grow patronage with less reliance on subsidy with the objective of growing:
- (a) the commerciality of public transport services and create incentives for services to become fully commercial;
 - (b) confidence that services are priced efficiently and there is access to public transport markets for competitors.
- D. The purpose of this Agreement is to provide a contractual framework for PTOM within the legislative framework established by the LTMA. In particular:
- (c) this Agreement establishes a performance-based partnering relationship between Auckland Transport and Operators for the provision of bus public transport services;
 - (d) this Agreement establishes the basis on which Auckland Transport will undertake regular assessment of the commerciality of the operation of each Unit and may procure (by competitive tender or negotiation) alternative operators to provide services in order to facilitate access to the market for competition, increase confidence in

the efficient pricing of public transport services and incentivise reduced reliance on public subsidies;

- (e) the evaluation of the commerciality of a Unit and procurement options under this Agreement is separate from the ability of Auckland Transport to terminate or exercise other rights in relation to non-performance by an Operator under a Service Contract;
 - (f) this Agreement is for the supply of high quality bus services by the Operator as per Auckland Transport's specification;
 - (g) this Agreement is designed to increase customer focus and improve the customer journey experience; and
 - (h) this Agreement recognises increasing health and safety requirements within the New Zealand legislative framework.
- E. This Agreement is an evergreen contract and is being entered into as part of the introduction of PTOM in Auckland. As a result, it does not prescribe in detail PTOM, with much of the more detailed aspects of PTOM regulated under the Transport Agency Procurement Manual and the Transport Agency endorsed Auckland Transport procurement strategy, and the Transport Agency approved procurement procedure, relating to PTOM.
- F. The transition of existing contracted and commercial public transport services (other than Exempt Services) to PTOM will be managed under the PTOM Participation Agreement with the expectation that the existing services provided by existing operators will cease, and the Services for each of the Units will commence, in a staged manner on completion of the Initial Unit Allocation Process.

It is agreed

PART A – PTOM framework

1 Interpretation

The definitions and interpretation rules in schedule 2 to this Agreement apply to this Agreement.

2 Relationship with Transport Agency procurement procedures

2.1 Framework

Auckland Transport and the Operators acknowledge that the legislative framework for PTOM under the LTMA does not prescribe in detail the requirements for PTOM. As a result, the Transport Agency, in collaboration with industry representation of the Operators and Auckland Transport, has developed a more detailed PTOM framework in the Transport Agency Procurement Manual. The requirements of the Transport Agency Procurement Manual may change (which could be replacement) during the course of this Agreement or any particular Service Contract, and those changes may require modification of this Agreement or a Service Contract in order for Auckland Transport to comply with its legislative functions and obligations or to obtain central government funding for the operation of public transport services in Auckland.

2.2 Changes

If either Auckland Transport or an Operator considers that a change in the Transport Agency Procurement Manual requires a modification to this Agreement or a Service Contract, then promptly after notification by Auckland Transport or an affected Operator to the other of that matter:

- (a) if the change relates to this Agreement, then Auckland Transport and the Operators will collaborate with each other with the objective of agreeing a mutually acceptable modification; or
- (b) if the change relates to a particular Service Contract, then Auckland Transport and the relevant Operator will collaborate with each other with the objective of agreeing a mutually acceptable modification.

2.3 Resolution of differences

If agreement is not reached under clause 2.2(a) or 2.2(b) (as the case may be) within 40 Business Days of either Auckland Transport or an Operator providing notice to the other then either Auckland Transport or an Operator may refer the matter to the Dispute Resolution Procedure for determination.



If the Operator considers that the determination is not acceptable, then the Operator may provide an Exit Notice.

3 Procurement

3.1 Procurement methodology

Auckland Transport will procure the provision of public transport services in a Unit by either:

- (a) competitive tender available to prospective Operators of Auckland public transport services; or
- (b) negotiation with a prospective Operator of those services.

3.2 Service contract term

As at the date of this Agreement, Auckland Transport proposes that each Service Contract will be a long-term contract, and generally for:

- (a) a negotiated Service Contract entered into during the Initial Unit Allocation Process as a “like-for-like” contract in relation to the commercial public transport in-service kilometres as at 30 June 2011, a term of 12 years in accordance with the Transport Agency Procurement Manual;
- (b) any other negotiated Service Contract, a term of 6 years;
- (c) a tendered Service Contract, a term of 9 years;
- (d) a Service Contract for a Commercial Unit, a term of 9 years.

3.3 Different terms

Each Operator acknowledges that each Service Contract entered into during the Initial Unit Allocation Process may have a different term from other Service Contracts (reduced or increased by a period, as determined by Auckland Transport but in any event by no more than 6 months) compared to the term set out in clause 3.2 to enable Auckland Transport to:

- (a) stage the expiry dates of Service Contracts so that all Service Contracts do not have an expiry date at or about the same date, but Service Contracts can be grouped together in accordance with their expiry dates to align with the end of the term of the procurement process; and
- (b) more properly evaluate the value-for-money proposition for a particular Unit if it is not satisfied that any tender or negotiation procurement process for the relevant Service Contract has resulted in a satisfactory value-for-money outcome for Auckland Transport.



3.4 Commerciality of a unit

The commerciality of a Unit will be evaluated by Auckland Transport as at the end of each Financial Year (and at any such other time determined by Auckland Transport) by the:

- (a) calculation and evaluation of:
 - (i) the Commerciality Ratio for that Unit;
 - (ii) the Relative Change in Commerciality Ratio for that Unit;
 - (iii) the Relative Change in Passenger Kilometres; and
 - (iv) the Blended Commerciality Ratio; and
- (b) preparation of a League Table for each Financial Year.

3.5 League table publication

Auckland Transport will provide a draft copy of the League Table to each Operator no later than 30 Business Days after the end the relevant Financial Year. Each Operator will promptly review the draft copy of the League Table and within 10 Business Days of receipt (**Review Period**) notify Auckland Transport in writing of any objection to the draft League Table setting out any matter or items in respect of which the objection is raised and the changes proposed (**Objection Notice**). Each Operator will be entitled within the Review Period to submit questions in writing to Auckland Transport concerning the League Table. Auckland Transport will invite all Operators who have submitted an Objection Notice or are reasonably likely to be affected by the resolution of any Objection Notice to meet together with Auckland Transport at a time and place specified by Auckland Transport (acting reasonably) within 15 Business Days of the expiry of the Review Period in a bona fide attempt to resolve any disputes relating to the draft League Table. Auckland Transport will endeavour to respond to all written questions received during the Review Period at least two Business Days prior to the meeting. In the absence of any Objection Notice being received by Auckland Transport within the Review Period, the draft copy of the League Table will be deemed to be the final League Table to be published and made available to the public.

If within 10 Business Days of the meeting to resolve the Objection Notices, Auckland Transport and the Operators fail to agree the final League Table, the matter will be referred for expert determination in accordance with clause 26.4. The parties agree to procure the expert to provide his or her determination no later than 120 Days after the end of the relevant Financial Year or at such other time as agreed by Auckland Transport and each Operator. Each Operator accepts that the League Table is not confidential or commercially sensitive information. Publication of the League Table will be no later than 120 Days after the end of the Financial Year or at such other time agreed between Auckland Transport and each Operator.

3.6 Higher commerciality units

- (a) At the end of the Term of a Service Contract entered into during the Initial Unit Allocation Process, Auckland Transport expects to negotiate (following the process, in the Transport Agency Procurement Manual, for the direct appointment of a supplier) a new Service Contract for a maximum term of 6



years with the existing Operator of the relevant Unit, rather than procure a new Service Contract by tender, if:

- (i) the Blended Commerciality Ratio for the Unit exceeds the Regional Blended Commerciality Ratio for:
 - (A) at least the last three Contract Years of the term of the Service Contract; or
 - (B) one-half or more of the Contract Years comprised in the term of the Service Contract; and
 - (ii) the average Blended Commerciality Ratio for the Unit calculated over the last three Contract Years is greater than the average Regional Blended Commerciality Ratio over the last 3 Contract Years; and
 - (iii) the aim and objectives of PTOM are being satisfied in the Auckland public transport bus services market, including, for example, during the Term of the relevant Service Contract:
 - (A) regional patronage growth increases being greater than population growth;
 - (B) real regional farebox recovery rate improvement;
 - (C) regional Commerciality Ratio improvement; and
 - (D) confidence in the price of a Negotiated Unit based on a minimum of three conforming tenders being received on average for each Unit;
 - (iv) in the last three Contract Years of the Service Contract, there have been no more than:
 - (A) one Cancellation Event;
 - (B) two Notifiable Cancellation Events; or
 - (C) three Default Events, -

under the Service Contract; and
 - (v) no more than 50% of the aggregate in-service kilometres of all Units is comprised in Negotiated Units (including the relevant Service Contract).
- (b) If Auckland Transport has entered into a second Service Contract for the relevant Unit under clause 3.6(a), then the relevant Operator accepts that clause 3.6(a) does not apply on expiry or termination of that second Service Contract. Auckland Transport may at its discretion negotiate with the existing Operator of the relevant Unit a new Service Contract thereafter.
 - (c) Auckland Transport is not required to procure any Unit by negotiation with the existing Operator and this clause 3.6 does not otherwise restrict the



ability of Auckland Transport to procure public transport services for any Unit.

3.7 Procurement methodology generally

Without restricting the ability of Auckland Transport to procure public transport services for a Unit, but subject to clauses 3.6 and 9.4, Auckland Transport may use the results of the League Table to determine whether or not to procure a Unit by tender or negotiation.

4 Partnering for performance

4.1 Philosophy

For the purpose of implementing the principles in section 115(1) of the LTMA and other legislative requirements applying to Auckland Transport and Operators (as the case may be) in relation to the establishment and operation of PTOM:

- (a) Auckland Transport will use reasonable endeavours to deal fairly and co-operatively with the Operators under this Agreement;
- (b) each Operator will use reasonable endeavours to deal fairly and co-operatively with Auckland Transport under this Agreement; and
- (c) subject to its own commercial interests, each Operator will co-operate with the other Operator for the purpose of assisting Auckland Transport with satisfying its legislative objectives, functions and other obligations.

However, this provision does not restrict either Auckland Transport or an Operator from exercising its rights under a Service Contract.

4.2 Partnering principles

- (a) Auckland Transport and each Operator undertake to conduct its activities relating to this Agreement in good faith. Acting in good faith includes:
 - (i) being fair, reasonable and honest;
 - (ii) doing all things reasonably expected of it by Auckland Transport (in the case of an Operator) or the Operators (in the case of Auckland Transport) and by this Agreement; and
 - (iii) giving as much weight to the interests of the effective and efficient operation of the relevant Unit and Auckland public transport services generally as to one's own self-interest but recognising the commercial interests of the Operators.
- (b) The Operators, collectively, will undertake the provision of public transport services in



Auckland in accordance with the Timetable and recognising the importance of appropriate integration between the Services in each Unit for the proper operation of the Auckland public transport network.

4.3 **General approach**

Auckland Transport and the Operator will work together to:

- (a) operate each Unit efficiently and effectively;
- (b) integrate and co-ordinate, as appropriate, public transport services between Units;
- (c) provide value for money in relation to the operation of each Unit (including any value-for-money proposition described in a Proposal and agreed with Auckland Transport);
- (d) improve the provision of, or the ability to provide the Services (whether through the reduction of costs, increase in quality, improvement in service design or otherwise) including such things as:
 - (i) maintenance and operating costs efficiency;
 - (ii) improvements in service specification, service delivery, customer service and passenger growth;
 - (iii) increased operational efficiency of Services; and
 - (iv) use of new technology or new or improved techniques;
- (e) prepare joint annual business plans; and
- (f) undertake 18-month Timetable reviews.

The Operator will actively explore and consider innovations (or opportunities for innovation) and present them in a proposal to Auckland Transport for consideration through its Authorised Representatives as part of the business planning process or at meetings of the Partnering Team.

4.4 **Authorised representatives**

- (a) Each party authorises the Authorised Representative to act on behalf of that party in the performance of that party's obligations, and exercise of that party's rights, under this Agreement or each Service Contract.
- (b) Each Authorised Representative will have the appropriate skill, knowledge and authority reasonably required to undertake the role of an authorised representative of the Operator or Auckland Transport (as the case may be) in relation to a contract for the provision of public bus transport services.



4.5 **Change of authorised representatives**

Either party may change its Authorised Representative by giving written notice to the other identifying the new appointee (whom, to avoid doubt, must satisfy the requirements in clause 4.4(b)) and stating the date that the change will be effective.

4.6 **Partnering team**

- (a) The Partnering Team will meet at least monthly. The functions of the Partnering Team are to:
- (i) discuss and review performance under each Service Contract, status reports, strategies, plans and objectives for the relevant Unit;
 - (ii) discuss under clause 4.3 improvements or opportunities for improvements, including submitted proposals;
 - (iii) consider and co-ordinate the preparation and implementation of relevant plans and programmes to resolve performance issues or improve performance in relation to the Unit;
 - (iv) discuss procurement and sub-contracting policies;
 - (v) discuss and improve risk management and co-ordinate initiatives to address areas of risk to the Services or this Agreement generally;
 - (vi) discuss incidents and accidents and safety issues, together with corrective action and improvement plans;
 - (vii) discuss special events' services and their operational implementation where applicable; and
 - (viii) discuss relevant issues requiring wider discussion with other operators at an Operators' forum.
- (b) Each party may bring other personnel from its organisation to attend Partnering Team meetings to the extent relevant to the issues to be discussed at the relevant meeting.

4.7 **Operators' forum**

Auckland Transport will establish an Operators' forum and Auckland Transport and each Operator will participate in the forum. Auckland Transport will arrange meetings of the forum at least 6-monthly. The purpose of the forum is to provide a forum for discussion of public transport issues that have implications for more than one Operator.



4.8 Resources

The Operators will provide all resources required to operate their respective Units in accordance with the relevant Service Contract.

Auckland Transport will provide payment for the provision of public transport services required for the operation of the Units, being the Annual Gross Price, in accordance with the relevant Service Contract.

5 Service contract

5.1 Service contract

The contract between Auckland Transport and the relevant Operator for the provision of public transport services in a Unit (each such contract being a **Service Contract**) will comprise:

- (a) this Agreement; and
- (b) an agreement for the operation of the relevant Unit which will specify the relevant Routes and Timetable and any specific arrangements for that Unit, also referred to as a “Unit Agreement”.

Each Operator acknowledges the importance to Auckland Transport of consistency between this Agreement and each Unit Agreement with each Operator, in particular to facilitate:

- (a) a consistent risk allocation basis for determining the commerciality and other value-for-money considerations for each Unit; and
- (b) competition in the Auckland public transport services market.

5.2 No services without contract

An Operator may not provide public transport services comprised in a Unit if it does not have a current Service Contract for that Unit.

Auckland Transport will not enter into a Service Contract for a Negotiated Unit as part of the Initial Unit Allocation Process unless the proposed Operator for the relevant Unit has entered into with Auckland Transport, on or before the date of the Service Contract, the PTOM Participation Agreement.

5.3 No guarantee

This Agreement is not:

- (a) an express or implied guarantee or representation or other assurance that an Operator will be contracted to provide public transport services in Auckland; or



- (b) enforceable by an Operator against another Operator.

5.4 **No property interest and no restriction**

This Agreement or a Service Contract does not confer on an Operator:

- (a) any property or proprietary interest or right in relation to any Unit or public transport service comprised in that Unit;
- (b) any property or proprietary interest or right in any public transport or other service design, plan or strategy of Auckland Transport;
- (c) any real or personal property, right or interest, including intellectual property rights; or
- (d) any right to operate any public transport service, except as expressly provided for in the relevant Service Contract.

5.5 **Accession**

Auckland Transport may include a person as an Operator under this Agreement by that person entering into a deed of accession (in a form prescribed by Auckland Transport) under which that person obtains the rights and is subject to the obligations of an Operator under this Agreement. Auckland Transport will provide notice to the other Operators of the inclusion of a new Operator.

6 **Financial performance**

6.1 **Revenue and cost risk**

Auckland Transport and each Operator acknowledge and accept that, for each Unit:

- (a) the Operator will be responsible for payment of the costs incurred by the Operator in operating the Unit in accordance with the relevant Service Contract and otherwise complying with the other requirements of the relevant Service Contract;
- (b) Auckland Transport will be entitled to the Revenue relating to the Unit if it is not a Commercial Unit and if the Unit is a Commercial Unit the Operator will be entitled to the Revenue, subject to the Financial Incentive Mechanism (if applicable) for that Commercial Unit during the term of the relevant Service Contract; and
- (c) Auckland Transport will pay to the Operator the Annual Gross Price for the operation of the Services specified in a Unit and complying with the other requirements of the relevant Service Contract. Auckland Transport will not pay any amount in relation to the Annual Gross Price for a Commercial Unit and the Annual Gross Price is deemed to be a notional amount for the purpose of calculating the Commerciality Ratios, although an Operator of a Commercial Unit:



- (i) will be entitled to the SGC Payments for the Commercial Unit; and
- (ii) may have agreed to make payment to Auckland Transport under the relevant Unit Agreement in order to operate the Commercial Unit, separate from any Financial Incentive Mechanism payment.

6.2 Indexation

The AGP Components and the AGP Components Variation Rates under each Service Contract (except a Service Contract for a Commercial Unit) will be adjusted each Quarter, in accordance with any movement in the Transport Agency Index for the previous Quarter.

7 Reset of annual gross price

7.1 Annual Gross Price

The Annual Gross Price of a tendered Service Contract will be adjusted with effect from the end of the sixth Contract Year in accordance with this clause 7.

7.2 Adjustment to the annual gross price

Auckland Transport will make an adjustment under clause 7.1 in accordance with the Transport Agency Procurement Manual based on:

- (a) if the Benchmarking (acting reasonably) is satisfied that there is sufficient Benchmarking information available to use the data envelopment analysis method, Benchmarking using that method; and
- (b) otherwise, in accordance with the Transport Agency Procurement Manual, Benchmarking using the cost and revenue information available to Auckland Transport including cost component information, vehicle pricing, econometrics and indexation in accordance with the Transport Agency Index, and taking into consideration cost or revenue information that the affected Operator considers is relevant that is received by Auckland Transport from the Operator for that purpose during the first 9 months of that sixth Contract Year.

7.3 Auckland Transport and the Operator will consult with each other in relation to the proposed adjustment to the Annual Gross Price, with the Operator providing to Auckland Transport a proposal or, where applicable, a counter-proposal for any such adjustment for consideration by Auckland Transport. After consultation, Auckland Transport will notify the relevant Operator of the adjustment (if any) to be made to the Annual Gross Price for the relevant Service Contract.



- 7.4 If the Operator disputes Auckland Transport's proposed Annual Gross Price, then Auckland Transport and the relevant Operator will endeavour to resolve that difference by agreement. If Auckland Transport and the Operator cannot reach agreement on the adjustment required under clause 7.1, then:
- (a) Auckland Transport's proposed adjustment will apply from the first day of the seventh Contract Year; and
 - (b) the Operator or Auckland Transport may refer the determination of the Annual Gross Price prior to commencement of the seventh Contract Year, on the basis that the Annual Gross Price is an amount that represents the efficient market price for operating the Unit and has been determined in accordance with the Transport Agency Procurement Manual, to expert determination under the Dispute Resolution Procedure. The Operator and Auckland Transport will promptly (but within 20 Business Days after determination by the expert) implement the Annual Gross Price determined by the expert.
- 7.5 Where the amount of the Annual Gross Price proposed by Auckland Transport and paid pursuant to clause 7.4(a) is:
- (a) less than the Annual Gross Price determined by the expert, then Auckland Transport will, within 10 Business Days of the expert's determination, pay to the Operator in one lump sum the amount of such difference for the period of such adjustment; or
 - (b) more than the Annual Gross Price determined by the expert, then the Operator will, within 10 Business Days of the expert's determination, pay to Auckland Transport in one lump sum the amount of such difference for the period of such adjustment.

8 Benchmarking

8.1 Process

Auckland Transport or the Transport Agency (as required under the Transport Agency Procurement Manual) will undertake the Benchmarking of a Unit:

- (a) if the Unit is a Negotiated Unit, prior to entering into the Service Contract for the Unit; and
- (b) as part of the process for a reset of the Annual Gross Price under clause 7.

8.2 Constraints on process

The Operators acknowledge that the requirement for Auckland Transport or the Transport Agency to undertake Benchmarking under clause 8.1 is subject to:

- (a) the requirements of the Transport Agency Procurement Manual; and
- (b) the availability of adequate information, including cost component information, vehicle pricing, econometrics, and indexation in accordance with the



Transport Agency Index, to determine an efficient market price for operating the Unit.

8.3 Co-operation

Auckland Transport and each Operator will:

- (a) co-operate with the Benchmarker; and
- (b) promptly provide to the Benchmarker the records and other information that such person may request (in the form and manner requested) for the purpose of undertaking and completing the Benchmarking.

8.4 Benchmarker

The Benchmarker for a particular Unit will be an independent third party appointed by the Transport Agency in accordance with the Transport Agency Procurement Manual:

- (a) for undertaking the first Benchmarking of a Negotiated Unit, by the Transport Agency in accordance with the Transport Agency benchmarking policy; and
- (b) otherwise (but subject to the requirements of the Transport Agency Procurement Manual), an independent third party appointed by Auckland Transport (which may be a third party previously engaged by Auckland Transport to provide advisory services if that third party undertakes to perform the Benchmarking on an impartial basis).

8.5 Costs

If Auckland Transport has appointed the Benchmarker, then Auckland Transport will pay the fees of the Benchmarker. Otherwise, Auckland Transport and the relevant Operator will be responsible for its own costs in relation to Benchmarking.

8.6 Disclosure

Neither Auckland Transport nor the Transport Agency is required to disclose the results of any Benchmarking to an Operator. If the Annual Gross Price for a Negotiated Unit proposed by an Operator exceeds the maximum Annual Gross Price determined by Benchmarking for the Unit, then Auckland Transport may disclose to the Operator the minimum and maximum Annual Gross Price determined by Benchmarking for the Unit.

9 Commercial units

9.1 Joint objective

Auckland Transport and the Operators record their joint objective of reducing reliance on public subsidies for the provision of public transport services in Auckland within the existing legislative framework, by encouraging the improvement of Unit commerciality and increasing the farebox component contribution to the cost of services.



9.2 Reclassification

- (a) The relevant Operator may propose, by written notice to Auckland Transport, to re-classify an existing Unit as a Commercial Unit during the Term of the relevant Service Contract.
- (b) Auckland Transport may, after consultation with the affected Operator, propose by written notice to the Operator of the Unit, to re-classify an existing Unit as a Commercial Unit during the term of the relevant Service Contract, if the Commerciality Ratio for the Unit for the most recent Contract Year was at least 100% (calculated on the basis that the revenue element of the Commerciality Ratio calculation is adjusted by an amount equivalent to the revenue rebase (if any) of the Unit under schedule 4 (Financial incentive mechanism) at the end of the most recent Financial Year).
- (c) A proposed reclassification under this clause 9.2 may take effect only at the end of a Contract Year and the term of the Service Contract for that Unit following reclassification, will remain unchanged. The Financial Incentive Mechanism as described in schedule 4 to this Agreement shall apply.

9.3 Operator option

If the affected Operator, within 20 Business Days after receipt of the relevant notice:

- (a) does not accept the proposed reclassification of a Unit as a Commercial Unit under clause 9.2(b), then Auckland Transport may cancel the Service Contract for the Unit by written notice to the affected Operator; or
- (b) accepts the proposed reclassification, then on the effective date of a reclassification of a Unit, the relevant Service Contract is deemed to be amended so that Auckland Transport is not required to pay the Annual Gross Price to the Operator and the Annual Gross Price is deemed to be a notional amount required for the purpose of calculating the Commerciality Ratios.

9.4 Renewal

- (a) At the expiry of the Term of the first Service Contract for a Unit which is a Commercial Unit, Auckland Transport will negotiate (following the process in the Transport Agency Procurement Manual for negotiation for the direct appointment of a supplier) a new Service Contract (for a term as specified in the Transport Agency Procurement Manual) relating to that Commercial Unit with the existing Operator of the relevant Commercial Unit, rather than procure a new Service Contract by tender, if:
 - (i) the Operator provides to Auckland Transport not less than 9 month's written notice prior to the end of the Term of the Service Contract requesting the negotiation of a new Service Contract for that Commercial Unit; and
 - (ii) in the last Contract Year of the relevant Service Contract there has been no more than:
 - (A) one Cancellation Event;
 - (B) two Notifiable Cancellation Events; or



- (C) three Default Events; and
- (iii) either:
 - (A) Auckland Transport has not received a Commercial Unit Proposal under clause 9.59.5 for that Commercial Unit; or
 - (B) Auckland Transport has received a Commercial Unit Proposal under clause 9.5 for that Commercial Unit and Auckland Transport has rejected entering into a contract with the person specified as the Operator in the Commercial Unit Proposal.
- (b) If Auckland Transport has neither accepted nor rejected entering into a contract with the person specified as the Operator in the relevant Commercial Unit Proposal, then Auckland Transport may negotiate with both the existing Operator of the Commercial Unit and the person specified as the Operator in the Commercial Unit Proposal.
- (c) Any renewal under this clause 9.4 will be effected by the parties entering into a new Service Contract for a term as defined in the Transport Agency Procurement Manual, unless the parties agree otherwise in writing and no later than four months prior to the end of the Term of the relevant Service Contract or within such period as otherwise agreed to by both parties.

9.5 Challenge process

- (a) The Operators acknowledge that a person may, no later than 9 months prior to the expiry of the Term of the relevant Service Contract, provide to Auckland Transport a written proposal (in the form required by Auckland Transport) under which that person proposes to operate an existing Unit or Commercial Unit as a Commercial Unit (a **Commercial Unit Proposal**). A Commercial Unit Proposal must satisfy Auckland Transport's current quality standards for the relevant Unit or Commercial Unit. Auckland Transport is not required to disclose the details of any such Commercial Unit Proposal to an Operator. However Auckland Transport will provide sufficient information to an Operator of the relevant Service Contract to enable such Operator to prepare a written proposal under clause 9.5(b) which shall include the proposed Annual Gross Price, any quality proposition and the proposed timetable in the Commercial Unit Proposal.
- (b) If Auckland Transport has received a Commercial Unit Proposal and it proposes to enter into a Service Contract for the relevant Unit in accordance with that Commercial Unit Proposal as a Negotiated Unit, then it will provide to the existing Operator of the relevant Unit an opportunity to contract with Auckland Transport to provide that Unit as a Commercial Unit in accordance with the Commercial Unit Proposal as a Negotiated Unit, including additional quality standards offered (if any). If the existing Operator does not contract with Auckland Transport within 20 Business Days of being notified of the opportunity, then Auckland Transport may contract with the person specified as the Operator in the Commercial Unit Proposal, and the existing Service Contract will expire on the relevant expiry date. Auckland Transport is under no obligation to accept a Commercial Unit Proposal. Unless otherwise agreed between Auckland Transport and the relevant Operator or unless a different financial incentive model was proposed in the Commercial Unit Proposal, the Financial Incentive Mechanism in force as at such date will apply to that Service Contract.



9.6 Operator termination

An Operator may, by at least 9 months' prior written notice to Auckland Transport, cancel the Service Contract for a Commercial Unit with effect on and from the expiry of the then current Contract Year. The relevant Operator may not cancel a Service Contract under this clause until expiry of at least 2 Contract Years after reclassification as a Commercial Unit. If the Operator cancels its Service Contract for a Commercial Unit under this clause 9.6 but:

- (a) the Commerciality Ratio for the Unit exceeds the Regional Commerciality Ratio for:
 - (i) the last two Contract Years of the term of the Service Contract; or
 - (ii) one-half or more of the Contract Years comprised in the term of the Service Contract; or
- (b) the average Commerciality Ratio for the Unit calculated over the last two Contract Years is greater than the average Regional Commerciality Ratio over the last two Contract Years, -

then, at the Operator's request:

- (c) Auckland Transport and the Operator will agree a Service Contract for that Unit as a non-Commercial Unit;
- (d) the Service Contract will take effect from the date of cancellation of the Commercial Unit and will be on the terms applying immediately prior to the conversion of that Unit to a Commercial Unit except that the term of the Service Contract for that Unit following reclassification will remain unchanged; and
- (e) the Annual Gross Price payable by Auckland Transport under the Service Contract for that Unit following reclassification will be the Annual Gross Price that would have been the Annual Gross Price if such Service Contract had been for a Negotiated Unit that was not a Commercial Unit.

If a Service Contract has been reclassified as a non-Commercial Unit under this clause 9.6, clauses 3.6 and 9.4 will not apply and Auckland Transport retains the right to tender such Unit on termination or expiry of such Service Contract.

9.7 Revenue decline

If the annual Revenue for a Commercial Unit decreases but remains above the 100% Commerciality Ratio for that Unit, Auckland Transport will not be required to pay to the Operator any amount calculated under the Financial Incentive Mechanism.



10 Financial incentive mechanism

The Financial Incentive Mechanism is specified in schedule 4. The objective of the Financial Incentive Mechanism is to encourage the continual improvement in the financial performance and patronage for a Unit.

PART B - Performance framework

11 Conditions

For each Service Contract, the rights and obligations of Auckland Transport and the Operator under the relevant Service Contract will not come into existence until the Operator has provided to Auckland Transport, in relation to the relevant Service Contract:

- (a) any Performance Bond required under the Operational Requirements;
- (b) any guarantee from the holding company of the Operator or other security arrangements required under the relevant Service Contract;
- (c) a copy of each insurance policy required under the Operational Requirements or a written certification from the Operator's insurers identifying, for each policy, the risks and exclusions and insured amounts and deductibles of each of the insurance policies and confirming the terms of each of the Operator's insurance policies comply with the insurance requirements in paragraph 16 of section B of schedule 7 (Operational requirements) or under the relevant Service Contract; and
- (d) a copy of each regulatory approval required under clause 13.3.

12 Business plan

12.1 Formulation

The Operator and Auckland Transport will work together to develop and finalise a Business Plan for each Unit for which that Operator has a Service Contract. The Business Plan will comprise two parts:

- (a) the first part will include:-
 - (i) the patronage growth plan; and
 - (ii) the business development plan and targets; and
 - (iii) any other plan that Auckland Transport and the relevant Operator agree is



reasonably required for a particular Unit -that is not subject to a plan under subclause (b) prepared by the Operator and Auckland Transport on a joint basis;

- (b) the second part, being based on the draft business plan submitted to Auckland Transport as part of the Proposal for the relevant Service Contract, that will be prepared by the Operator, and will include:
 - (i) the commencement/mobilisation plan;
 - (ii) the customer service plan;
 - (iii) the service delivery operations plan, to include:
 - (A) asset management plan/fleet replacement plan;
 - (B) health and safety plan;
 - (C) staff training plan;
 - (D) revenue protection plan;
 - (E) risk management plan;
 - (F) incident response plan;
 - (G) quality assurance plan;
 - (iv) environmental management plan;
 - (v) business continuity plan; and
 - (vi) exit plan; and
 - (vii) any other plan that Auckland Transport and the relevant Operator agree is reasonably required for a particular Unit;
- (c) include any amendments agreed by Auckland Transport before the Commencement Date; and
- (d) otherwise comply with the requirements of the relevant Service Contract.

12.2 Delay in finalisation of plan

If the Operator and Auckland Transport have not finalised a Business Plan for the relevant Service Contract 120 Business Days prior to the relevant Commencement Date, then the Operator will provide Auckland Transport with a draft Business Plan that satisfies the requirements of clauses 12.1(a) to (c).



On receipt, Auckland Transport will review the draft Business Plan and:

- (a) accept the draft, in which case the draft becomes the Business Plan; or
- (b) with the agreement of the Operator, modify the draft (to the extent that Auckland Transport is not satisfied with those parts of the draft Business Plan prepared in accordance with clauses 12.1(a) to 12.1(c)), in which case the amended draft becomes the Business Plan; or
- (c) reject the draft (to the extent that Auckland Transport is not satisfied with those parts of the draft Business Plan prepared in accordance with clauses 12.1(b) to 12.1(c)), in which case the Operator will prepare in a timely manner another draft Business Plan containing amendments to those parts of the draft Business Plan prepared under clauses 12.1(a) to 12.1(c) and provide it to Auckland Transport for review by Auckland Transport under this clause 12.2.

12.3 Rejection of business plan

Auckland Transport will, in considering whether to accept or reject the draft Business Plan:-

- (a) act on a fair and reasonable basis; and
- (b) is entitled to require the inclusion of any applicable aspect of the Operator's Proposal for the relevant Service Contract.

12.4 Failure to finalise plan

If Auckland Transport and the relevant Operator have not agreed a draft Business Plan for the relevant Unit by no later than 90 Business Days prior to the Commencement Date for the relevant Service Contract, then either party may refer the matter for determination under the Dispute Resolution Procedure. If the dispute has not been resolved or determined no later than 20 Business Days prior to such Commencement Date then the relevant Service Contract will expire on that date.

12.5 Annual review

The Operator and Auckland Transport will review the Business Plan during the last 2 months of each Contract Year for the purpose of deciding any modifications required to the Business Plan for the next Contract Year in order to satisfy the requirements of the relevant Service Contract. Clauses 12.1 to 12.4 will apply in relation to each review of the Business Plan, with any necessary modifications, including performance improvement plans (and as if references to "Commencement Date" were references to the start of the relevant Contract Year).

13 Service standards

13.1 Operational requirements and business plan



The Operator and Auckland Transport will, in relation to each Service Contract, comply with:

- (a) the Operational Requirements; and
- (b) the Business Plan.

13.2 General requirements

The Operator will perform the Services and its other obligations under each Service Contract, recognising that the safety of passengers, the public generally, and the employees and contractors of the Operator is of paramount importance and:

- (a) in accordance with any applicable law or requirement of a regulatory authority, including any reasonable written direction or rule issued by Auckland Transport to the Operator;
- (b) in accordance with the provisions of this Agreement, the Unit Agreement and any licence or other regulatory approval held or required to be held by the Operator;
- (c) with the reasonable skill, care, diligence and foresight expected of a prudent, appropriately qualified and efficient public transport bus service operator experienced in undertaking activities of a similar type, scope, nature and complexity to the activities required to be undertaken by the Operator under the relevant Service Contract, and in accordance with best industry practice in major Australasian metropolitan areas;
- (d) in coordination with any other services or activities performed or undertaken by or for Auckland Transport under other Service Contracts; and
- (e) using best endeavours to avoid any unnecessary disruption of or interference to the business or other activities of Auckland Transport.

13.3 Regulatory requirements

The Operator will:

- (a) procure, maintain and comply with any licence or other regulatory authorisation required to perform its obligations under the relevant Service Contract; and
- (b) immediately give written notice to Auckland Transport of any action being taken which could result in the cancellation or suspension of any such licence or other regulatory authorisation.



14 Variations

14.1 Mechanisms

It is anticipated by Auckland Transport and each Operator that variations may be made to a Service Contract (which may also modify the Annual Gross Price using the AGP Component Variation Rates and the Base Revenue under the Financial Incentive Mechanism as a consequence) during its Term by:

- (a) a revenue enhancement proposal by the Operator that is accepted by Auckland Transport under clause 14.2;
- (b) an informal variation agreed by Auckland Transport and the Operator and recorded by modification to the Business Plan under subclause 14.3;
- (c) a formal variation under clause 14.4; or
- (d) a Major Service Change under clause 14.5.

14.2 Revenue enhancement proposals

The Operator may make a proposal to Auckland Transport for a variation to the operation of a Unit (that may also include a modification to the Route or Timetable for Services comprised in a Unit) for the enhancement of patronage or revenue from a Unit and the following provisions shall apply:

- (a) Auckland Transport and the Operator may agree to amend a Service Contract as a result of such a proposal;
- (b) any amendment to this Agreement as a result of such a proposal will require the agreement of all affected Operators;
- (c) a proposal under this clause may be given effect to as a variation to the relevant Business Plan under clause 14.3 rather than requiring a formal variation under clause 14.4.

14.3 Variations using the business plan

Each Operator and Auckland Transport accept that it is not intended to apply the formal variation procedure in schedule 5 to every variation to a Unit but that a written record (by variation to the Business Plan) will be maintained for each such variation which has not been subject to the formal variation procedure. If the relevant Operator and Auckland Transport are unable to agree whether or not the formal variation procedure should be applied to a proposed variation within 10 Business Days of notice of a proposed variation, then the formal variation procedure will apply to the proposed variation.



14.4 Formal variations

Either Auckland Transport or the Operator may, by written notice to the other, propose a variation to a specific Service Contract under schedule 5.

14.5 Network-wide development and major service change process

Where Auckland Transport proposes, following consultation with the Operator, to make a network-wide development or Major Service Change, resulting in the Annual Gross Price of a Unit being reduced (**AGP Reduction**) by more than 20% when applying the AGP Component Variation Rates, then Auckland Transport will:

- (a) by written notice, inform the affected Operator of the proposed changes; and
- (b) negotiate in good faith with the affected Operator in relation to any alternative solution to the proposed change including alternative timetables, potential redeployment of resources and implementation of transitional periods.

14.6 Disagreement

If Auckland Transport and the Operator are, within 40 Business Days of the date of the notice given to the Operator in accordance with clause 14.5(a), unable to agree such an alternative solution, then Auckland Transport may, by giving to the Operator at least 90 Business Days' written notice:

- (a) if the AGP Reduction is more than 20% but less than 50%, vary 20% of the Annual Gross Price using the AGP Component Variation Rates, re-deploy such portion of resources measured by Annual Gross Price using AGP Component Rates as Auckland Transport determines (acting reasonably) and up to a maximum of the AGP Reduction, and if following such re-deployment there remains a balance of the AGP Reduction (**Final Balance**), Auckland Transport will pay to the Operator an amount equal to 7% of the Final Balance applicable to the period of 2 years from the date of such variation; and
- (b) if the AGP Reduction is 50% or more, cancel the Service Contract and (at the option of Auckland Transport, re-deploy all or part of the resources relating to the AGP Reduction) and pay to the Operator:
 - (i) an amount equal to 7% of the Annual Gross Price of the non-re-deployed portion of the Annual Gross Price of the Unit applicable to the period of 5 years from the date of such cancellation or for the unexpired portion of the Service Contract, whichever is less;
 - (ii) 6 months' of all wages and salary costs of all staff employed directly in the Unit and who are not re-deployed in accordance with clause 14.6(b); and
 - (iii) an amount equal to 18 months' depreciation on Vehicles not re-deployed, at a rate of 7.5% on a straight line basis based on the original purchase price of the Vehicle.



14.7 **Costs of alternative or part deployment of resources**

Auckland Transport will pay the amount referred to in clause 14.6 no later than 90 Days after the cancellation of the Service Contract and such costs will be in full and final settlement of any liability of Auckland Transport to the Operator in connection with the Network-wide development or Major Service Change and cancellation of the Service Contract.

14.8 **Operator's undertaking**

The Operator will:

- (a) negotiate in good faith with Auckland Transport in relation to alternative deployment of resources under clause 14.6 and perform its obligations under schedule 6 (Service continuity);
- (b) jointly work with Auckland Transport to develop a communications plan for stakeholders affected by the Major Service Change; and
- (c) provide to Auckland Transport sufficient evidence prepared or reviewed by an independent organisation agreed with Auckland Transport substantiating, to Auckland Transport's satisfaction, the payments referred to in clause 14.6.

14.9 **Disputes**

If there is a dispute between Auckland Transport and more than one Operator in relation to the same or substantially the same variation or proposed variation, then Auckland Transport may by written notice to those Operators require those disputes to be resolved together under the Dispute Resolution Procedure, but Auckland Transport will not disclose any Confidential Information relating to an Operator to another Operator during the course of the Dispute Resolution Procedure.

14.10 **Commercial unit variations that result in an annual gross price payment**

If a variation by Auckland Transport to a Commercial Unit under this Agreement results in an Annual Gross Price payment being made by Auckland Transport in relation to the relevant Unit, then such Commercial Unit will cease to be a Commercial Unit from the date of the first such payment.

14.11 **Modification of operational requirements**

The Operators acknowledge that modification of the Operational Requirements for a particular Unit as part of the negotiation or a tender procurement process for the Unit does not constitute a variation under this Agreement.



15 Payment of annual gross price

15.1 Payment

For each Service Contract, Auckland Transport will subject to clause **Error! Reference source not found.**, pay to the Operator, in accordance with this clause 15:

- (a) for each month during the Term, one-twelfth of the Annual Gross Price (and where the Annual Gross Price is varied during this period in accordance with schedule 5, any change in the Annual Gross Price will be pro-rated in accordance with the period from the date of implementation up to the period in which the payment is to apply) for the relevant Unit on the twentieth of the month following; and
- (b) for each Quarter during the Term, the Performance Bonus (or deduct the Performance Deduction from the Annual Gross Price) (if any) for the relevant Quarter for the relevant Unit on the twentieth of the month following the end of the relevant Quarter; and
- (c) for each Contract Year, the amount (if any) payable by Auckland Transport under the Financial Incentive Mechanism for the Unit for that Contract Year on the twentieth of the month following the end of the Contract Year.

15.2 Contract claims

- (a) Contract claims for amounts payable by Auckland Transport to the Operator should be dated as the last day of the period applicable to the relevant contract claim.
- (b) If the relevant Operator authorised contract claim is received by Auckland Transport by the tenth day of the month following the end of the period for which the contract claim applies, then Auckland Transport will process an Operator buyer created tax invoice (BCTI) and make payment (subject to any deductions Auckland Transport is entitled to make under the relevant Service Contract) in accordance with clause 15.1.
- (c) If the relevant contract claim is not received by Auckland Transport by the tenth day of the month following the end of the period for which the claim applies, then Auckland Transport will endeavour to process and make payment in accordance with clause 15.1, but otherwise will pay the invoice by the twentieth of the next month.
- (d) Subject to any modification notified by Auckland Transport to the Operators:
 - (i) Contract claims should be sent to Auckland Transport AT Metro Contract Administration, referencing the relevant Service Contract and AT Authorised Representative, by email (preferred method) or post, as follows:
 - (A) email, to PTContractAdmin@at.govt.nz. When emailing contract claims:
 - include only one contract claim per attachment (multiple attachments supporting the contract claim within one email are allowed);



- attachments must be in pdf format;
- the subject line should contain the Operator's company name along with the words 'Contract Claim' and the relevant month and year;

(B) post, to:

AT Metro Contract Administration
Auckland Transport
Private Bag 92255
Auckland 1142

(ii) Auckland Transport may require Operators to submit invoices electronically.

15.3 Contract claim disputes

- If Auckland Transport disagrees with an amount (or a portion of an amount) claimed in a contract claim or any amount alleged to be due from the Operator (a **Disputed Sum**), then, without prejudice to Auckland Transport's rights under the relevant Service Contract, Auckland Transport may notify the Operator of the Disputed Sum and the nature of the dispute within 10 Business Days of receipt of the relevant contract claim by Auckland Transport.
- Auckland Transport may withhold payment of a Disputed Sum.
- Both parties will use reasonable endeavours to promptly resolve the contract claim dispute. If the contract claim dispute is not resolved within 20 Business Days, it may then be resolved in accordance with the Dispute Resolution Procedure.
- On resolution of the dispute, the party liable to pay a sum will pay it within 10 Business Days of the later of the date of settlement of the dispute and the original due date for payment of the Disputed Sum. Auckland Transport will issue a new tax invoice or credit note (as the case may be) to reflect the claim arising from the resolution of the dispute. If payment is not received by the date that payment is due in accordance with this clause 15.3(d), the party liable to pay such sum will pay an amount equal to interest on that sum for the period commencing from the due date for payment and ending with the date the sum is paid (and the period shall continue after as well as before judgment). The rate of interest shall be a rate of 2% per annum above the 90 day bank bill rate as published by the Reserve Bank of New Zealand on the first Business Day following the due date. Interest shall accrue on a daily basis and be compounded quarterly.
- The existence of a dispute as to payment does not relieve the Operator from its obligations under the relevant Service Contract while that dispute remains unresolved.

15.4 Set off

Auckland Transport may, after notice to the Operator, deduct from any amount payable by Auckland Transport to the Operator:



- (a) any amount that is payable by the Operator under the Financial Incentive Mechanism;
- (b) an overpayment made to the Operator;
- (c) a payment, credit, refund or other loss which Auckland Transport is entitled to claim from the Operator; and
- (d) any amount which Auckland Transport is obliged to withhold or deduct, by law, from any amount (including any relevant taxable amount that Auckland Transport is required to deduct or withhold and pay to the Inland Revenue Department on account of any tax). If any such deduction or withholding is insufficient to satisfy the relevant taxable amount that Auckland Transport is required to pay to the Inland Revenue Department on account of tax, the balance remaining unpaid to Auckland Transport will be deemed to be a debt due to Auckland Transport payable on demand by the Operator.

15.5 Interest on withheld amount

An amount which is determined by an expert as incorrectly withheld by a party shall carry interest as from the date of determination until paid at a rate of 2% per annum above the 90 day bank bill rate as published by the Reserve Bank of New Zealand on the first Business Day following the due date. Interest shall accrue on a daily basis and be compounded quarterly.

15.6 Suspension of payment

If a Cancellation Event occurs, Auckland Transport may without limiting its other rights or remedies (including recourse to any Performance Bond), by written notice to the Operator, suspend payment of all or such part of any of the amounts payable by Auckland Transport to the Operator up to an amount which Auckland Transport reasonably considers to be necessary to compensate it for any of its recoverable loss arising as a result of the Cancellation Event and which would not be compensated by recourse to any Performance Bond, provided that such suspension of payment may not be made to the extent that such recoverable loss was caused by any default by Auckland Transport under this Agreement.

15.7 All payments on business days

Where a payment to be made under a Service Contract is due on a day which is not a Business Day, the due date will be the immediately succeeding Business Day.

15.8 Mode of payments

Each payment by Auckland Transport under a Service Contract is to be made by direct credit on the due date to the relevant Operator's specified New Zealand bank account.

15.9 Reporting services

Without limiting any other rights of Auckland Transport under a Service Contract, if the Operator does not perform the Reporting Services, provided that such non performance was not a direct result of any act or omission of Auckland Transport to provide such information in accordance with this Agreement, then Auckland Transport may:



- (a) reduce the Annual Gross Price payment by the Reporting Services Deduction for each report not received by Auckland Transport in accordance with a Service Contract but subject to the Reporting Services Deductions for all Service Contracts relating to the relevant Operator not exceeding \$7,500 per month;
- (b) withhold payment of any Financial Incentive Mechanism payment until the Operator performs the Reporting Services for the relevant Contract Year.

The parties acknowledge that any such reduction in the Annual Gross Price or withholding of any Financial Incentive Mechanism payment represents a genuine pre-estimate of the loss anticipated.

15.10 **No prejudice**

A payment of any money by Auckland Transport to the Operator is not evidence of the value of the obligations of the Operator under the relevant Service Contract or evidence that such obligations have been performed in accordance with the requirements of the relevant Service Contract, but is a payment on account only.

15.11 **GST**

All amounts stated in this Agreement or a Unit Agreement are exclusive of GST and all other applicable duties and taxes. If any amount payable by Auckland Transport or the Operator under a Service Contract represents consideration for a taxable supply by the Operator or Auckland Transport (as the case may be) (in this clause, the “payee”) to the payer, the payer will pay to the payee, in addition to and at the same time as any other amount payable for that supply, an amount equal to the GST chargeable on that supply, provided that the payee has issued a tax invoice to the payer in respect of that taxable supply.

15.12 **Taxes**

The Operator:

- (a) acknowledges that it is responsible for all obligations and liabilities of the Operator in relation to income tax, GST or any other tax, including making appropriate deductions for PAYE and all other employee contributions, levies or deductions from the remuneration of its employees; and
- (b) accordingly indemnifies Auckland Transport against any expense, cost, loss or liability that Auckland Transport may suffer or incur as a result of any claim or demand made by the Commissioner of Inland Revenue or other legislative or regulatory authority against Auckland Transport in respect of such tax, PAYE or other employee contribution, levy or deduction.

15.13 **Other remedies**

Auckland Transport’s exercise of its rights under this clause 15 does not affect any other right or remedy available to Auckland Transport.



16 Information

16.1 Non-disclosure

Subject to clause 16.2, each party will not disclose any Confidential Information, except to the extent required:

- (a) for the purpose of performing this Agreement or a Service Contract;
- (b) by or permitted by law;
- (c) for Auckland Transport to plan, manage or procure public transport services;
- (d) to enable a party to consult its legal advisers and other professional advisers (including financial institutions and bankers);
- (e) for the purposes of plans or reports of Auckland Transport or advice to Parliament, the Auckland Council or the Transport Agency (but this does not permit the disclosure by Auckland Transport of specific financial information of the Operator unless the disclosure is required or permitted by one of the other exceptions in this clause 16); or
- (f) by a judicial or regulatory authority.

16.2 Disclosure categories

For the avoidance of doubt, Auckland Transport may disclose:

- (a) the Operator's results under the Operational Performance Regime, including the nature of any non-compliance by the Operator, the outcomes (if any) in respect of each such non-compliance and details of actions taken by the Operator to remedy such non-compliance.
- (b) the Annual Gross Price and its components, fare revenue and patronage information for any Services; and
- (c) any vehicle tracking and location information and service performance data against Route and Timetable schedules.

16.3 LGOIMA

If Auckland Transport receives a request for Confidential Information under the Local Government Official Information and Meetings Act 1987 (**LGOIMA**) then, to the extent that it is reasonably practical under the circumstances, Auckland Transport will:



- (a) inform the relevant Operator of the request;
- (b) consult with the relevant Operator in relation to the Confidential Information that Auckland Transport is required to disclose under LGOIMA to comply with the request; and
- (c) notify the relevant Operator of the Confidential Information that Auckland Transport considers is required by LGOIMA to be disclosed and disclose only information to the extent required to be disclosed.

16.4 **Property rights**

Each Operator acknowledges and accepts that all passenger information is the property of Auckland Transport. Where required by Auckland Transport, the Operator will provide passenger information held by the Operator in the form requested by Auckland Transport as soon as reasonably practicable.

16.5 **Press releases and public announcements**

- (a) Each of Auckland Transport and the Operator will take into account the interests of the other when making public statements or presentations that may impact the other party, and will use its best endeavours to advise the other party of such communication as early as practicable before or after the communication.
- (b) The Operator will not make or issue any press release or public announcement relating to this Agreement or a Service Contract, nor give any presentation on Auckland public transport or Auckland Transport except:
 - (i) with the prior written approval of Auckland Transport or as otherwise agreed; or
 - (ii) when Auckland Transport delegates the responsibility to the Operator to issue any press release or public announcement relating to this Agreement or a Service Contract or appoints a spokesperson to do so; or
 - (iii) as otherwise permitted in accordance with this clause 16.5.
- (c) The Operator may only make or issue such press release or public announcement:
 - (i) Auckland Transport has delegated the Operator to do; or
 - (ii) required by law or by any securities exchange to which it is subject or any regulatory authority, provided that it will:
 - (A) use best endeavours to promptly consult with Auckland Transport prior to its making or issue; and
 - (B) so far as may be reasonable, take account of the comments of Auckland Transport with respect to its content and the timing and manner of its making or issue.



- (d) In all other respects Auckland Transport will manage press releases and public announcements in relation to this Agreement and each Unit and Service Contract.
- (e) For the avoidance of doubt, nothing in this clause is intended to prevent an Operator from:
 - (i) communicating to its shareholders about its business;
 - (ii) communicating to industry stakeholders about industry matters;
 - (iii) actively participating in public consultation processes; or
 - (iv) making any disclosure required by law or as necessary to comply with the listing rules and other requirements of any securities exchange to which it is subject or any regulatory authority.
 - (v) reasonably protecting its reputation with the public, subject to compliance with clauses 16.5(a) and 16.5(b)(i) and (ii).

17 Reporting

17.1 Systems and reports

The Operator will:

- (a) provide Auckland Transport access to monitoring and recording systems (including CCTV) to the reasonable satisfaction of Auckland Transport to accurately monitor, record and inform on the Operational Performance Regime;
- (b) provide to Auckland Transport the information and reports for the Operational Performance Regime (and any other matters required under the Business Plan) for each month, no later than 5 Business Days after the end of the relevant month; and
- (c) provide to Auckland Transport the monthly reports required under paragraph 13 of part B of schedule 7 (Operational Requirements).

17.2 Assistance

The Operator will also:

- (a) in a timely manner, provide Auckland Transport with all assistance and information that may be reasonably required by Auckland Transport in relation to the Services and public transport in Auckland generally, including any information required for the performance of Auckland Transport's obligations under this Agreement or a Service Contract. Any such information obtained may be used by Auckland Transport for the development or procurement of public transport services; and
- (b) notify Auckland Transport immediately when it becomes aware that it will be unable to provide any Services or in circumstances where the Operator is



unable to immediately notify Auckland Transport, the Operator will use its best endeavours to notify Auckland Transport within one hour of the Operator becoming aware of the matter, and:

- (i) unless Auckland Transport requires otherwise, take all action reasonably available to the Operator to notify prospective passengers of any change or disruption to a Service; and
- (ii) provide Auckland Transport with sufficient information to enable Auckland Transport to notify stakeholders and prospective passengers of any such change or disruption to the Service trip that has commenced.

17.3 Additional information

The Operator will also:

- (a) provide such information which the Operator or an Operator Group Member has access to in relation to the Service Contract, that Auckland Transport reasonably requires in order to satisfy any Transport Agency reporting requirements. That information will include information relating to scheduled public transport that the Operator operates in the Auckland region, including patronage, Vehicle kilometres and Passenger Kilometres; and
- (b) notify Auckland Transport, in a timely manner, of any error in or omission from information provided by either Auckland Transport to that Operator or by the Operator to Auckland Transport under this Agreement or a Service Contract.

17.4 Use

In addition to the disclosure rights permitted under clause 16 of this Agreement, Auckland Transport may also use the information (including patronage data and fare revenue information) provided under this Agreement:

- (a) to assist in its own transport planning and public transport service procurement and contract management functions; and
- (b) to report to Auckland Council and the Transport Agency.

18 Records

18.1 System

The Operator will (and will ensure that its agents and sub-contractors) maintain accurate and complete records in relation to the provision of the Services and its other obligations under each Service Contract.



18.2 Storage

The Operator will (and will ensure that its agents and sub-contractors):

- (a) store records in a manner that reasonably ensures their continued safety from destruction or loss and their confidentiality. Where records are kept in electronic form, they must be backed-up and copied in accordance with good industry practice for the retention and safety of records of such a nature;
- (b) maintain an accurate and complete list of Vehicles and all other assets (including intellectual property and information technology systems) reasonably required and used in the performance of the Services and the Operator's other obligations under the relevant Service Contract; and
- (c) on request by Auckland Transport, promptly provide copies of any such records to Auckland Transport (other than financial records identifying the costs that make up the cost components of the Annual Gross Price for a particular Unit, which may be redacted by the relevant Operator) to the extent such records are required for Auckland Transport to satisfy its obligations, or to ensure compliance by the Operator, under this Agreement or any Service Contract.

18.3 Use of records

Subject to clause 16, in relation to any information it obtains pursuant to clause 18.2(c) which has not been provided under any other provision of this Agreement, Auckland Transport may not disclose such information or use it for any purpose other than meeting its obligations under, or ensuring compliance of the relevant Operator with, this Agreement or any Service Contract.

19 Intellectual property

19.1 Ownership

Unless otherwise agreed in writing between Auckland Transport and an Operator:

- (a) all intellectual property rights in relation to a Unit existing as at the date of the relevant Service Contract will continue to be owned by the relevant party (or its licensors); and
- (b) all intellectual property rights developed by an Operator in relation to a Unit that are customer facing will be owned by Auckland Transport. A royalty free, exclusive licence for a period of 24 months from the date of use of such intellectual property rights for the purposes a Service Contract will be immediately granted to the Operator and a non-exclusive perpetual licence thereafter during the period of operation of the Service Contract unless otherwise agreed under a variation.

19.2 Licence of existing intellectual property

Unless otherwise agreed in writing between Auckland Transport and the relevant Operator, if Auckland Transport does not own any intellectual property rights relating to the Services, then the Operator grants to Auckland Transport (or in the



case of a third party supplier will procure that Auckland Transport is granted) a royalty-free, non-exclusive and irrevocable licence to use such intellectual property rights for the purpose of the Units operated by that Operator.

19.3 Licence of branding by Auckland Transport

Auckland Transport grants to the Operator a non-exclusive, royalty free licence to use:

- (a) Auckland Transport branding as specified in the Advertising and Branding Manual; and
- (b) any other intellectual property that Auckland Transport provides to an Operator, or requires or requests an Operator to use, under a Service Contract,-

for the sole purpose of providing the Services during the Term of the relevant Service Contract.

19.4 Supporting information

Each Operator will:

- (a) at the same time as providing the materials in which the new or developed intellectual property rights subsists, provide to Auckland Transport the object code (in the case of software) and all required documentation and instructions to allow Auckland Transport to use and disclose such intellectual property rights; and
- (b) not to make any claim or engage with any third party in such a manner that is inconsistent with Auckland Transport's rights in such intellectual property rights.

20 Audit

20.1 Auckland Transport may, by itself or by an authorised representative audit an Operator in relation to compliance by the Operator with:

- (a) the provisions of a Service Contract; and
- (b) the policies, procedures, operations and systems of the Operator used in relation to the provision of the Services or any information relating to a Unit provided by the Operator to Auckland Transport.

20.2 In respect of an audit to be undertaken under clause 20.1, Auckland Transport may unless otherwise specified in this Agreement or a Service Contract, undertake:

- (a) a scheduled audit of a Unit upon at least seven Days' prior notice to the Operator;
- (b) a scheduled audit of an Operator in relation to all of its Units (which will be undertaken once in each year) upon at least seven Days' prior notice to the Operator; and



- (c) an inspection of the Operator's current operations or processes, upon 24 hours' prior notice being given to the Operator in response to an operational incident or operational non-compliance.
- 20.3 The Operator will provide all information relevant to, and all assistance reasonably required by Auckland Transport for, any such audit, including access to:
- (a) on reasonable prior notice from Auckland Transport, the Vehicles, facilities and buildings used by the Operator in relation to a Service Contract; and
 - (b) the Vehicles to travel free of charge for the purposes of undertaking audits and surveys and for any other purpose relating to a Service Contract.
- 20.4 An audit may include observing business systems or operational services directly or indirectly used for performing the Operator's obligations under this Agreement or the relevant Service Contract, including data being extracted by the Operator and requesting the Operator to repeat any such activities.
- 20.5 Auckland Transport will bear its costs of undertaking an audit as described in clause 20.2(a), 20.2.(b) or 20.2(c).
- 20.6 Where an audit identifies any failure by an Operator to comply with the requirements of a Service Contract, (except to the extent the failure arises as a result of a direct act or omission of Auckland Transport to comply with its obligations under this Agreement in which case the Operator will not be regarded as having failed to comply with the requirements of a Service Contract for the purposes of this clause 20.6), the Operator will promptly:
- (a) reimburse Auckland Transport for the cost of any additional work required to be undertaken by the auditors or Auckland Transport as a result of the non-compliance identified during that audit; and
 - (b) take any corrective action required by Auckland Transport to remedy the failure.
- 20.7 Auckland Transport may, without notice to an Operator, on any Service Trip:
- (a) inspect a Service Trip for compliance with the Operator's obligations under the relevant Service Contract, including the extent to which the Operator:
 - (i) fails to operate or to complete any Service Trip in accordance with the Timetable without due cause;
 - (ii) operates any Service Trip early or late;
 - (iii) fails to display correct Route number or destination information;
 - (iv) deviates from the Route without due cause;
 - (v) fails to pick up any intending passenger who is waiting at a recognised stopping place;



- (vi) charges an incorrect fare, fails to collect a due fare or fails to issue the correct ticket for the journey;
 - (vii) fails to supply information available to the public generally, that relates to the operation of the Service Trip, including information concerning the Timetable, stopping places, the Route, fares and tickets;
 - (viii) knowingly supplies incorrect information to the general public; or
 - (ix) fails to satisfy the requirement of the relevant Service Contract in relation to vehicle quality, cleanliness or fitness for purpose;
- (b) carry out passenger surveys or interviews relevant to the planning and development of the Services and public transport system, including passenger counts at points along a Route and customer satisfaction surveys.
- 20.8 The Operator will permit any Auckland Transport authorised person, provided he or she has appropriate identification, to travel free on any Vehicle operating a Service, in order for them to carry out inspection, monitoring and surveying activities in accordance with this clause 20. Where prior notification is given to the Operator before such work commences, the Operator will co-operate with Auckland Transport or other persons authorised by Auckland Transport to undertake this work.
- 20.9 If as a result of a passenger survey Auckland Transport determines that there has been a decline in the quality of the Services or any aspect of Services requires improving:
- (a) Auckland Transport will provide the Operator with a report on how the Operator performed in relation to the Services;
 - (b) the Operator will, where the survey results show a decline in quality, promptly report to Auckland Transport its views on the likely reasons for the decline and its suggested steps for improving customer services performance; and
 - (c) the Operator will develop with Auckland Transport and agree joint actions to improve customer service performance and these will then be incorporated into the Business Plan.

21 Liability

21.1 Operator indemnity

The Operator will indemnify Auckland Transport against any cost, expense, loss or liability (including any fines or penalties and legal costs on a solicitor-client basis) suffered or incurred by Auckland Transport (including such costs and expenses in relation to the termination of this Agreement or a Service Contract and any re-tendering of the Services) which may result from:

- (a) any claim by a third party in relation to the Services to the extent caused by any act or omission of the Operator or an Operator's failure to comply with the provisions of this Agreement or a Service Contract;



- (b) any infringement of any intellectual property rights by the Operator, or by Auckland Transport as a result of the negligence or default of the Operator;
- (c) any fraud or theft by the Operator; or
- (d) death or personal injury or loss of or damage to property to the extent caused or contributed to by the Operator.

21.2 AT indemnity

Auckland Transport will indemnify the Operator against any cost, expense, loss or liability (including any fines or penalties and legal costs on a solicitor-client basis) suffered or incurred by the Operator as a direct result of:

- (a) any claim by a third party against the Operator in relation to the Services to the extent directly caused by Auckland Transport's failure to comply in all material respects with its obligations under this Agreement or a Service Contract;
- (b) any infringement by the Operator of any intellectual property rights granted by Auckland Transport to the Operator under this Agreement resulting from the proper use of those intellectual property rights by the Operator, -

providing that the Operator has used reasonable endeavours to mitigate such cost, expense, loss or liability.

21.3 Acknowledgement

- (a) Each party acknowledges to the other that:
 - (i) it will not be responsible for the actions of the other party and that, otherwise than as expressly provided in this Agreement or the relevant Service Contract, the Operator will provide the Services at its own cost and risk without recourse to Auckland Transport; and
 - (ii) each of them will not be required to remedy any misconduct, default by or negligence of the other party.
- (b) The Operator acknowledges that Auckland Transport is not liable to the Operator for any indirect or consequential loss suffered or incurred by the Operator (whether by contract, tort or otherwise). For the purposes of this clause 21.3(b), "indirect or consequential loss" includes loss of profit, loss of incentive payments, loss of business opportunity and payment of damages or liquidated damages under any agreement or other arrangement.

21.4 Entire payment liability

Except as stated in clause 14.6 and clause 21.2 and as otherwise expressly stated in the



relevant Service Contract, the obligation to pay an amount under clause 15 will constitute Auckland Transport's entire liability to the Operator under a Service Contract.

22 Force majeure

22.1 Protection

If either the Operator or Auckland Transport is prevented or delayed by a Force Majeure Event from performing any of its obligations under this Agreement (the **Affected Party**), then the Affected Party will not:

- (a) be liable to the other for failure to perform or for delay in performing such obligations; and
- (b) if the Affected Party is the Operator, be subject to any Performance Deduction, –

to the extent so prevented or delayed by a Force Majeure Event.

22.2 Notice

The Affected Party will, as soon as it becomes aware of the occurrence of a Force Majeure Event, immediately provide notice (such notice may be oral in an emergency if written notice is then provided promptly) to the other party specifying:

- (a) the nature of the Force Majeure Event;
- (b) the obligations of the Affected Party which the Affected Party is prevented from performing or complying with by that Force Majeure Event (**the Affected Obligations**);
- (c) the extent to which the Force Majeure Event prevents the Affected Party from performing or complying with the Affected Obligations (**the Precluded Extent**);
- (d) the reasons why the Affected Party considers that the occurrence of the Force Majeure Event prevents the Affected Party from performing or complying with the Affected Obligations to the Precluded Extent;
- (e) the expected duration of any delay arising directly out of the occurrence of the Force Majeure Event; and
- (f) the measures proposed to be adopted to remedy or minimise the effects of the Force Majeure Event.

22.3 Mitigation

During the period of the Force Majeure Event:



- (a) the parties will comply with their respective obligations under the Business Plan;
- (b) the Affected Party will do everything practicable to avoid or mitigate the effect of it being prevented from complying with the Affected Obligations; and
- (c) each party will endeavour to agree such reasonable arrangements with the other, that both parties consider to be prudent, to avoid or mitigate the Affected Party's inability to perform the Affected Obligations.

22.4 Alternative services

If the Operator:

- (a) is unable to provide any of the Services in accordance with the relevant Service Contract, then the Operator will immediately notify Auckland Transport and will take all required steps to promptly provide alternative services, ensuring that such alternative services stop at each scheduled stop or as close as possible (if any) for the Timetable for the relevant Service. The Operator will follow any reasonable instructions by Auckland Transport in relation to any such alternative service. Subject to clause 22.4(b), the Annual Gross Price will remain unchanged for the alternative service;
- (b) provides an alternative service under clause 22.4(a) for a period of 5 Business Days or more, then Auckland Transport may require that the provision of the alternative services for the affected Service is treated as a proposed variation for which the Operator will provide a response under the formal variation procedure in schedule 5 (Variations).

22.5 Price adjustment and cancellation

If :

- (a) a Force Majeure Event continues to or is reasonably likely to adversely affect the provision of Services for more than 3 Days and the Operator is unable to provide alternative services under clause 22.4 for the relevant period, then the Annual Gross Price for the relevant Unit may be reduced so that the Operator is entitled to that portion of the Annual Gross Price (calculated using the AGP Components) that represents the Unavoidable Costs incurred by the Operator for that Unit during the relevant period. An "Unavoidable Cost" is a cost that the Operator could not avoid or mitigate by using reasonable endeavours (which may include the reallocation of personnel or assets, and which may change over time with the duration of the relevant event);
- (b) the Operator expects or becomes aware that a Force Majeure Event will or is reasonably likely to adversely affect the provision of Services for a period of more than 10 Business Days or Auckland Transport at any time notifies the Operator that such Force Majeure Event will or is reasonably likely to, in its opinion, acting reasonably, adversely affect the provision of the Services for a period of more than 10 Business Days, the Operator will immediately provide to Auckland Transport a plan to reduce the Unavoidable Costs payable under clause 22.5(a). Auckland Transport will review that cost reduction plan. The Operator and Auckland Transport will endeavour to reach agreement on the cost reduction plan and resulting reduction in Unavoidable Costs. If the Operator fails to provide to Auckland Transport a cost reduction plan as required under this clause 22.5(b) or the parties fail to agree the cost reduction plan and the resulting reduction in Unavoidable Costs within 2 Business Days of receipt by Auckland Transport of the cost reduction plan,



the matter will be referred for expert determination under the Dispute Resolution Procedure. If the matter is referred for expert determination under the Dispute Resolution Procedure, Auckland Transport may suspend all or part of the payments to be made to the Operator until the expert determination is made. Following the determination by the expert of the amount payable by Auckland Transport to the Operator (**Due Amount**), if the Due Amount is:

- (i) less than the amount paid by Auckland Transport to the Operator in respect of the Unavoidable Costs, the Operator will within 5 Business Days from the date of expert determination, repay to Auckland Transport the difference between the Due Amount and the amount previously paid by Auckland Transport to the Operator in respect of the Unavoidable Costs;
- (ii) more than the amount previously paid by Auckland Transport to the Operator in respect of the Unavoidable Costs, Auckland Transport will within 5 Business Days from the date of expert determination, pay to the Operator the balance of the Due Amount; or
- (c) a Force Majeure Event will or is reasonably likely to adversely affect the provision of the Services for a period of 40 Business Days (or 20 Business Days followed by another period of not less than 20 Business Days in any 6-month period), then the party not affected by the Force Majeure Event may cancel the relevant Service Contract by giving not less than 20 Business Days' prior notice to the other party.

22.6 Definition

In this Agreement, "**Force Majeure Event**" means:

- (a) fire, flood, storm, earthquake, land slide, volcanic eruption, epidemic or other forces of nature;
- (b) confiscation, expropriation or embargo;
- (c) explosion or nuclear accident;
- (d) sabotage or terrorist activity or revolution, riot, act of war whether declared or not or warlike operations;
- (e) change in applicable law which materially and adversely affects the performance by the Operator of its obligations under this Agreement;
- (f) strikes or other labour disputes (other than strikes, lockouts and labour disputes involving the Operator's employees only or breach of contract by an Operator's suppliers or sub-contractors),-

except that the Operator will not be entitled to rely on a Force Majeure Event:

where the event or circumstance could have, or it is likely that the event or circumstance could have, been prevented, avoided, overcome or mitigated by the Operator by:



- (i) implementation of contingency plans forming part of the Business Plan; or
- (ii) exercising a reasonable standard of care.

For the avoidance of doubt, a “Force Majeure Event” does not include:

- (a) an event for which the Operator is or was responsible;
- (b) any act or omission of a sub-contractor or supplier of the Operator, except to the extent that the sub-contractor or supplier was itself affected by an event, which if it occurred in relation to the Operator would have been a Force Majeure Event; or
- (c) the insolvency of the Operator, or a sub-contractor or supplier of the Operator, or lack of funds for any reason (except as a direct result of Auckland Transport failing to pay any amount due and payable by Auckland Transport to the Operator in accordance with the relevant Service Contract).

22.7 Strikes or breach by Operator employees and subcontractors

- (a) Subject to subclause (b), to the extent that an Operator is prevented or delayed from performing any of its obligations under this Agreement or a Service Contract due to a strike, lockout or labour dispute involving the Operator's employees, suppliers, or sub-contractors or breach of contract by an Operator's suppliers or sub-contractors:
 - (i) the failure to provide the Services and any consequences of such failure shall not be deemed a Cancellation Event, a Notifiable Cancellation Event, or a Default Event and Performance Deductions shall not be payable;
 - (ii) Auckland Transport may suspend payment of the Annual Gross Price for the relevant Unit until the affected Services recommence;
 - (iii) the Operator shall by no later than 5 Days from the occurrence of such event, deliver to Auckland Transport a Cure Plan and the provisions of clauses 24.7 to 24.9 shall apply as though the event was a Notifiable Cancellation Event;
 - (iv) if the Operator fails to remedy the default within the period in the Cure Plan, that failure shall constitute a Cancellation Event and any relevant Performance Deductions may be imposed by Auckland Transport from that date.
- (b) If a labour dispute involving the Operator's employees, suppliers, or sub-contractors has the effect of reducing the Revenue whilst still performing the Services (for example, the bus drivers refuse to collect the correct fare), the following shall apply:
 - (i) Auckland Transport shall calculate the reduction in Revenue (the “Reduced Revenue Figure”) by comparing the actual Revenue for the affected Service on the day(s) of the dispute to the average Revenue for the same Service across the 15 days before and 15 days after the dispute;



- (ii) For each Quarter during the Term, the Reduced Revenue Figure may be deducted from the Annual Gross Price for the relevant Quarter for the relevant Unit; and
- (iii) For the purposes of the Base Revenue adjustments described in clause 3.6 of Schedule 4, the Reduced Revenue Figure shall be added to the calculation of Revenue for the relevant Contract Year.

23 Term

23.1 Commencement and expiry

This Agreement, as between Auckland Transport and the relevant Operator, commences on the date of execution by the Operator and Auckland Transport and will continue unless cancelled by agreement between Auckland Transport and the relevant Operator in accordance with the provisions of this Agreement.

23.2 Funding or policy constraints

Auckland Transport may cancel this Agreement or a Service Contract or make a variation by providing at least 3 months' prior written notice to that effect to each Operator, if Auckland Transport considers that:

- (a) there is insufficient funding available from Auckland Council or the Transport Agency requiring, in the opinion of Auckland Transport, a general reduction in public transport bus services in Auckland; or
- (b) there is a change in law (or interpretation in law by a court of competent jurisdiction or the Transport Agency after the date of this Agreement or the relevant Service Contract (as the case may be) that results in Auckland Transport being unable to satisfy its legislative objectives, functions and responsibilities through this Agreement or the Service Contract.

23.3 Consequences of funding or policy constraints

On the issue of a notice cancelling this Agreement or a Service Contract under clause 23.2, Auckland Transport will negotiate in good faith with the Operator to either establish a continuity plan which will enable the Operator to continue operating the Services or arrange for the alternative deployment of resources currently utilised to operate the Unit. For the avoidance of doubt, no amount of reimbursement or compensation shall be payable by Auckland Transport to the Operator as a result of a cancellation of this Agreement or a Service Contract under clause 23.2 or the consequences of such cancellation under this clause 23.3.

23.4 Disengagement

Auckland Transport may, in anticipation of cancellation of a Service Contract, require by giving at least 10 Business Days' prior written notice:



- (a) the relevant Operator to perform the Exit Services (and, in particular, implement the Exit Plan in accordance with requirements reasonably specified by Auckland Transport); or
- (b) the Operator that will operate the Unit after termination of the relevant Service Contract, to perform the Exit Services.

23.5 Liability

Auckland Transport is not liable to an Operator for any cost, expense, loss or liability suffered or incurred by an Operator as a result of cancellation of this Agreement or a Service Contract, except for the performance of Exit Services in accordance with the provisions of this Agreement and as otherwise stated in this Agreement.

24 Cancellation

24.1 Cancellation events

Each of the following events is a “**Cancellation Event**” for the purposes of this Agreement and each Service Contract:

- (a) the Operator ceases to be a licensed passenger transport operator in relation to the Services;
- (b) an Insolvency Event occurs in relation to the Operator;
- (c) the Operator has not complied with the requirements of a Service Contract in relation to the provision of a Performance Bond to Auckland Transport or the Performance Bond ceases to be, or is claimed by the surety not to be, in full force and effect;
- (d) the Guarantee (if any) ceases to be, or is claimed by the Guarantor not to be, in full force and effect;
- (e) the Guarantor (if any) ceases or threatens to cease to conduct all or a substantial part of its business, or disposes of, or threatens or agrees to dispose of (either by a single transaction or series of transactions, whether related or not and whether voluntary or involuntary) all or a substantial part of its assets;
- (f) Auckland Transport has reasonable grounds for believing that the Operator will not be ready to commence the Services on the relevant Commencement Date;
- (g) the Operator acts fraudulently in relation to a Service Contract;
- (h) any representation or warranty given by the Operator under clause 27.2 is not true and correct in all material respects as at the relevant date;
- (i) the Operator is convicted under section 49 of the HSE Act in relation to activities under a Service Contract;



- (j) the Operator fails to perform its material obligations under this Agreement or a Service Contract and such failure is not capable of remedy;
- (k) there is any change in the control of the Operator or the Guarantor (if any), except a change in control:
 - (i) approved by Auckland Transport (such approval not to be unreasonably withheld); or
 - (ii) arising from a transfer of the shares of the Operator to a wholly-owned subsidiary of the Guarantor as part of a solvent corporate reorganisation and such subsidiary remains a wholly-owned subsidiary of the Guarantor;
- (l) it is or will become unlawful for the Guarantor (if any) to perform or comply with any of its obligations under the Guarantee in any material respect; or
- (m) the Operator and Auckland Transport have not entered into a Service Contract within three years of:
 - (i) the date of this Agreement; or
 - (ii) the expiry of the Term of the Operator's last remaining Service Contract.

24.2 Notifiable Cancellation Events

Each of the following events is a “**Notifiable Cancellation Event**” for the purposes of this Agreement and each Service Contract:

- (a) the Operator has failed to perform its obligations under this Agreement or a Service Contract in any material respect and such failure is capable of remedy, but has not been remedied by the Operator within 5 Business Days of receipt of a written notice from Auckland Transport requiring such failure to be remedied;
- (b) in the reasonable opinion of Auckland Transport, a material adverse change occurs in relation to any Operator Group Member which will or is reasonably likely to materially affect the ability of the Operator to perform its obligations under or comply with the provisions of this Agreement or a Service Contract;
- (c) the Operator is convicted under the HSE Act for causing harm (other than under section 49 of the HSE Act) to an employee or any other person in relation to the activities under a Service Contract;
- (d) an employee, or a passenger or any other person in connection with the operation of a Service, is killed or suffers serious harm (as described in schedule 1 of the HSE Act 1992);
- (e) the Operator provides misleading or inaccurate collected fare revenue or ticket sales data;



- (f) Auckland Transport has reasonable grounds for believing that the Operator has or is likely to cease operating all or part of the Services of the Unit; or
- (g) the Operator fails to provide in accordance with the relevant Service Contract the Fleet List, evidence of insurance or any other information required to be provided by the Operator,-

but does not include a Default Event.

24.3 **Default event**

In this Agreement, a Default Event exists if the performance level for a KPI or PI under a Unit Agreement is at, or lower than, the default performance level specified for the relevant KPI or a PI under schedule 3 of the relevant Unit Agreement.

24.4 **Operator's notification**

The Operator will immediately notify Auckland Transport upon the occurrence or the likely occurrence of a Cancellation Event, Notifiable Cancellation Event or a Default Event.

24.5 **Cure notice – Notifiable Cancellation Event**

Auckland Transport may within 60 Business Days of either receiving notification from the Operator of the occurrence of a Notifiable Cancellation Event or becoming aware of the occurrence of a Notifiable Cancellation Event, issue a written notice to the Operator requiring the Operator to:

- (a) remedy the Notifiable Cancellation Event within 20 Business Days or such other period as Auckland Transport and the Operator (both acting reasonably) may agree in the Cure Plan; and
- (b) provide to Auckland Transport within 10 Business Days of receipt of such notice or within such period as otherwise agreed between Auckland Transport and the Operator (both acting reasonably), a Cure Plan in relation to the Notifiable Cancellation Event in accordance with clause 24.7

24.6 **Cure notice – Default Event**

Auckland Transport may within 60 Business Days of the occurrence of a Default Event issue a written notice to the Operator requiring the Operator provide to Auckland Transport, within 5 Business Days of receipt of such notice, a Cure Plan for the relevant Default Event in accordance with clause 24.7

24.7 **Cure Plan**

A Cure Plan will detail the actions to be taken by the Operator to correct the Notifiable Cancellation Event or Default Event, the date by which such Notifiable Cancellation Event or Default Event will be corrected and the preventative measures to be implemented by the Operator to prevent a re-occurrence of such Notifiable



Cancellation Event or Default Event. For avoidance of doubt, the Cure Plan will comprise the following parts:

- (a) an explanation of the matter giving rise to the Notifiable Cancellation Event or Default Event including the current performance statistics;
- (b) an analysis of contributing factors;
- (c) the measures which the Operator considers are required and intends to implement in order to remedy the Notifiable Cancellation Event or Default Event (or the events or circumstances giving rise to the Notifiable Cancellation Event or Default Event);
- (d) any temporary measures to be taken to mitigate the impact of the issue raised by the notice issued in accordance with clauses 24.5 or 24.6 pending implementation of the Cure Plan;
- (e) milestones and timelines within which the Operator will remedy the Notifiable Cancellation Event or Default Event (or the events or circumstances giving rise to the Notifiable Cancellation Event or Default Event);
- (f) the resources being allocated to remedy the Notifiable Cancellation Event or Default Event (or the events or circumstances giving rise to the Notifiable Cancellation Event or Default Event); and
- (g) the review process being the process in which the Operator will review the status of the implementation of the measures and provide a report setting out the status of the remedial measures as set out in the Cure Plan to Auckland Transport.

24.8 **Review of Cure Plan**

Auckland Transport will review the Cure Plan and within 5 Business Days of receipt of the Cure Plan from the Operator:

- (a) approve the Cure Plan;
- (b) make such modifications as it considers appropriate (acting reasonably) to satisfy its requirements for the approval of the Cure Plan; or
- (c) reject (acting reasonably) the Cure Plan and provide reasons for the rejection, in which case the Operator will provide to Auckland Transport a revised Cure Plan within 5 Business Days of receipt of such notice of rejection. If Auckland Transport rejects a revised Cure Plan for a Default Event then the issue of whether Auckland Transport acted reasonably in rejecting that Cure Plan may be referred by the Operator to the Dispute Resolution Procedure for determination.

24.9 **Implementation of Cure Plan**

- (a) The Operator will:



- (i) implement and diligently pursue any Cure Plan or revised Cure Plan (as the case may be) approved by Auckland Transport;
- (ii) provide reports as to the status of any Cure Plan and evidence that the Operator has diligently pursued and is continuing to diligently pursue a remedy in accordance with the Cure Plan. These reports and evidence will be provided by the Operator:
 - (A) in accordance with the reporting requirements in the Cure Plan; or
 - (B) if requested to do so by Auckland Transport (and within 5 Business Days of Auckland Transport requesting the Operator to do so, or such other period approved by Auckland Transport).

24.10 Repeat events

Any event that is of the same nature or due to the same cause as an event that is the subject of the development or implementation of a Cure Plan, will not constitute a new Notifiable Cancellation Event or Default Event (as the case may be). If any such event occurs after the Operator has implemented the relevant Cure Plan (whether or not such implementation remedied the relevant Notifiable Cancellation or Default Event) then such event will constitute a new Notifiable Cancellation Event or Default Event (as the case may be).

24.11 Cancellation notice

- (a) For the purpose of this clause 24.11, a notice issued in accordance with clause 24.5 or 24.6 is deemed a Cure Notice.
- (b) Auckland Transport may cancel this Agreement or the relevant Service Contract by written notice to the relevant Operator (**Cancellation Notice**):
 - (i) on the occurrence of a Cancellation Event;
 - (ii) if the Operator has not remedied the Notifiable Cancellation Event in accordance with clause 24.5;
 - (iii) on the occurrence of a Notifiable Cancellation Event under clause 24.2(c), if Auckland Transport has previously issued two Cure Notices for an event that is of the same nature or due to the same or substantially the same cause as a Notifiable Cancellation Event under clause 24.2(c);
 - (iv) on the occurrence of a Default Event, if Auckland Transport has previously issued two Cure Notices in relation to a Default Event that is of the same nature or due to the same or substantially the same cause in the preceding 24 months; or
 - (v) on the occurrence of a Default Event, if Auckland Transport has issued three Cure Notices in relation to different Default Events in the preceding 12 months.



24.12 **Effective date**

This Agreement or the relevant Service Contract (as the case may be) will terminate immediately or on the date specified in the Cancellation Notice, Exit Notice or AT Exit Notice (as the case may be).

24.13 **Service continuity**

On the issue of a Cancellation Notice, Exit Notice, AT Exit Notice or cancellation of this Agreement or a Service Contract, the provisions of schedule 6 (Service continuity) will apply.

25 **Consequence of cancellation**

25.1 **Payment**

On cancellation of the relevant Service Contract, Auckland Transport will pay the Operator for all Services (including Services provided under schedule 6) performed thereafter in accordance with schedule 6, or a payment (if any) due to the Operator under clause 14.6.

25.2 **Accrued rights**

Notwithstanding any other provisions of this Agreement, cancellation of this Agreement or a Service Contract will:

- (a) not affect the accrued rights of the parties in relation to this Agreement or a Service Contract;
- (b) be without prejudice to any other rights or remedies that either party may have under this Agreement or a Service Contract or at law;
- (c) not affect the continuance of any provision of this Agreement or a Service Contract to the extent it is expressed or by implication intended to continue in force after cancellation;
- (d) not affect a defaulting party's obligations under this Agreement or a Service Contract during any cancellation notice period.

25.3 **Agreement and other operators**

Any cancellation of this Agreement in respect of an individual Operator will not affect the continuance of this Agreement in respect of the other Operators or any other Service Contract.

25.4 **Survival**

Clauses 15.12 (Taxes), 16.1 (Non-disclosure), 16.3 (LGOIMA), 16.5 (Press releases), 21.1 (Indemnity), 23.5 (Liability), 24.13 (Service continuity), 25



(Consequences of cancellation), 28 (Notices) and 29 (General provisions) survive cancellation of this Agreement.

26 Dispute resolution

26.1 Notice

Auckland Transport or the relevant Operator will, as soon as reasonably practical, give written notice to the other of any dispute arising between Auckland Transport and the Operator under this Agreement or a Service Contract.

26.2 Resolution

The relevant Partnering Team will endeavour to resolve the dispute. If the Partnering Team has been unable to resolve the dispute within 10 Business Days of the relevant dispute notice, then either Auckland Transport or the Operator may refer the dispute to the relevant dispute escalation representative identified at schedule 1 for resolution. If that dispute is not resolved within 5 Business Days of each dispute escalation representative receiving notice of the dispute, then either of the dispute escalation representatives may refer the dispute to the Chief Executive of Auckland Transport and the Chief Executive of the relevant Operator for resolution. They will use their respective best endeavours to resolve that dispute in a timely manner and, in any event, within 10 Business Days of each Chief Executive receiving notice of the dispute.

26.3 Arbitration

Any dispute which cannot be resolved under clause 26.2, may be referred to arbitration in accordance with this clause and the Arbitration Act 1996. Arbitration will take place using a single arbitrator. On a referral to arbitration the affected parties will appoint a single arbitrator if they can agree on one. If they cannot agree within 3 Business Days an arbitrator will, on application by a party, be appointed by the President of the New Zealand Law Society.

Any arbitrator will:

- (a) be suitably qualified for this purpose in matters relevant to the dispute; and
- (b) be independent from any affected party (for example, will not be an ex-employee of a party and will not have entered into significant contracts or arrangements with a party).

26.4 Expert determination

Notwithstanding clauses 26.1 to 26.3, where expressly provided for in this Agreement, an affected party may by written notice to each other affected party require the dispute to be determined by an expert. Any such dispute will not be subject to clause 26.3. The expert will be appointed:

- (a) by agreement of the affected parties; or



- (b) failing such agreement within five (5) Business Days of issuing written notice, at the request of any affected party, by the President of the Institute of Chartered Accountants of New Zealand.

The expert will act as an independent expert and not as an arbitrator. The dispute will be resolved as soon as possible in accordance with the guidelines determined by the expert. The costs of the expert will be paid by the parties affected in such amounts as determined by the expert. Reference to the expert will not be a submission to arbitration and the Arbitration Act 1996 will not apply to the resolution of such disputes.

26.5 Final decision

The decision of the arbitrator or an expert (as the case may be) (including the right to determine damages) will be final and binding on the affected parties (in the absence of manifest error).

26.6 Equitable relief

Nothing in this clause 26 will preclude any party from taking immediate steps to seek urgent equitable relief before a New Zealand court.

26.7 Continuity

If a dispute arises during the term of this Agreement the affected parties will continue to perform their obligations under this Agreement or each relevant Service Contract.

Where the dispute relates to any payment, Auckland Transport will pay the undisputed amount, and the Operator will continue to perform the Services and its other obligations under the relevant Service Contract to the best of its ability.

27 Warranties

27.1 Auckland Transport's warranties – general

Auckland Transport represents and warrants to each Operator that it has:

- (a) taken all action required to authorise the execution, delivery and performance of this Agreement or each Service Contract in accordance with its provisions;
- (b) written communications to an Operator by an Authorised Representative of Auckland Transport under a Service Contract are (at the time of communication and the Commencement Date) materially accurate, complete and not misleading in any material respect.
- (c) has all rights necessary to comply with its obligations under this Agreement and all Service Contracts, including rights necessary to grant the intellectual property licences in clause 19.



27.2 Operator's warranties - general

The Operator represents and warrants in favour of Auckland Transport during the term of this Agreement that:

- (a) it has complied with the terms of any statement of compliance provided by the Operator in relation to a Proposal;
- (b) information (including representations and statements) communicated in writing to Auckland Transport by or on behalf of the Operator in relation to a Proposal is (at the time of communication to Auckland Transport and the Commencement Date) accurate, complete and not misleading in all material respects;
- (c) it has full power and authority to enter into, and perform its obligations under, this Agreement or each Service Contract;
- (d) it has taken all action required to authorise the execution, delivery and performance of this Agreement or each Service Contract in accordance with its provisions;
- (e) except as expressly disclosed to Auckland Transport in its Proposal, it is not entering into this Agreement or each Service Contract as the trustee of any trust or on behalf of any person; and
- (f) this Agreement or each Service Contract constitutes legal, valid and binding obligations of the Operator and is enforceable in accordance with its provisions.

27.3 Acknowledgement

The Operator acknowledges that Auckland Transport has entered into this Agreement or each Service Contract on the basis that:

- (a) Auckland Transport is relying on, and will rely on, the advice, skill and judgement of the Operator in performing the Services and its other obligations under this Agreement or each Service Contract; and
- (b) each of the Operator's representations and warranties contained in this Agreement is accurate, complete and not misleading and repeated on each day during the term of this Agreement.

27.4 Notice

Each party will promptly notify the other party on it becoming aware that a representation or warranty it has given under this Agreement or a Service Contract has or is likely to become inaccurate, incomplete or misleading.

27.5 No reliance

The Operator acknowledges that, before entering into this Agreement or a Service Contract, it made all enquiries it wanted to make in relation to the Services and its obligations under this Agreement and the relevant Service Contract (as the case



may be) and that in entering into this Agreement and the relevant Service Contract (as the case may be), it did not rely on any representation, warranty, guarantee, assurance, undertaking or other statement made by or on behalf of Auckland Transport.

28 Notices

- 28.1 Any notice required to be given in relation to this Agreement or a Service Contract will, except where otherwise specifically provided, be in writing and in English and delivered to the party's Authorised Representative.
- 28.2 Any notice may be:
- (a) personally delivered, in which case it will be deemed to have been given upon delivery at the relevant address; or
 - (b) if within New Zealand, sent by fast pre-paid post, in which case it will be deemed to have been given 2 Business Days after the date of posting; or
 - (c) if from or to any place outside New Zealand, sent by pre-paid priority airmail, in which case it will be deemed to have been given 10 Business Days after the date of posting; or
 - (d) sent by email, in which case it will be deemed to have been given when despatched, subject to confirmation of uninterrupted transmission by a transmission report; or
 - (e) delivered by courier requiring signature as proof of receipt, in which case it will be deemed to have been given when signed for.
- 28.3 The initial address and other relevant details of each party are set out in schedule 1. A party may provide written notice to the other party of any change to the address or the other relevant details, provided that such notification will only be effective on the date specified in such notice or 5 Business Days after the notice is given, whichever is later.
- 28.4 Where any notice is delivered after 5.30 p.m. on a Business Day or at any time on a day which is not a Business Day, then it will be deemed to be given on the next Business Day.

29 General provisions

- 29.1 Nothing in this Agreement or a Service Contract will constitute either Auckland Transport or the Operator as the agent or representative of the other or to create any trust, partnership or joint venture. The Operator is not the employee, agent or partner of Auckland Transport and Auckland Transport will not be liable for any debt, benefit, remuneration or obligation of the Operator, except to the extent expressly provided for in this Agreement.
- 29.2 Subject to any express provision to the contrary in this Agreement or a Service Contract, neither party will have any right or authority to and will not do any act, enter into any contract,



make any representation, give any warranty, incur any liability, assume any obligation, whether express or implied, of any kind on behalf of the other party or bind the other party in any way.

- 29.3 This Agreement and any PTOM Participation Agreement (if applicable) constitutes the entire agreement between the parties and supersedes any prior written or verbal agreement, representation, warranty or arrangement relating to the subject matter of this Agreement. Neither party is entitled to rely on any undertaking, representation, warranty, understanding or arrangement that is not expressly stated in this Agreement. For the avoidance of doubt, the parties agree that any existing MOU or agreement in relation to the Services (as defined in the relevant Unit Agreement(s)), and the SuperGold Card Scheme is replaced by this Agreement while legacy services are still subject to such existing MOU or agreement until such agreement is replaced by a Unit Agreement.
- 29.4 The Operator and the Guarantor (if any) will not, either directly or indirectly, assign, transfer or otherwise dispose of any of its rights or obligations under this Agreement, a Service Contract or a Guarantee (if any) without the prior written consent of Auckland Transport, such consent not to be unreasonably withheld or delayed if:
- (a) the transferee is solvent and reputable and in the opinion of Auckland Transport capable of providing the Services and performing the other obligations of the Operator under this Agreement and the relevant Service Contract and has provided to Auckland Transport a deed of undertaking assuming the obligations under this Agreement and the relevant Service Contract; and
 - (b) a replacement guarantor has provided to Auckland Transport a replacement Guarantee,

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in each case acceptable to Auckland Transport (acting reasonably). The Operator will provide any request for approval under this clause at least 20 Business Days prior to the proposed effective date of any such disposal. Any change in control of the Operator or any Guarantor is deemed to be a transfer of its rights and obligations under this Agreement for the purposes of this clause.

- 29.5 Auckland Transport may assign, transfer or otherwise dispose of any right or obligation under this Agreement or a Service Contract to any local authority or council-controlled organisation of a local authority (each as defined in the Local Government Act 2002) or any other public body.
- 29.6 This Agreement and each Unit Agreement will be binding upon and ensure for the benefit of the successors in title to the parties.
- 29.7 This Agreement and each Unit Agreement will not be amended, modified, varied or supplemented except in writing signed by each relevant party.
- 29.8 No waiver of any breach of, or failure to enforce, any provision of this Agreement or a Service Contract at any time by any party in any way affects, limits or waives the right of such party thereafter to enforce and compel strict compliance with the provisions of this Agreement or a Service Contract.
- 29.9 No waiver by a party of any part of this Agreement or a Service Contract is binding unless it is made in writing by the party waiving its right or remedy.



- 29.10 Each party will promptly do everything reasonably required to give effect to this Agreement and each Service Contract.
- 29.11 If any provision of this Agreement or a Service Contract will be held to be illegal, void, invalid or unenforceable under the laws of any jurisdiction, the legality, validity and enforceability of the remainder of this Agreement or a Service Contract will not be affected.
- 29.12 This Agreement and each Unit Agreement may be executed in any number of counterparts, which will together constitute one instrument.
- 29.13 This Agreement and each Service Contract will be governed by, and construed in accordance with New Zealand law and the parties irrevocably submit to the jurisdiction of the New Zealand courts.

Schedule 1: Authorised Representatives

Operator – Authorised Representatives

Company Name	Authorised Representative		Dispute Escalation Representative		Email address	Mail address
	Title	Name	Title	Name		



Auckland Transport – Authorised Representatives

Company Name	Authorised Representative		Dispute Escalation Representative		Email address	Mail address
	Title	Name	Title	Name		
Auckland Transport	Bus Services Manager	Brendon Main			Brendon.Main@at.govt.nz	Private bag 92250 Auckland 1142
Auckland Transport			AT Metro General Manager	Mark Lambert	Mark.Lambert@at.govt.nz	Private bag 92250 Auckland 1142
Auckland Transport			Chief Executive Officer	David Warburton	David.Warburton@at.govt.nz	Private bag 92250 Auckland 1142



Schedule 2: Interpretation

1 Interpretation

1.1 Definitions

In this Agreement unless the context requires otherwise:

AIFS means the Auckland Integrated Fares System operated by or on behalf of Auckland Transport;

AIFS Business Operating Model means the Business Operating Model for AIFS issued by AT, as modified or re-issued by AT from time to time;

Annual Gross Price means, in relation to a Unit for a Contract Year, and subject to adjustment under clauses 6.2 (Indexation) and 7 (Reset of annual gross price), the amount payable by Auckland Transport to the relevant Operator under the relevant Service Contract for the relevant Contract Year calculated using the AGP Components for the Unit, as representing:

- (a) the projected direct and indirect cost of the Operator; and
- (b) the profit for the Operator, -

for operating the Unit and complying with the other requirements of the relevant Service Contract for the relevant Contract Year;

AGP Components means, in relation to a Unit, the price per in-service kilometre, price per in-service hour and a peak vehicle requirement price per annum specified in the relevant Unit Agreement;

AGP Components Variation Rates means the AGP Components applied to variations;

AT Exit Notice means a notice issued by Auckland Transport to an Operator under which Auckland Transport cancels the relevant Service Contract with that Operator;

Authorised Representative(s) means, in relation to a party, the individual that is the primary contact person of that party for the purposes of this Agreement and each Unit Agreement and is the individual specified in schedule 1 as may be amended from time to time in accordance with clause 4.4;

AVL means Automatic Vehicle Locator;

Base Revenue has the meaning given to it in paragraph 2.1 of schedule 4;

Benchmark means any person undertaking the relevant Benchmarking;



Benchmarking means, in relation to a Unit, undertaking and completing the process described in schedule 3 (Benchmarking process) for that Unit;

Blended Commerciality Ratio means the Blended Commerciality Ratio calculated in accordance with the Transport Agency Procurement Manual;

Business Day means a day, excluding Saturday, Sunday, a Public Holiday and a day in the period commencing with 25 December and ending with 1 January in the following year (inclusive of those dates);

Business Plan means, in relation to a Service Contract, the business plan for that Unit under clause 12;

Cancellation Event has the meaning given to that term in clause 24.1;

Cancellation Notice has the meaning given to that term in clause 24.11;

Commencement Date means, in relation to a Service Contract, the date specified in the Unit Agreement for the Unit as the commencement date for the provision of the Services;

Commercial Unit means a Unit that does not require the payment of an Annual Gross Price by Auckland Transport, and for which the Operator is entitled to the Revenue (subject to the application of the Financial Incentive Mechanism), under the Service Contract for that Unit;

Commerciality Ratio means, in relation to a Unit, the Commerciality Ratio for the Unit calculated in accordance with the Transport Agency Procurement Manual;

Confidential Information means, subject to clause 16.2:

- (a) all information that Auckland Transport and the relevant Operator agree is confidential; and
- (b) such information which at the time of disclosure, the Operator notifies Auckland Transport in writing that it is “commercially sensitive information” which may only include information which if another Operator had knowledge of would have a material adverse effect on the commercial operations of the Operator to which the Confidential Information relates, -

but does not include information that:

- (c) at the time of its acquisition was in, or at a later date has come into, the public domain, other than following a default under clause 16;
- (d) was known by the other party or the other party had access to such documents prior to first disclosure to it by the other party;
- (e) was received independently from a third party with the full right to disclose such information;



- (f) relates to the fare revenue or patronage on the Services; or
- (g) relates to the location and tracking of a vehicle including global positioning system co-ordinates and the tracking of a vehicle against a Route and Timetable.

Contract Year means each consecutive 12-month period on and from the Commencement Date;

Cure Plan has the meaning given to that term in clause 24.7;

Day means any day that Services are required to be in operation under a Service Contract;

Default Event has the meaning given to that term in clause 24.2;

Dispute Resolution Procedure means the procedure specified in clause 26;

Exempt Service is an exempt service as described in section 130(2) of the LTMA or treated as an exempt service under section 153(2) of the LTMA;

Exit Notice means a notice issued by an Operator to Auckland Transport under which the Operator cancels the relevant Service Contract with effect on and from the date specified in the notice (such date to be no less than 9 months after the issue of the notice, unless otherwise agreed by Auckland Transport);

Exit Period has the meaning given to that term in schedule 6 (Service continuity);

Exit Plan means, in relation to a Service Contract the plan provided as part of the initial Business Plan which details how the Operator will perform the Exit Services and the personnel allocated to perform such services together with a timeframe for completion of each milestone;

Exit Services means, in relation to a Service Contract, the obligations of the Operator under schedule 6 (Service continuity);

Fare Schedule means the schedule of fares payable by passengers for the Services notified by Auckland Transport to the Operator from time to time and displayed on the Auckland Transport website www.at.govt.co.nz. A fare is the price payable for a ticket (being an entitlement to travel on one or more Services, as evidenced by a paper, electronic or magnetic ticket coupon, card or other instrument);

Financial Incentive Mechanism means the Revenue sharing arrangement specified in schedule 4 (Financial Incentive Mechanism);

Financial Year means each 12-month period commencing on 1 July and ending on 30 June;

Fleet List means the list of passenger vehicles used by the Operator to perform the Services and setting out the details as specified in paragraph 14.1 of section B of schedule 7 and where an Operator operates a number of Units using some or all of the passenger vehicles for each Unit, the Operator will provide a list of all passenger vehicles used by the Operator to perform the Services across all Units, identifying with sufficient detail those



passenger vehicles that are specific to a Unit and those passenger vehicles which are used in a number of Units;

Force Majeure Event has the meaning given to that term in clause 22.6;

GPS means a Global Positioning System;

GST means the goods and services tax payable in accordance with the Goods and Services Tax Act 1985;

Guarantee means a guarantee of the obligations of that Operator under all or certain Service Contracts with that Operator, as required under the relevant Service Contract;

Guarantor means, in relation to an Operator or a Service Contract, the person that has provided the relevant Guarantee;

HOP Card means the Auckland Transport branded smart card used for public transport travel in Auckland pre-loaded either with a time based pass or money used for valid travel on public transport in Auckland;

HSWA means the Health and Safety at Work Act 2015;

Initial Unit Allocation Process means the process under which Auckland Transport has determined, for the first Service Contracts for the initial Units, which Units are proposed to be procured by negotiation and which Units are proposed to be procured by competitive tender;

In Service means the operation of a Service Trip from the starting point to the finishing point as specified in the Timetable, but excluding (for the avoidance of doubt) travel to and from fuelling or maintenance depots and Vehicle positioning and other incidental or ancillary movements;

Insolvency Event means, in relation to the Operator (or any Operator Group Member):

- a) an application is made, or a resolution is passed to make an application, for the liquidation or removal from the Companies Register of that person that is not discharged within 5 Business Days of its filing or which is not demonstrated to the other party prior to the expiry of that 5 Business Day period as being an application that is frivolous or vexatious;
- (b) any step taken in, or towards, the making of any compromise, proposal or deed of arrangement with all or some of that person's creditors;
- (c) any distress, attachment, execution or other legal process is levied or enforced on or against assets of that person and is not discharged or stayed within 5 Business Days or a receiver, trustee, manager, administrator or similar officer is appointed in respect of that person or its assets;
- (d) the appointment of a liquidator, receiver, statutory manager or similar official, to that person;



- (e) that person being unable to pay its debts as they fall due in the ordinary course of business;
- (f) the suspension or threatened suspension by that person of the payment of its debts;
- (g) the enforcement of any security against the whole, or a substantial part, of that person's assets; or
- (h) any other insolvency event or proceedings analogous to any of the foregoing occurring;

KPI means each of the key performance indicators specified in schedule 3 of the Unit Agreement;

League Table means a table that specifies the Commerciality Ratio, the Relative Change in Commerciality Ratio, the Relative Change in Passenger Kilometres and the Blended Commerciality Ratio for each Unit for one or more Financial Years, together with such other information regarding the financial or operating performance in relation to the Unit as Auckland Transport considers appropriate, as defined in the Transport Agency Procurement Manual and ranks each Unit from the highest ratio to the lowest ratio, for each of the above ratios;

LTMA means the Land Transport Management Act 2003;

Major Service Change means in relation to a Unit, a significant change to the Services or a change in the delivery mode of the public transport services, where such change results in the Unit not being able to be operated using the assets then employed by the Operator to operate the Unit;

Negotiated Unit means a Unit which Auckland Transport proposes to procure by negotiation with an Operator, rather than competitive tender;

Operational Performance Regime means, in relation to a Unit, the provisions of section A of schedule 7 the Operational Requirements (Operational performance regime) as applied to that Unit at schedule 3 of the relevant Unit Agreement;

Operational Requirements means the then current Auckland Transport operational requirements for Services notified by Auckland Transport to Operators as specified at schedule 7, at the date of this Agreement;

Operator Group Member means, in relation to an Operator, that Operator and each related company (as defined in section 2(3) of the Companies Act 1993, but including in the definition of "company" any body corporate) of that Operator;

Partnering Team means, in relation to each Unit, a team which is comprised of one or more Authorised Representative of Auckland Transport and such other individuals as nominated by Auckland Transport and one or more Authorised Representatives of the relevant Operator for that Unit and such other individuals as nominated by the relevant Operator;

Passenger Kilometres means in relation to a Service Trip, the average trip length multiplied by total boardings over a specified time period, calculated on a monthly basis by Route.



Performance Bond has the meaning set out in paragraph 17.1 of section B of schedule 7 (Operational Requirements);

Performance Bonus means the bonus payable to the Operator and calculated in accordance with the last column of the table headed 'Performance Deduction/Performance Bonus' in schedule 3 (Performance regime) of the relevant Unit Agreement subject to an indexation adjustment on an equivalent basis as specified in clause 6.2;

Performance Deduction means the amount deducted from any payment to the Operator and calculated in accordance with the last column of the table headed 'Performance Deduction/Performance Bonus' in schedule 3 (Performance regime) of the relevant Unit Agreement subject to an indexation on an equivalent basis as specified in clause 6.2;

PIs means the performance indicators specified in schedule 3 (Performance regime) of the relevant Unit Agreement;

Proposal means, in relation to a Service Contract, a proposal from an Operator (either at the request of Auckland Transport or as a result of a request for tenders (or equivalent)) in relation to the relevant Service Contract, including any subsequent amendments to such proposal agreed by the Operator and Auckland Transport;

PTOM means the Public Transport Operating Model;

PTOM Participation Agreement means the agreement to be entered into between Auckland Transport and existing operators of contracted and commercial public transport services in Auckland and relating to the transition to PTOM;

Public Holiday means each of New Years Day, New Years Holiday, Auckland Anniversary Day, Waitangi Day, Good Friday, Easter Monday, Anzac Day, Queen's Birthday, Labour Day, Christmas Day and Boxing Day;

Quarter means, in relation to a Unit, each consecutive 3-month period starting on the nearest of 1 July, 1 October, 1 January or 1 April after the Commencement Date for that Unit;

Rail Replacement Bus Services means the Services to be provided by the relevant Operator as an alternative transport arrangement as replacement for Auckland metropolitan public transport rail services;

RAPID means Auckland Transport's real time passenger information system;

Regional Blended Commerciality Ratio means the Blended Commerciality Ratio applied across all units both subsidised and commercial as described in the Transport Agency Procurement Manual.

Relative Change in Commerciality Ratio means, in relation to a Unit, the change in the Commerciality Ratio in comparison to the change of other Units within the League Table and as more specifically described in the Transport Agency Procurement Manual;

Relative Change in Passenger Kilometres means, in relation to a Unit, the change in the Passenger Kilometres to the relevant Unit in comparison to the change of other Units within the League Table and as more specifically described in the Transport Agency Procurement Manual which as at the date of this



Agreement is contained in the paragraph titled “Measuring relative change” in Appendix H of the Transport Agency Procurement Manual;

Reporting Services means the reporting requirements listed in the column titled “Reporting Services” in schedule 3 of the relevant Unit Agreement;

Reporting Services Deduction means, in relation to a Unit, the amount specified in the column headed Reporting Services Deduction in schedule 3 of the relevant Unit Agreement;

Revenue means, in relation to a Unit for a Contract Year or a Financial Year (as the case may be), the aggregate of:

- (a) the passenger fares collected by the Operator on behalf of Auckland Transport in relation to the Unit or attributed to the Unit under AIFS; and
- (b) other revenue derived from the Services in the Unit (excluding revenue from charter services),-

for the relevant Contract Year or Financial Year;

Route means the passage between the commencement point and termination point of a Service Trip having a stopping pattern (if any) as specified in the Timetable, as detailed in the route maps and route descriptions in the relevant Unit Agreement;

RPTP means the regional public transport plan for Auckland adopted under the Land Transport Management Act 2003;

Service Contract has the meaning given to that term in clause 5;

Services means, in relation to a Unit, the public transport services to be provided by the Operator under the Service Contract for that Unit;

Service Trip means a single timetabled Vehicle trip operated by the Operator for the carriage of passengers in accordance with the relevant Service Contract, having a Route and unique service identification number as set out in the Timetable;

SGC Payments means the Super Gold Card scheme funding Auckland Transport receives from the New Zealand Government, which is apportioned by Auckland Transport in relation to public transport services comprised in that Unit during the period determined by Auckland Transport, using the SGC Payments Formula. The SGC Payments shall be calculated and paid by Auckland Transport to the Operators each Financial Year in the case of a Commercial Unit, otherwise it is apportioned to each Unit;

SGC Payments Formula means in the Unit:

SGC funding apportioned for buses divided by total ‘adult Hop Card fare’ (as described in the Fare Schedule) for all SuperGold public transport bus passenger trips in the Auckland region expressed as a percentage multiplied by the total ‘adult HOP Card fare’ (as described in the Fare Schedule) for all SuperGold bus passenger trips in the Unit.



Refer below for an example of how the formula applies in practice:

Bus SuperGold funding allocation = \$50,000

Total costs of SuperGold bus passenger travel (reflected as the equivalent Adult HOP fare) = \$100,000

Reimbursement level for each SuperGold bus passenger travel based on the equivalent Adult HOP fare ($50,000/100,000$) = .5 or 50% of the Adult HOP fare

Financial year costs of SuperGold travel broken down by adult HOP fares

Zone 1 fare = \$20,000

Zone 2 fare = \$20,000

Zone 3 fare = \$40,000

Zone 4 fare = \$10,000

Zone 5 fare = \$10,000

Unit 1 SuperGold travel for the financial year based on adult fare zones

Zone 1 = 5 trips @ \$3/trip = \$15.00

Zone 2 = 10 trips @ \$4/trip = \$40.00

Unit 1 SuperGold reimbursement for the financial year

Zone 1 = $\$15 \times .5 = \7.50

Zone 2 = $\$40 \times .5 = \20.00

Total = \$27.50

Special Events Services means the Services to be provided by the Operator for special events;

SuperGold Card Scheme and “**Scheme**” means The New Zealand Government initiative under which it is intended that SuperGold cardholders will be entitled to travel free of charge on public transport (buses, trains and ferries) as defined in Auckland Transport’s SuperGold concession on AT HOP card policy.

Term means the term of each Service Contract;

Timetable means, in relation to a Unit, the then current timetable of Service Trips for Services comprised in the Unit issued by Auckland Transport to the Operator from time to time, being as at the Commencement Date the timetable specified in the Unit Agreement for the relevant Unit;

Transport Agency means the New Zealand Transport Agency;

Transport Agency Index means the ‘Cost Indices for Public Transport’ being the weighted average of costs for public transport, published by the Transport Agency and any revised, replacement or substituted indices;



Transport Agency Procurement Manual means the procurement manual issued by the Transport Agency in relation to the procurement of public transport services;

Unit means a unit (as defined in section 5(1) of the LTMA specified in the RPTP);

Vehicle means a vehicle used by the Operator in the provision of Services;

Vehicle Quality Standards means the then current Auckland Transport Vehicle Quality Standards for Public Transport Bus Services notified by Auckland Transport to Operators as part of the Operational Requirements.

1.2 Interpretation

In this Agreement and each Service Contract, unless the context otherwise requires, any reference to:

- (a) a gender includes each other gender;
- (b) the singular includes the plural and vice versa;
- (c) any part of speech or grammatical forms of a defined word will have the same meaning as that defined word;
- (d) any document being in agreed form is to that document in the form signed or initialled by or on behalf of the parties for identification purposes;
- (e) a statute or other law includes regulations and other instruments under it and consolidations, amendments, re-enactments or replacements of any of them (whether before or after the Commencement Date);
- (f) a person includes:
 - (i) an individual, a body corporate, an association of persons (whether corporate or not), a trust, a state and an agency of state, in each case, whether or not having a separate legal personality; and
 - (ii) a reference to the person's executors, administrators, successors, substitutes (including, but not limited to, persons taking by novation) and permitted assigns;
- (g) \$ or dollars is a reference to the lawful currency of New Zealand;
- (h) clauses, schedules and paragraphs are references to clauses of, and schedules to, this Agreement or the Unit Agreement (as applicable) and paragraphs of the relevant schedule to, this Agreement or the Unit Agreement (as applicable);
- (i) the consent, approval or acceptance of a person requires the prior written consent, approval or acceptance of that person;



- (j) an obligation to not do something includes an obligation to not suffer, permit or cause that thing to be done;
- (k) an approval also includes a consent, authorisation, exemption, filing, licence, order, permit, recording and registration (and references to obtaining approvals are to be construed accordingly);
- (l) an agreement, undertaking, representation or warranty in favour of more than one person is for the benefit of them jointly and severally. An agreement, undertaking, representation or warranty from more than one person is from them both jointly and severally;
- (m) a month is a calendar month. A day is 24 consecutive hours from (but excluding) 24:00 on the previous calendar day, and any reference to any named day will be to such period commencing from (but excluding) that named day "XX:20" means, as an example of this notation, 20 minutes past the hour;
- (n) this Agreement or to any other agreement or document, means this Agreement or such other agreement or document as amended, supplemented, or novated from time to time, and includes the schedules and appendices;
- (o) an act or omission of any director, employee, contractor, sub-contractor or agent of a party is deemed to be an act or omission of that party;
- (p) the words "include", "includes" or "including" means "including without limitation".

The headings are for ease of reference only and will not affect the interpretation of the provisions of this Agreement.

2 Order of precedence

If there is any ambiguity or inconsistency between any of the documents forming a Service Contract, and unless expressly stated otherwise in this Agreement, those documents will have the following order of precedence:

- (a) this Agreement;
- (b) the relevant Unit Agreement;
- (c) any other agreement or other document incorporated by reference into the Service Contract.

Schedule 3: Benchmarking process

3 Purpose

3.1 The purpose of Benchmarking a Unit is to:

- (a) provide to Auckland Transport an assessment of the efficient market price for operating the relevant Unit. The calculation of the efficient market price is expected to:
 - (i) assume the operation of the Unit in accordance with the requirements of the relevant Service Contract (including compliance with any specified service levels); and
 - (ii) be expressed as a range, based on the competitive market specified in the Transport Agency Procurement Manual;
- (b) assist Auckland Transport in relation to:
 - (i) determining the Negotiated Units;
 - (ii) negotiation of the Annual Gross Price, AGP Components and AGP Components Variation Rates for the pricing of Negotiated Units and any reset of the Annual Gross Price for a Service Contract.

4 Process

4.1 Benchmarking for a Unit will be undertaken as required by and in accordance with the Transport Agency Procurement Manual.

4.2 As at the date of this Agreement, it is expected that the base information inputs for Benchmarking will be the Annual Gross Price of the successful tenderer for each tendered Unit and may include Benchmarking the AGP Components. These costs will be specified by each Operator providing a tender in accordance with the cost component form specified by Auckland Transport, as may be modified during the tender process.

4.3 Each Operator that tenders for a Service Contract will provide to Auckland Transport (as a minimum information requirement under the relevant tender process):

- (a) the cost information specified in paragraph 2.2; and
- (b) the completed specified cost component form as part of its tender for a particular Service Contract, to assist Auckland Transport in identifying areas of potential efficiency improvements (including profitability and allocation of indirect costs) that may not be identifiable from the Benchmarking cost component inputs. Auckland Transport will not disclose a completed cost component form to another operator.



4.4 Auckland Transport will include in each request for tenders for a Service Contract its calculation of the:

- (a) in-service kilometres;
- (b) in-service hours;
- (c) peak Vehicle requirements, -

for the relevant Unit.

5 Adjustments

5.1 As at the date of this Agreement, the Transport Agency Procurement Manual makes the assumption that “large bus markets”, such as the Auckland bus public transport network, will have sufficient winning tender contract price information to use data envelopment analysis for Benchmarking. Accordingly, if sufficient information is not available for proper Benchmarking, then Auckland Transport may require the adjustment of information provided by Operators for the purposes of Benchmarking that may have a distortionary effect on determining an efficient pricing range for operating costs for the provision of public transport services in Auckland. Adjustments relate to events that should not arise in the proper operation of a Unit and may relate to, for example:

- (a) any excess or deductible or increase in premium in relation to any insurance policy held by an Operator which is attributable to the fraud, default or negligence of the Operator or any Operator Group Member;
- (b) any dispute in relation to a Service Contract;
- (c) fraud, default or negligence of an Operator, including:
 - (i) in relation to any Financial Incentive Mechanism payment or other payment made to Auckland Transport in relation to a Service Contract;
 - (ii) any loss or damage to the property of an Operator by a third party and any claim made against an Operator by a third party, where such loss, damage or claim is attributable to the fraud, default or negligence of an Operator or Operator Group Member;
- (d) asset renewal, depreciation, write-down, capital, cost of capital (or similar) charges;
- (e) any financing or capital movements (including borrowing, repayments, raising or returning capital and intra-group transaction and related interest or distributions (including dividends) and transaction costs and fees, and the cost of any performance bond or guarantee or credit securities;
- (f) any payment to a subcontractor which does not comply with the requirements of the relevant Service Contract;



- (g) inappropriate attribution of overhead costs;
- (h) super profit margins.



Schedule 4: Financial incentive mechanism

1 Framework and background

- 1.1 The Financial Incentive Mechanism is one component of PTOM with the intended purpose of incentivising collaboration between Auckland Transport and Operators to improve patronage and Revenue in relation to public transport services.
- 1.2 The Financial Incentive Mechanism shares the risk and reward of the real change in Revenue compared against the Base Revenue (upside growth and downside contraction) for a Unit, with a default share split as set out in paragraph 2.3 of this schedule, with the ability to vary those arrangements with Operator led initiatives or proposals and an accompanying business case. The Base Revenue is “re-set” every three years to the actual Revenue for the preceding Contract Year (unless agreed otherwise) by Auckland Transport and the relevant Operator.
- 1.3 The Financial Incentive Mechanism is applied to the difference in Revenue between the Revenue measured at the end of a Contract Year and the Base Revenue, adjusted for inflation.
- 1.4 The Base Revenue (Rb) will be adjusted for inflation based on the Transport Agency Index (I), and the difference between the actual Revenue (Ra) at the end of a Contract Year and the Base Revenue as “re-set” (if applicable) and adjusted using the Transport Agency Index will be the Revenue change that is used in the Financial Incentive Mechanism calculation:

$$\text{FIM} = (\text{Ra} - (\text{Rb} + \text{I})) \times \text{FIM}\%$$

- 1.5 Given the new public transport network being implemented and the establishment of Units as part of PTOM (which is essentially different from the current route based contracts) the Revenue for the first Contract Year will be used as the Base Revenue for the initial 3 year re-set period for each Unit. In this instance there will be no amount payable under the Financial Incentive Mechanism in the first year of the initial 3 year re-set period. Potential Operators of Negotiated Units can propose a Financial Incentive Mechanism as part of the initial negotiations for the relevant Service Contract (dependent on adequate patronage and Revenue data being available and Operator willingness).
- 1.6 After approximately 6 months, Operators will be invited to submit proposals and business cases to confirm Financial Incentive Mechanism share settings, with the default share split as set out in paragraph 2.3 of this schedule. Auckland Transport will assess the proposals, and in consultation with the relevant Operator, agree the Financial Incentive Mechanism share split setting to be applied and the re-set period for each Unit. The proposal process can be initiated by either Auckland Transport or the Operator and will generally result from the Unit business planning process.
- 1.7 The business case approach is expected to involve a description of the proposal, the level of operator investment, investment and/or actions required by AT, quantification of risk on both parties, the expected impact on patronage, consistency with Auckland’s then current RPTP, the proposed term, the Financial Incentive Mechanism share split setting (upside and downside), and the re-set period, which are all negotiable based on the business case.



2 Definitions

- 2.1 Subject to paragraph 3.6 of this schedule, the Base Revenue for the first Service Contract for a Unit is:
- (a) if specified in the Unit Agreement for a Negotiated Unit, the Base Revenue specified in that Unit Agreement;
 - (b) otherwise, the actual Revenue for the first Contract Year of that Unit.
- 2.2 If the Revenue for a Unit for a Contract Year is:
- (a) less than the Base Revenue (adjusted for inflation in accordance with paragraph 1.4 of this schedule) for that Unit, then that difference is to be referred to as the “Revenue Decrease” for that Unit for that Contract Year;
 - (b) greater than the Base Revenue (adjusted for inflation in accordance with paragraph 1.4 of this schedule) for that Unit, then that difference is to be referred to as the “Revenue Increase” for that Unit for that Contract Year.
- 2.3 In this schedule, Revenue Share Proportion means, in relation to a Unit, the proportion (expressed as a percentage) specified in the relevant Service Contract that the Operator:
- (a) is entitled to receive for a Revenue Increase;
 - (b) will pay for a Revenue Decrease, -

and the proportion may be different for a Revenue Increase and a Revenue Decrease. If a Revenue Share Proportion for a Unit is not specified in the relevant Service Contract, then it is:

- (c) 25% for the Operator if the Unit is not a Commercial Unit; and
- (d) 80% for the Operator if the Unit is a Commercial Unit or such other percentage as agreed by Auckland Transport.

3 Mechanism

- 3.1 If there is a Revenue Increase for a Unit which is not a Commercial Unit for a Contract Year, then Auckland Transport will pay to the Operator an amount equal to the Revenue Share Proportion of the Revenue Increase.
- 3.2 If there is a Revenue Decrease for a Unit which is not a Commercial Unit for a Contract Year, then Auckland Transport will be entitled to deduct from any amount payable by Auckland Transport to the Operator, or the Operator will pay to Auckland Transport, an amount equal to the Revenue Share Proportion of the Revenue Decrease.



- 3.3 If there is a Revenue Increase for a Unit which is a Commercial Unit for a Contract Year, then the Operator will pay to Auckland Transport an amount equal to the Revenue Share Proportion of the Revenue Increase.
- 3.4 If there is a Revenue Decrease for a Unit which is a Commercial Unit for a Contract Year, then in accordance with clause 9.7 of this Agreement, Auckland Transport will not be required to pay to the Operator any amount under the Financial Incentive Mechanism.
- 3.5 Subject to paragraph 3.6 of this schedule, the Base Revenue for any Service Contract for a Unit after the initial Service Contract for that Unit will be the Base Revenue specified in the Service Contract for that Unit (unless agreed otherwise between Auckland Transport and the relevant Operator).
- 3.6 The Base Revenue for each Unit will be adjusted:
- (a) at the end of each Contract Year (with application to that Contract Year) for the movement in the Transport Agency Index for the Contract Year subject to paragraph 1.5 of this schedule; and
 - (b) at the end of each third Contract Year during the term of the relevant Service Contract (with application to the subsequent Contract Years until the next adjustment takes effect) so that the Base Revenue is equal to the actual Revenue for the relevant third Contract Year. For example, the actual Revenue for the sixth Contract Year is the Base Revenue for the seventh, eighth and ninth Contract Years.
- 3.7 No amount will be payable under the Financial Incentive Mechanism for the first Contract Year of the first Service Contract for each Unit unless the Unit is a Negotiated Unit and Auckland Transport has sufficient confidence in the initial Base Revenue that the relevant Unit Agreement specifies that the Financial Incentive Mechanism will apply from the Commencement Date.
- 3.8 A Revenue enhancement proposal under clause 14.2 of this Agreement (or other Variation) may modify the Base Revenue or the Revenue Share Proportion.

4 Unit agreements

- 4.1 While the Financial Incentive Mechanism is outlined in this Agreement, details specific to a Unit are described in the relevant Unit Agreement.

5 Examples

- 5.1 This table describes examples of how the Financial Incentive Mechanism and Revenue Base triggers is anticipated to work in practice:



Examples of Financial Incentive Mechanism and Revenue Base Triggers	
Financial Incentive Mechanism % increase	Revenue rebase increase
<p>Operator takes Unit from x% Commerciality Ratio and offers to operate at 100% Commerciality Ratio] (over a specific time period) <i>(The level of current subsidy input needs to be assessed against the Revenue increase required to achieve 100% commerciality and to this a risk premium would be added to determine length of re-set, downside risk and upside reward at 80%)</i></p> <p>Operator offers value add to service – leather seats, Wi-Fi, TV, audio, etc. <i>(the business case needs to be assessed against the likely change in patronage and Revenue allowing sufficient Financial Incentive Mechanism share for the Operator to recoup investment plus a percentage for the initiative risk)</i></p> <p>Operator identifies new service and invests heavily in marketing and creating niche. <i>(this totally new service may also require investment from Auckland Transport but Operator leads in identification, business plan development and invests. Business Plan and investment assessed against Revenue potential and recoupment of investment and Financial Incentive Mechanism percentage negotiated)</i></p> <p>Operator adds service/capacity at no cost. <i>(the capacity added is assessed against current cost of capacity and investment to achieve this. Financial Incentive Mechanism adjusted to allow Operator to recoup investment plus a percentage for risk taken)</i></p> <p>Operator develops infrastructure, or part infrastructure (not depot). <i>(in most instances this will likely result in a variation agreement with Auckland Transport, but where considered under a service contract the business case is assessed against investment cost and forecast patronage/Revenue allowing a percentage return over and above for Operator risk)</i></p> <p>Operator employs new technology to drive patronage. <i>(the technology employed, investment and risk weighed against patronage/Revenue benefit plus a percentage to Operator for risk would trigger the changed Financial Incentive Mechanism setting)</i></p> <p>Operator invests additional funds into marketing services – usually co-ordinated with Auckland Transport’s marketing plan <i>(investment assessed against increased patronage required and time to achieve results to recoup investment plus a percentage for risk taken.)</i></p>	<p>Major special event. e.g. Cricket World Cup in 2015, <i>(Operator and Auckland Transport jointly assess effect and adjust the Revenue Base to account for this. A post assessment can also be undertaken to verify. This assumes all Operator resource costs met through variation.)</i></p> <p>Add service. <i>(where service is added using variation rates, assessment jointly made of Revenue change and Revenue Base adjusted accordingly)</i></p> <p>Changed Auckland Transport infrastructure (added). <i>(a significant change made to infrastructure which will improve patronage without resource change, joint agreement on Revenue Base change)</i></p> <p>Auckland Transport innovation. <i>(e.g. new IT system reduces dwell time and improves patronage (+ elasticity) a joint assessment made and Revenue rebased)</i></p> <p>Network change <i>(the way the network is structured may change the profile of the unit based on joint assessment the Revenue Base can be changed)</i></p>



Examples of Financial Incentive Mechanism and Revenue Base Triggers	
Financial Incentive Mechanism % increase	Revenue rebase increase
<p>Auckland Transport significantly changes the network and Operator does not want risk. (Operator approaches Auckland Transport because of significant change in risk profile, Auckland Transport will adjust Financial Incentive Mechanism accordingly – only symmetrical change will be considered)</p> <p>Operator in default. (Auckland Transport adjusts Financial Incentive Mechanism (100%/0%) because Operator is in default in contract service delivery post cure plan)</p> <p>Significant event occurs related to a specific Unit (earthquake where a suburb can no longer be serviced and falls within a specific Unit, Auckland Transport will take up to 100% Revenue risk)</p>	<p>After special event (as above but on the downside post event)</p> <p>Major long term road works (joint assessment made and Revenue rebased for likely effect. Post measurement check also feasible- Revenue Base adjusted downwards)</p> <p>Remove service (opposite of adding service – Revenue Base adjusted downwards)</p> <p>Network change (negative network change affect adjust Revenue Base downwards)</p>

Notes:

1) Revenue rebasing is generally used as a variation mechanism for changed resource requirements (at variation rates) or circumstances temporarily altered. The purpose of the revenue rebase is to adjust for the event or change in resource to put neither party in a better or worse position than before the change.

2) Financial Incentive Mechanism share rate is used to recognise a party taking on a different level of risk or investment and the variables are the rebase period, percentage share upside and downside (sometimes referred to as symmetrical or asymmetrical risk sharing). The recognition is an assessment of a scenario where financial risk is rewarded with the level of investment plus a potential margin for the party taking the risk.



Schedule 5: Variations

1 Route or timetable variations

- 1.1 From time to time Auckland Transport will require that a Route and/or Timetable is varied under a Service Contract. This will usually be in order to enhance customer experience. The process for implementing such changes is:
- (a) the changed in-service kilometres multiplied by the AGP Component Variation Rate for in-service kilometres (after adjustment for NZTA inflation on the AGP Component Variation Rate);
 - (b) the changed in-service hours multiplied by the AGP Component Variation Rate for in-service hours (after adjustment for NZTA inflation on the AGL Component Variation Rate);
 - (c) the changed peak Vehicle requirement multiplied by the AGP Component Variation Rate for the relevant class of peak vehicle (after adjustment for NZTA inflation on the AGP Component Variation Rate). As this is an annualised amount it will be paid monthly at a rate of one twelfth of the amount;
 - (d) the Base Revenue used to calculate the Financial Incentive Mechanism will be adjusted by the estimated impact in Revenue as a result of such variations.
- 1.2 Auckland Transport will take a network-wide view in making such variations.
- 1.3 Auckland Transport may require the equivalent of 10% of the annual in-service kilometres and in-service hours at AGP Component Variation Rates per annum for provision of Special Event services and or Rail Replacement bus services, as agreed with Operators, such agreement not to be unreasonably withheld.
- 1.4 Auckland Transport will provide written notice to the Operator of the requirement to implement such Route and/or Timetable change. An Operator will be required to implement such Route and/or Timetable changes within 10 weeks of such notification or such other period as agreed by Auckland Transport and the Operator. If the Operator decides to make operational changes (which include processes, on-board engine monitoring, driver duty and rescheduling), that do not affect the performance of its obligations under a Service Contract, the Operator is permitted to do so if it has kept Auckland Transport informed.
- 1.5 Variations should be undertaken collaboratively and in a structured manner to ensure that they are implemented appropriately and that customer experience is not harmed during the changeover. Auckland Transport is required to ensure that changes that have AIFS implications are robustly proven prior to implementation. The basic programme for changing Routes, Timetables or frequency is outlined below; the duration of each step is variable depending on the scale of the change and the complexity of change that is involved:
- (a) analysis/problem definition and setting of anticipated outcomes;



- (b) consultation and review;
- (c) development of implementation plan;
- (d) enabling work by Auckland Transport and Operator;
- (e) implementation;
- (f) launch;
- (g) review to determine if the outcome has been achieved.

1.6 Appropriate documentation will be provided that will ensure that both Auckland Transport and the Operator deliver the changes in a structured and collaborative manner for the best customer outcome.

2 Other variations

2.1 This paragraph 2 applies to variations other than variations referred to in paragraph 1.1.

Variations proposed by Auckland Transport

2.2 Auckland Transport may by written notice to the Operator make a proposal, in reasonable detail, to the Operator for a variation to this Agreement or a specific Service Contract.

2.3 The Operator will provide to Auckland Transport a written response to a proposed variation within 20 Business Days after receipt by the Operator of the proposed variation notice. A response issued by the Operator will include:

- (a) full information regarding effect on the Services of the proposed variation and the obligations of the Operator under this Agreement or a Service Contract, the period of time required to give effect to the proposed variation (if relevant), and any additional or reduced resource requirement for, and any additional or reduced cost of, performing the proposed variation. That information must identify in sufficient detail any expected effect on in-service kilometres and hours, peak vehicle requirements, patronage, Service Trips, Routes, Timetable and operational performance as well as any expected effect on:
 - (i) the Annual Gross Price using the AGP Components and;
 - (ii) the Financial Incentive Mechanism Base Revenue;
- (b) the Operator's proposal on how the proposed variation would be implemented, including a draft revised Service Trip, Route and Timetable (if applicable);



- (c) any amendments to the variation proposal (including a request for further work on either the proposal or the related costing) that the Operator reasonably considers necessary to implement the proposed variation.
- 2.4 After receipt of the response to a proposed variation, Auckland Transport may request discussion or additional information, in which case the Operator will (as soon as possible) discuss or provide any additional information reasonably required by Auckland Transport to verify the contents of the response.
- 2.5 If the Operator's response to a proposed variation is an acceptance of the proposed variation, then Auckland Transport and the Operator will sign and date the proposed variation notice or response (as the case may be) (with any agreed amendments). Any such variation will be contractually binding on the parties in accordance with the terms of the relevant signed documentation and (unless stated otherwise in the relevant signed documentation) will take effect as an amendment to the relevant Service Contract on and from the date of the relevant signed documentation, with the changes to any Services and Annual Gross Price and Financial Incentive Mechanism Base Revenue (if any) taking effect from the agreed effective date.
- 2.6 If the Operator's response to a proposed variation is a rejection of the proposed variation or is otherwise unacceptable to Auckland Transport, then Auckland Transport will issue a notice to the Operator seeking a resolution on the proposed variation. Auckland Transport and the Operator will in good faith endeavour to reach agreement on the proposed variation. If the Operator and Auckland Transport are unable to agree on the final form and content of the proposed variation within 10 Business Days of issue of the relevant notice, then Auckland Transport may give notice to the Operator:
- (a) that the proposed variation has been withdrawn, in which case the relevant notice of proposed variation from Auckland Transport will be of no effect; or
- (b) requiring the Operator to implement the proposed variation or any variation requirement that does not directly relate to the provision of the Services, within 10 weeks of such notice issued in accordance with this paragraph 2.6 or within such period as otherwise agreed between Auckland Transport and the Operator (a **Variation Notice**). A Variation Notice must specify the terms on which the proposed variation is to be implemented, including the date on which the proposed variation is to take effect and any modification necessary to the Annual Gross Price and Base Revenue (if any). If the implementation of the proposed variation is not acceptable to the Operator, then the Operator may issue an Exit Notice.
- 2.7 If the Operator disputes Auckland Transport's notified modification to the Annual Gross Price and Base Revenue as stated in the Variation Notice, then the Operator may refer that matter to be determined by expert determination under the Dispute Resolution Procedure. Notwithstanding any such referral to expert determination, the Operator will promptly implement the proposed variation in accordance with the Variation Notice. If following the expert determination, an amount in excess of the Annual Gross Price and Base Revenue (if any) as stated in the Variation Notice, remains owing to the Operator, then Auckland Transport will pay such amount to the Operator within 20 Business Days of such determination. If the Operator considers that the expert determination is not acceptable, then the Operator may issue an Exit Notice.
- 2.8 The Operator will not be entitled to any compensation in relation to the cancellation of this Agreement or a Service Contract, if an Exit Notice is issued under paragraphs 2.6 or 2.7 of this schedule.



Variations proposed by the Operator

- 2.9** The Operator may by written notice to Auckland Transport make a proposal, in reasonable detail, to Auckland Transport for a variation to this Agreement or a specific Service Contract.
- 2.10** A notice from the Operator proposing a variation must contain sufficient information to enable Auckland Transport to properly understand the proposed variation, including:
- (a) the nature of the proposed variation;
 - (b) the benefits of the proposed variation to passengers;
 - (c) the expected improvements to performance under the Operational Performance Regime;
 - (d) the proposed start date and implementation date;
 - (e) the information referred to in paragraph 2.3 in relation to the proposed variation.
- 2.11** After receipt of a proposed variation notice, Auckland Transport will notify the Operator that it:
- (a) accepts the proposed variation and notify the Operator of the date on which the variation takes effect;
 - (b) rejects the proposed variation;
 - (c) proposes to amend the proposed variation, in which case Auckland Transport and the Operator will, without delay, negotiate in good faith to agree any such amendment or new variation; or
 - (d) requires additional information, in which case the Operator will provide (as soon as possible) any additional information reasonably required by Auckland Transport to verify the contents of the proposed variation. Auckland Transport may then give further notice under this paragraph 2.11.
- 2.12** Where Auckland Transport has given notice under paragraph 2.11(c) and the Operator and Auckland Transport are unable to agree on the final form and content of a proposed variation within 10 Business Days of issue of the relevant notice, then the Operator may give notice that the relevant proposed variation has been withdrawn, in which case that proposed variation notice will be of no effect.
- 2.13** If Auckland Transport accepts a proposed variation, then Auckland Transport and the Operator will sign and date the proposed variation notice or response (as the case may be) (with any agreed amendments). Any such variation will be contractually binding on the parties in accordance with the terms of the relevant signed documentation and (unless stated otherwise in the relevant signed documentation) will take effect as an amendment to the relevant Service Contract on and from the date of the relevant signed documentation, with the changes to any Services and Annual Gross Price and Financial Incentive Mechanism Base Revenue (if any) taking effect from the agreed effective date.



Schedule 6: Service continuity

1 Continuity obligation

- 1.1 On the issue of a notice in accordance with clause 23.4 or a Cancellation Notice, an Exit Notice, an AT Exit Notice or any notice issued by Auckland Transport terminating this Agreement or a Service Contract, the Operator will be subject only to payment by Auckland Transport of the Annual Gross Price for the proportion of the Services provided:
- (a) continue operating the Services until an alternative operator is appointed, for a period of up to 9 months or such longer period as otherwise agreed between the Operator and Auckland Transport;
 - (b) comply with the provisions of the Exit Plan;
 - (c) provide such reasonable assistance as may reasonably be required by Auckland Transport in relation to the appointment of another operator to provide the Services (**Incoming Operator**), including the preparation of tender documentation which includes information regarding the operation of the Services (such as the assets, employees, agreements and other arrangements necessary or desirable for the provision of the Services);
 - (d) provide such assistance as may be reasonably required by Auckland Transport and do all things reasonably required to facilitate the orderly and timely migration of responsibility for the provision of the Services to the Incoming Operator up until the date on which the Incoming Operator takes over full responsibility for the provision of the relevant public transport services (the **Exit Period**), including providing any information, documents or advice or support required for the Incoming Operator to perform the obligations of the Operator under the relevant Service Contract.

2 Exit plan

- 2.1 Following agreement of the initial Exit Plan as part of the Business Plan, the Exit Plan will be maintained and updated by the Operator (subject to the agreement of Auckland Transport) annually within 1 month of the end of each Contract Year to reflect the then current state of the Services and the assets and activities of the Operator.

3 General

- 3.1 An exercise of Auckland Transport's rights under this schedule or clauses 24 (Cancellation) and 25 (Consequences of cancellation) does not affect any other right or remedy of Auckland Transport or any obligation of any party in relation to this Agreement or a Service Contract.



Schedule 7: Operational requirements

A. Operational performance regime

1 Introduction

1.1 Definitions:

In this schedule, unless the context requires otherwise:

EDW means Auckland Transport's Enterprise Data Warehouse;

- 1.2 The Operational Performance Regime shall be tested against the KPIs and the PIs.
- 1.3 In setting run times and KPI thresholds, Auckland Transport has used previous real time information to set run times for future contracted services. As such, variations to service delivery arising from traffic accidents or severe weather (for example) have been included in the run times proposed to, and accepted by, Operators as part of the review process. Operators are required to ensure that timetables include appropriate recovery time between trips so that any delayed trips will not adversely affect any subsequent trips.
- 1.4 The Operator's performance in relation to the KPIs, but not the PIs, may result in a Performance Bonus or Performance Deduction.
- 1.5 All of the PIs may be relevant in assessing whether a Persistent Performance Failure has occurred.
- 1.6 Each failure to satisfy a KPI will be considered to be a separate failure for the purposes of calculating the relevant KPI and any occurrence of a Default Event.
- 1.7 The Operator will verify against its own records the KPI data generated by Auckland Transport for each month and notify Auckland Transport of any identified discrepancies in that data (with supporting evidence) within 5 Business Days of the end of the relevant month. In the event that the data generated by Auckland Transport is not provided to the Operator within 3 Business Days of the end of the relevant month, the period within which the Operator may notify Auckland Transport of any discrepancies shall be extended to the date being 2 Business Days after Auckland Transport has provided the relevant data.
- 1.8 Auckland Transport will following its review of the points raised by the Operator in accordance with paragraph 1.6:
- (a) promptly notify the Operator of the outcome of its review;
 - (b) calculate the Performance Bonus and Performance Deduction (addressing any discrepancies identified by the Operator to the reasonable satisfaction of Auckland Transport); and



- (c) either pay the Performance Bonus for the relevant Quarter at the same time that it pays the monthly portion of the Annual Gross Price two months following the Quarter or deduct the Performance Deduction for the relevant Quarter from the monthly portion of the Annual Gross Price that it is due to pay two months following the quarter.
- 1.9 Auckland Transport will at the end of each Contract Year and as part of the annual review of the Business Plan, review, with the relevant Operator, the KPIs and PIs for each Service Contract. Auckland Transport will at the same time review any discrepancies identified by the Operator to the reasonable satisfaction of Auckland Transport and, taking the discrepancies into consideration when defining the KPIs and PIs for the subsequent year, promptly notify the Operator of the outcome of its review.
- 1.10 Auckland Transport may, following a review undertaken with the Operator amend, delete and substitute (whether immediately, over time or otherwise) the KPIs and PIs using the Variation process in Schedule 5. In particular, the KPI associated with reliability and punctuality at timing points includes an option to monitor service performance using headway. The trigger for transitioning to headway will be when the all day frequency of trips is 10 minutes or less. The actual decision to transfer to headway management will be taken at Auckland Transport's discretion.
- 1.11 There are circumstances where KPIs and PIs will differ from one Unit to another; for example punctuality on the high frequency route, needs a lower threshold (e.g. -2 minutes) than a generic unit where 5 minutes might be sufficient. In both cases however, the definition, data sources and reporting will be the same.

2 Performance management structure

- 2.1 Operators are required to meet a number of KPIs and PIs. Further, a range of other reported data is available to Operators and Auckland Transport to manage and enhance Services and for the purpose of reporting to key stakeholders. These requirements are detailed at schedule 3 of the relevant Unit Agreement.
- 2.2 Auckland Transport will generally collect data using a variety of automated sources (including HOP Card and GPS-based vehicle locating systems) and will make reporting available to Operators through the EDW. Operators will be required to use the EDW reporting suite to manage their performance. Operators will have access to their own data only. The EDW will, subject to paragraphs 2.3 and 2.4, be the 'single version of the truth' and will be used for all contract management and performance management meetings. Auckland Transport is responsible for ensuring the EDW is accurate and updated in a timely fashion.
- 2.3 Where an Operator identifies an inaccuracy in EDW data and provides substantiating evidence to Auckland Transport, if it agrees to the inaccuracy, promptly make manual adjustments to the EDW to ensure the data is accurate.
- 2.4 Each month, Operators will be able to access the EDW to manage day-to-day performance. At the end of the month, Auckland Transport will produce a contract management report comprising the KPIs as well as specific PIs. Operators will be required to either verify the contents of the report or provide sufficient evidence to challenge the data within the report within five (5) Business Days of receipt of the report.
- 2.5 In order to achieve the desired level of customer service, financial impacts have been associated with KPIs. The financial impacts work in two ways – delivery above the expected customer service level would generate a Performance Bonus whereas



delivery below the required customer service level will generate a Performance Deduction. These impacts need not be equal or symmetrical. The one key element is that the value of the financial impacts has to be sufficient to ensure that the Operator is focused on ensuring the desired level of customer service is achieved. Performance below a set threshold may constitute a Default Event with associated Cure Plans required to be developed and implemented.



B. Operational requirements for public transport bus services

1 Service bedding-in period

Auckland Transport will permit, from the Commencement Date, a 3-month bedding-in period for the delivery of the Services or such other bedding-in period as agreed by both parties. This will mean that:

- (a) the deduction regime in the Performance Regime in schedule 3 of the Unit Agreement will be administered to assess performance levels, but no monetary deductions will be made for the first three months for the KPIs relating to reliability, punctuality, registration and number of customer complaints. The deduction regime will still apply for non-compliance with the other KPIs defined in schedule 3 of the Unit Agreement.
- (b) Auckland Transport will review any apparently onerous performance levels at the end of the 3-month bedding-in period. This may result in a change to the performance levels or a stepped change in performance levels over time;
- (c) Timetables and Routes that are justifiably deficient will be amended subject to the variation process under clause 14 and schedule 5; and
- (d) Timetables will be further reviewed at the end of the 3-month bedding-in period to identify any Timetable deficiencies.

2 Days of operation

2.1 The Services will operate:

- (a) Monday to Friday on all Business Days on the relevant route as detailed in the Timetables;
- (b) Saturdays, a reduced level of Service will be provided on the relevant Route as detailed in the Timetables;
- (c) Sundays, a reduced level of Service will be provided on the relevant Route as detailed in the Timetables;
- (d) for all Public Holidays, except Waitangi Day and Anzac Day, the relevant Sunday Timetables will be provided for each Route;
- (e) for Waitangi Day and Anzac Day where they fall on a Saturday, the relevant Saturday Timetable will be operated on each Route. Where Waitangi Day and Anzac Day fall on a Monday to Friday or Sunday, the relevant Sunday Timetable will be operated on each Route.



3 Routes

- 3.1 Each Service Trip will be provided on the entirety of each of the Routes. The initial Routes for each Unit are specified in the relevant Unit Agreement. The Operator is to display all Route information (including numbers, destination or via) in the manner that is consistent with Auckland Transport's specification.
- 3.2 The Service Trip shall not deviate from the Route without due cause. Any deviation must be reported to Auckland Transport as per the Reporting Requirements defined in clause 17.1(b) in this Agreement. Where a Route deviation occurs for a period of more than 2 Business Days then the Operator is to immediately notify Auckland Transport's Authorised Representative in writing.
- 3.3 All Service Trips are to serve the entire length of the Route and any reduction in the length of the Route is not permitted unless otherwise agreed with Auckland Transport.
- 3.4 Driver changes are only to be scheduled at the beginning or end of a Route unless otherwise agreed with Auckland Transport.

4 Timetable

- 4.1 Auckland Transport will develop timetables for the Services based on real time data and a methodology designed to provide customers with the most likely chance of arriving at their location on time as well as providing the Operator with adequate opportunity of achieving the relevant KPIs for on-time performance.
- 4.2 The Operator will provide the Services in accordance with the Timetable.
- 4.3 For the avoidance of doubt, times shown at all points other than the Service Trip completion are departure times, and times at Service Trip completion are arrival times.
- 4.4 The Timetable to be provided by Auckland Transport will show in time-order:
- (i) scheduled departure time from the departure point;
 - (ii) major intermediate timing-points (if any);
 - (iii) scheduled arrival time at the final destination.
- 4.5 Any Timetable amendments will be regarded as a variation to the Services and paragraph 1 of schedule 5 shall apply.
- 4.6 Auckland Transport will prepare a draft timetable (Draft Timetable) which will be submitted to the Operator for review. The Operator will within 15 Business Days from the date of receipt of the Draft Timetable, submit to Auckland Transport the details of any feedback to the Draft Timetable. Auckland Transport will either accept or reject such feedback. In the event that Auckland Transport agrees to the changes proposed by the Operator, Auckland Transport will submit a final timetable incorporating the changes (Final Timetable), which will form the basis of the variation. In the event that Auckland Transport rejects the



changes proposed by the Operator, the Draft Timetable (with any changes proposed by the Operator and accepted by Auckland Transport) shall be deemed to be the Final Timetable and will form the basis of the variation. The variation will be at AGP Components Variation Rates, unless otherwise agreed and subject to the terms of paragraph 1 of schedule 5. The Final Timetable must be implemented by the Operator within 10 weeks unless otherwise agreed by the Operator and Auckland Transport (both acting reasonably).

- 4.7 Auckland Transport will prepare and distribute Timetable publications. The Operator will, if requested by Auckland Transport, distribute on-Vehicle Timetable publications at no charge to Auckland Transport.
- 4.8 The first stop in the Timetable and the major intermediate timing points as advised by Auckland Transport are mandatory within the context of the Performance Regime in schedule 3 of the Unit Agreement. All other times are approximate times.
- 4.9 The Operator is required to ensure that passenger transfers are made between all modes of public transport. All Vehicles engaged in transfers shall have sufficient communication procedures in use to allow drivers to communicate with depot operations staff to facilitate transfers. If there are specific transfer points within a journey, the Unit Agreement will define the requirements and any adjustments to the Performance Regime for such transfers.
- 4.10 Where the Service requires a connection to be made between Vehicles at a specified point, passengers may be expected to pay separate fares for each journey. Vehicles waiting for connections will not be considered late within the context of the Performance Regime in schedule 3 of the Unit Agreement.
- 4.11 Timetables may be optimised to achieve efficiencies, by agreement between Auckland Transport and the Operator.
- 4.12 Once Route directions, journey length times and Timetables are finalised, Operators will be required to implement the changes within 10 weeks unless otherwise agreed with Auckland Transport. If changes are deemed minor, the implementation timeframe may be a shorter period as Auckland Transport and the Operator shall agree.
- 4.13 At least every 18 months Auckland Transport will undertake its review of the Timetable in conjunction with the Operator to optimise the Timetable reliability and punctuality performance. The Timetable review will be facilitated by Auckland Transport.

5 Recovery time

- 5.1 Operators are required to schedule Service Trips to ensure that each Service Trip can reasonably operate the following trip. Operators must develop schedules with a minimum of four minute recovery time. Operators are to ensure that sufficient time is built into recovery time to allow for HOP Card sign on/off and for customers to board at the originating stop and alight at the destination.
- 5.2 For the sake of clarification, recovery time is based on a subsequent trip starting from the same (or proximate) location as the previous trip finished. Recovery time does not include re-positioning time.



6 Tickets and revenue

- 6.1 The Operator will charge all passengers the relevant fare in accordance with the Fare Schedule as published on Auckland Transport's website www.at.govt.nz. Auckland Transport will provide the Operators with written notice specifying the date of application of any change in fares (or additional fares) at least 2 weeks prior to the date such changes are to apply.
- 6.2 The Operator will be responsible for all matters relating to:
- (a) ticket stock;
 - (b) ticket sales (including responsibility that each and every passenger is issued with an appropriate ticket for their travel at the correct fare) using the Auckland Transport AIFS;
 - (c) fare revenue collection and protection; and
 - (d) monitoring for passenger fraud, including passengers travelling beyond the destination permitted by their ticket of travel and ensuring passengers possess the correct identification for the payment of concessionary fares.
- 6.3 The Operator will issue every passenger required to pay a fare, with the correct ticket for which the passenger is eligible for the Service Trip or Service Trips undertaken.
- 6.4 Auckland Transport has agreed to participate in the SuperGold Card Scheme as long as New Zealand Government funding is made available for it. The Operator is obligated to provide the Service in accordance with the following terms and conditions in relation to the Scheme:
- (a) duty to carry and times to which it applies;
 - (b) participate in the SuperGold Card Scheme in accordance with this Agreement;
 - (c) comply with the then current Auckland Transport SuperGold concessions on AT HOP Card policy;
 - (d) agree that the AT HOP Card tag-on or tag-off time of each individual passenger trip using the Service, not the scheduled or actual start or end time of that service, determines whether the Scheme applies;
 - (e) allow customers to tag-on using their AT HOP Card to board the Service up to 5 minutes before its scheduled departure time so as to enable the passenger to board the Service within the Scheme timeframe;
 - (f) agree that the Scheme will apply when a customer tags-on within 5 minutes before the start of the Scheme or within 5 minutes after the end of the Scheme is to be treated as having boarded the Service during the Scheme timeframe.
- 6.5 The parties acknowledge that the SuperGold Card Scheme is conditional upon sufficient ongoing funding from the New Zealand Government being made available for the Scheme. In the event that such funding is not provided by way of the Government



appropriation, Auckland Transport may vary this Agreement in its sole discretion in regards to the obligations relating to the Scheme.

- 6.6 The Operator agrees that the SuperGold Card Scheme is independent from the Annual Gross Price, and therefore any variations to the SuperGold Card Scheme will not change the Annual Gross Price.
- 6.7 The Operator acknowledges it does not have the right to cancel or vary its participation in the SuperGold Card Scheme under this Agreement.
- 6.8 For the avoidance of doubt the variation or cancellation of the Operator's participation in the SuperGold Card Scheme by Auckland Transport will not affect other aspects of this Agreement between the parties.
- 6.9 The Operator will participate in and operate in accordance with AIFS and in accordance with the AIFS Business Operating Model.

7 AIFS

The Operator and Auckland Transport will comply with the AIFS Business Operating Model issued by Auckland Transport and as amended from time to time by Auckland Transport.

8 Sub-contractors

- 8.1 The Operator may not appoint a person as a sub-contractor to operate all or part of the Services for a Unit without the prior written approval of Auckland Transport.
- 8.2 The Operator is liable for any act or omission of any sub-contractor as if that sub-contractor was the Operator under the relevant Service Contract.
- 8.3 Any sub-contract between the Operator and any sub-contractor must:
- (a) be consistent with the terms of the relevant Service Contract;
 - (b) provide that the rights and remedies available to the Operator under the sub-contract (including recourse under any related guarantee or bond) are also to be available to Auckland Transport or any subsequent Operator of the relevant Unit;
 - (c) provide for, at the request of Auckland Transport, the transfer of the rights and obligations of the Operator under the sub-contract to any subsequent Operator without cost, the sub-contractor's approval or the satisfaction of any condition or other requirement, and
 - (d) provide for the early termination of the sub-contract without payment of any amount other than unpaid fees and charges for work properly done by that sub-contractor for the Operator up to the date of termination.



9 Customer service standards

- 9.1 The Operator will, at all times, employ appropriate customer facing staff who will be attired in the standard Auckland Transport specified uniform, (to be procured by the Operator from Auckland Transport's specified supplier or such other supplier as Auckland Transport may agree with the Operator) and who are polite and courteous in dealing with the passengers. In particular, the Operator will:
- (a) subject to any provisions of the Criminal Records (Clean Slate) Act 1994 and the terms of any existing individual employment agreements or service contracts carry out sufficient police criminal record checks on all drivers;
 - (b) have recruitment and training processes in place in order to ensure its employees who have contact with the public act in a professional and courteous manner;
 - (c) only employ staff with at least the minimum qualifications (as specified in the Business Plan) who are capable of communicating with passengers in the English language;
 - (d) ensure that any staff training, selection procedures and minimum standards as specified in the Business Plan are implemented; for the sake of clarity this means that drivers are trained to comply with the National Certificate in Passenger Service (Level 3) with the Urban Bus Driver Strand or such equivalent standard as may be specified by Auckland Transport to the extent that the time and cost to the Operator is not increased
 - (e) provide refresher training equivalent to two days on-going driver development per driver per annum relating to modules approved by Auckland Transport;
 - (f) ensure that all staff will be trained to be customer focused at all times, with a "put the customer first" philosophy, assist disabled passengers, and to provide excellent service in the operational delivery of their roles;
 - (g) ensure that all customer-facing staff display ID badges with their first name as a minimum;
 - (h) comply with the uniform guidelines;
 - (i) with the prior agreement of Auckland Transport, permit employees to wear the uniform outside the course of providing the Services;
 - (j) ensure that passengers are carried in all circumstances other than when:
 - (i) the passenger is a danger to themselves, passengers or staff;
 - (ii) the passenger is threatening or abusive;
 - (iii) the passenger refuses to pay the fare;
 - (iv) the passenger is an individual identified in a trespass notice;



- (v) the Vehicle's maximum passenger capacity will be exceeded;
 - (k) adopt Auckland Transport's Customer Promise as issued by Auckland Transport from time to time and display in Vehicles;
 - (l) comply with Auckland Transport's published service standard for public transport services; and
 - (m) ensure that all customer feedback is managed through Auckland Transport's customer relationship management system. Operators will provide information for Auckland Transport to close the case or will contact the customer directly and close the case themselves as agreed with Auckland Transport on a case-by-case basis.
- 9.2 In order to provide a cohesive customer experience, the Operator will implement standard operational procedures as notified to the Operator by Auckland Transport as they become effective and will ensure compliance by its staff with those procedures. These standard operational procedures will be issued when required by Auckland Transport and will form part of the Auckland Transport Bus Service – Operational Procedures Manual. In the event an operational procedure has a cost implication the implementation of those procedures will be handled through the variation process.

10 Promotion, advertising and branding

- 10.1 Auckland Transport and each Operator will comply with the then current Advertising Manual and Branding Manual.

11 Sustainability

- 11.1 The Operators commit to principles of sustainability, including those principles set out in the Auckland Plan and the RPTP, and:
- (a) greenhouse gas emission reduction;
 - (b) reduction in emissions to air, water and soil;
 - (c) energy efficiency (on site, in Vehicles, and infrastructure facilities);
 - (d) training/up-skilling of staff in sustainability principles;
 - (e) enhancement of the public transport experience; and
 - (f) support of behavioural shift towards increased levels of public transport patronage, walking and cycling.



- 11.2 Each Operator will pro-actively demonstrate their commitment to effecting sustainability principles intrinsic to provision of the Services through:
- (a) incorporation in its Business Plan of specific actions to be taken in support of sustainability principles; and
 - (b) regular reports to the Partnering Team on actions currently being taken and already implemented in support of sustainability principles.

12 Health and safety requirements

- 12.1 Each Operator will, and will ensure procure its employees, agents and sub-contractors comply with:
- (a) its obligations under the Health and Safety at Work Act 2015 (HSWA), all regulations made under those Acts, all legislation, regulations, rules, standards, approved codes of practice and any other regulatory requirements relation to health, safety and environment (**Relevant Health and Safety Legislation**);
 - (b) the Operator's health and safety policies and health and safety plan relating to the Services; and
 - (c) Auckland Transport's policies regarding health and safety if such persons enter onto Auckland Transport's premises.
- 12.2 The Operator will:
- (a) implement a management system that complies with the principles of AS/NZS4801:2001 Occupational Health and Safety Management Systems or, with the prior written approval of Auckland Transport, an equivalent accreditation. The Operator will provide Auckland Transport with details of such management system no later than 20 Business Days prior to the Commencement Date and at any time on request by Auckland Transport;
 - (b) provide to Auckland Transport a copy of its health and safety policies and plan relating to the Services no later than 20 Business Days before the Commencement Date. The Operator will maintain the health and safety policies and plan that complies with Relevant Health and Safety Legislation and notify Auckland Transport of any updates or revisions to the health and safety policies and plan within 10 Business Days of making any such changes and make the health and safety policies and plan available for inspection by Auckland Transport when requested;
 - (c) establish a zero-tolerance drugs and alcohol policy and will ensure that its employees, agents and sub-contractors comply with any such policy; and
 - (d) so far as reasonably practicable, consult, co-operate with, and co-ordinate activities with Auckland Transport and all other persons who Auckland Transport identify to the Operator as having a duty under Relevant Health and Safety Legislation in relation to the same matter, e.g. serious incidents, significant hazards, safe access to property.



- 12.3 The Operator's health and safety policies and plan, prepared in accordance with paragraph 12.2(b), will incorporate how the Operator will comply with Relevant Health and Safety Legislation, together with all other matters that are required to be covered in the health and safety policies and plan in order to comply with the Operator's obligations under this Agreement, and include the following:
- (a) the identification, assessment and management of existing and potential hazards arising in connection with the Service including, where applicable:
 - (i) the form, hazard classification, number and quantities of each hazard (as a hazard or risk register); and
 - (ii) the steps proposed to eliminate, isolate or minimise significant hazards or risks;
 - (iii) procedures for the identification and management of new hazards or risks arising during the carrying out of the Services;
 - (iv) procedures for the management of safety in relation to the Services and this Agreement generally including the allocation of responsibilities within the Operator's employees;
 - (v) the need for and provision of correct protective equipment and training in the use of protective equipment;
 - (vi) emergency procedures;
 - (vii) the training and supervision of the Operator's employees engaged in carrying out the Services, which will promote and encourage a commitment to health and safety by the Operator's employees;
 - (viii) the Operator's Health and Safety Manager, their contact details and their qualifications;
 - (ix) the frequency of health and safety meetings held by the Operator with all its employees. The Operator will ensure that a record of minutes of these meetings is kept and that this record is available to Auckland Transport on request; and
 - (x) the independent audit and inspection of the Operator's health and safety procedures to ensure compliance with the safety requirements of Relevant Health and Safety Legislation and this Agreement.
- 12.4 The Operator will require any sub-contractor to:
- (a) prepare and comply with a health and safety policies and plan that includes the information set out in paragraph 12.3 and provide a copy of such policies and plan and a copy of any amendment to such policies and plan in a timely manner to Auckland Transport within 20 Business Days of entering into the relevant sub-contract; or
 - (b) comply with the Operator's health and safety plan.



12.5 The Operator will:

- (a) maintain a register of all health and safety incidents, including accidents, harm and serious harm and near misses;
- (b) investigate incidents and identify their cause and any actions taken to minimise the likely reoccurrence;
- (c) ensure that all persons under the Operator's control are appropriately supervised;
- (d) immediately where practicable otherwise within 60 minutes of becoming aware of an event arising, notify Auckland Transport of all health and safety incidents or accidents resulting in:
 - (i) serious harm to its employees or sub-contractor;
 - (ii) serious harm or harm to a member of the public;
 - (iii) a critical incident resulting in any safety related defects to plant and equipment, or actual or potential damage to the environment;
- (e) notify Auckland Transport as soon as it becomes aware of any driver breach and enforcement action of driver licencing and road rule infringements;
- (f) provide to Auckland Transport within five (5) Business Days of any incident as set out in paragraph 12.5(d)(i), an interim written investigation report of that incident.

12.6 The Operator will, and will ensure its sub-contractors, implement and carry out an audit and inspection regime as may be required by Auckland Transport to ensure compliance:

- (a) by all its employees with the relevant health and safety policies and plan; and
- (b) with the Operator's obligations under this Agreement or a Service Contract.

12.7 Auckland Transport may audit and evaluate the Operator's performance in relation to workplace health and safety every 3 months on and from the beginning of each Financial Year.

12.8 The Operator will on request by Auckland Transport, undertake an annual self-assessment against AS/NZS4801:2001 or any replacement audit standard acceptable to Auckland Transport. The Operator will:

- (a) provide Auckland Transport with a copy of the completed self-assessment documentation;
- (b) inform Auckland Transport at least 10 Business Days prior to commencement of the annual self-assessment and Auckland Transport may participate in the Operator's self-assessment as requested by Auckland Transport.



12.9 Auckland Transport may audit any site used in the course of providing the Services to ensure compliance with this paragraph 12 and Relevant Health and Safety Legislation:

- (i) no later than 1 week after the Commencement Date; and
- (ii) as required, but no less than once every 12 months per site during the Term.

Auckland Transport will be responsible for all costs and expenses incurred by it in respect of any such audit except where it has been identified from such audit that the Operator has not complied with this paragraph 12 and in such circumstances, the Operator shall be responsible for all costs and expenses incurred by Auckland Transport in respect of such audit.

12.10 To the maximum extent possible by law, the Operator indemnifies Auckland Transport against any cost, liability, loss or expense incurred or suffered by Auckland Transport for any failure by the Operator to comply with this paragraph 12 or Relevant Health and Safety Legislation, or any conviction or proceedings instigated against Auckland Transport resulting from such default.

12.11 In this paragraph 12, “accident”, “harm” “enforcement action”, “improvement notice”, “infringement notice”, “serious harm” and “hazard” have the meaning given to each term in section 2 of the HSE Act. The Operators acknowledges that this paragraph 12 may require amendment following the enactment of the Health and Safety Reform Bill and any such variation shall be made in accordance with clause 14 of this Agreement.

12.12 Vehicles (and it’s immediate proximity) being a smoke-free zone at all times are deemed to be places of work and all Relevant Health and Safety Legislation shall apply accordingly.

13 Monthly reporting

13.1 The Operator will provide to Auckland Transport for each month by the tenth of the subsequent month a report (a Monthly Report) containing:

- (a) a health and safety report in accordance with Auckland Transport’s standard form that details:
 - (i) the health and safety activities which the Operator has, in consultation with Auckland Transport, agreed to undertake;
 - (ii) all injuries and incidents by types;
 - (iii) any defects in any Vehicles or equipment used by the Operator to provide the Services which could be reasonably be regarded as posing a risk to the health and safety of passengers; and
 - (iv) a copy of any report that the Operator is required to make to a regulatory authority regarding any notifiable injury, illness, incident, event or accident related to the provision of the Service; and
- (b) any harm investigation, enforcement action, or improvement notice, infringement notice or any reports to be provided to the WorkSafe NZ.



Auckland Transport may participate in any such investigation as considered appropriate by Auckland Transport and such participation by Auckland Transport will vary depending on the circumstances giving rise to such investigation;

- (c) a current Fleet List; and
 - (d) all reports as required under schedule 3 of the Unit Agreement.
- 13.2 The Operator will review and verify, in a timely manner, the reporting information received by it from Auckland Transport (which includes any information downloaded or extracted by an Operator from AIFS) under a Service Contract and will notify Auckland Transport of any error or omission in that information (together with supporting evidence) no later than 5 Business Days after receipt of that information.
- 13.3 Any Service Trips which are not included in the reports, will be deemed to have been identified by Auckland Transport as not having operated for the purposes of the Operational Performance Regime and will be subject to a Performance Deduction.

14 Vehicle requirements

- 14.1 The Operator will provide all necessary Vehicles to deliver the Service(s) and maintain an up to date Fleet List. The Fleet List will identify for each Vehicle in the fleet the:
- (a) make and model;
 - (b) fuel type;
 - (c) engine technology classification (E.g. Euro 3, Euro 4, Euro 5 EEV, Hybrid);
 - (d) year of manufacture of engine;
 - (e) seating capacity and the maximum number of standing passengers (if any) allowed; and
 - (f) tare weight.
- 14.2 The Operator will ensure that any Vehicle used in the provision of the Services at the Commencement Date and for the duration of the Service Contract:
- (a) is specified in the Fleet List;
 - (b) complies with requirements of the Vehicle Quality Standards; and
 - (c) is fitted with compliant AIFS and GPS AVL equipment or, subject to Auckland Transport meeting the Operator's reasonable direct expenses, any other equipment required by Auckland Transport.



- 14.3 No Vehicle is to be used in such a way as to deliberately impede the lawful use of any bus stop or bus stops by another Vehicle operator.
- 14.4 The Operator acknowledges that:
- (a) where the Operator becomes aware of any defect in any Vehicle or equipment used for the Services (whether owned, hired, leased or on loan by the Operator) the Operator will not use such Vehicle or equipment until it is, in the reasonable opinion of the Operator, fit for use;
 - (b) the Operator will, for each new Vehicle model proposed to be used in providing any Services:
 - (i) provide to Auckland Transport full technical details of that model, including the model and scaled evaluation drawings of the Vehicle specification;
 - (ii) if the Vehicle model is already in service in New Zealand or if a prototype is available, arrange for Auckland Transport to inspect either the Vehicle of the same model or the prototype;
 - (iii) present for inspection by Auckland Transport in Auckland on a date to be agreed between Auckland Transport and the Operator any Vehicle/new Vehicle model that it proposes to introduce into service after the Commencement Date;
 - (iv) if such Vehicle is to be used from the Commencement Date, ensure that the delivery date is no later than 5 Business Days prior to the Commencement Date to enable Auckland Transport to carry out an inspection within a reasonable time from the date of delivery of the Vehicle to the Operator or in the event that multiple numbers of the same model of Vehicles are purchased by the Operator simultaneously, to ensure that one Vehicle which is representative of the group of Vehicles is available no later than 5 Business Days prior to the Commencement Date as agreed by Auckland Transport to enable Auckland Transport to carry out an inspection within such reasonable time following the date of delivery;
 - (v) if such Vehicle is to be introduced into service after the Commencement Date, assess the Vehicle against the Vehicle Quality Standards and prior to the Vehicle being placed In Service provide an updated Fleet List provided to Auckland Transport;
 - (vi) notify Auckland Transport of any Vehicle being withdrawn from service, amend the Fleet List accordingly and provide Auckland Transport with a copy of the updated Fleet List; and
 - (vii) confirm it holds the necessary licences and registration requirement for the Vehicle such that it is ready to be used for passenger service.
- 14.5 Where the Operator proposes a modification to any non-compliant Vehicle so that it complies with the Vehicle Quality Standards, the Operator shall provide to Auckland Transport details of the proposed modification plan (including evidence that the modifications will ensure that the Vehicle will comply with the Vehicle Quality Standards) for Auckland Transport's approval prior to the commencement of the modification. Such evidence may comprise, for example, a written statement or assurance from an independent recognised Vehicle supplier/repair or maintenance provider that the modification can be made and will



result in the Vehicle complying with the Vehicle Quality Standards. Any Vehicle modifications will be at the Operator's expense.

- 14.6 If Auckland Transport and the Operator agree that an authorised person of Auckland Transport is required to leave the Auckland region to inspect Vehicles, the reasonable travel expenses will be paid by the Operator and will not be recoverable by the Operator under a Service Contract.
- 14.7 The relevant Vehicle Quality Standards assessment form will be used to record the standard of Vehicles and the Vehicle fleet to be used to provide the Service(s).
- 14.8 The Operator may add temporary vehicles to their fleet provided that:
- (a) such vehicles comply with Vehicle Quality Standards;
 - (b) prior approval is obtained from Auckland Transport and where Auckland Transport have granted conditional approval that any conditions are adhered to.
- 14.9 Auckland Transport may instruct a person who is suitably qualified to inspect the safety of Vehicles, to inspect any Vehicle from time to time to verify the Operator's Vehicle Quality Standards, undertake assessments of Vehicles and inspect any Vehicle records to ensure compliance by the Operator with the relevant Service Contract. If Auckland Transport reasonably considers that a Vehicle does not comply with this schedule, Auckland Transport may declare that the Vehicle is unfit for use for the purpose of providing the Services. If Auckland Transport declares a Vehicle unfit for use, the Operator will either immediately remedy the defect, or replace the Vehicle with a compliant Vehicle, at no additional cost to Auckland Transport. Any default with this schedule will also be subject to a Performance Deduction in accordance with schedule 3 of the relevant Unit Agreement.
- 14.10 The Operator will present Vehicles for inspection at any time and place reasonably designated by Auckland Transport.
- 14.11 The Operator will ensure that:
- (a) it participates in Auckland Transport's air quality programme and work with Auckland Transport to:
 - (i) establish data on the existing Vehicle fleet performance in relation to emission standards;
 - (ii) test and develop Vehicle emission reduction strategies; and
 - (iii) implement strategies and progressively monitor the effect on the emission standards across the Vehicle fleet; and
 - (b) it is able to provide access to Vehicles for Auckland Transport to undertake exhaust emission testing on at least an annual basis to check the level of exhaust, smoke and noise emissions appropriate to the type of engine and age of Vehicle in accordance with the manufacturer's standards or any relevant national or council regulation. In the event that such exhaust emission testing identifies excessive amounts of emissions, Auckland Transport will by written notification to the Operator require the Operator to reduce the emission levels to a level which is satisfactory to Auckland



Transport. Such rectification will be completed within such period as Auckland Transport specifies, acting reasonably and the Operator will provide to Auckland Transport evidence confirming such rectification.

14.12 Auckland Transport may regularly test emission standards and update and publish the Vehicle fleet test performance data.

14.13 The Operator will:

- (a) establish, implement and comply with a fleet maintenance system for its Vehicles. The system must demonstrate both preventative and corrective maintenance for all Vehicles during the Term of the Service Contract. Such fleet maintenance system shall be approved by Auckland Transport in advance in writing. The Operator may amend the fleet maintenance system for its Vehicles from time to time without the prior agreement of Auckland Transport provided:
 - (i) the Operator updates Auckland Transport of the changes in a timely fashion;
 - (ii) the amended fleet maintenance system is no less effective than the fleet maintenance system to be replaced; and
 - (iii) the Operator provides a copy of the amended fleet maintenance system to Auckland Transport for review prior to its implementation;
- (b) participate in the Transport Agency's "Transport Organisation Register Online";
- (c) participate in the "Accident Compensation Corporation/Transport Agency/NZ Police Fleet Safety Programme" and provide to Auckland Transport copies of the reports and actions of the programme; and
- (d) participate in the Transport Agency's Operator Rating System (ORS) and provide Auckland Transport with access to reports and data relevant to Auckland Transport contracts and services.

14.14 The Operator will ensure that each Vehicle is:

- (a) branded in accordance with section C of this schedule;
- (b) complies with Advertising and Sponsorship requirements defined in Section C of this schedule;
- (c) clearly identified with the name of the Operator in a form acceptable to Auckland Transport (regardless of whether the Operator owns the Vehicle or it is a replacement Vehicle owned by another Operator);
- (d) easily identified by name or fleet number internally and externally;
- (e) cleaned as a minimum;



- (i) Daily:
 - (A) seat cleaning as necessary;
 - (B) floor swept and or mopped;
 - (C) rubbish removed;
 - (D) all gums and other substances removed;
 - (E) graffiti removed;
 - (F) livery and stickers checked,
- (ii) Every second day:
 - (A) exterior bus wash;
 - (B) internal passenger window wipe, including sills,
- (iii) Monthly:
 - (A) clean roofline;
 - (B) valet drivers area;
 - (C) valet walls and all interior glass;
 - (D) valet seating area;
 - (E) clean and disinfect passenger hand holds;
 - (F) wheelchair ramp checked and cleaned;
- (iv) 6 monthly:
 - (A) fumigate bus,
- (v) Annually:
 - (A) full interior steam clean or equivalent;
 - (B) shampoo seats (A and B are to take place 6 months apart);
 - (C) external polish,



- (f) a smoke free zone at all times. This extends to the immediate proximity of the vehicle; and
- (g) the Operator will remove promptly any graffiti from a Vehicle:
 - (i) immediately if the graffiti is located on the exterior of a Vehicle;
 - (ii) immediately if the graffiti is considered to be offensive;
 - (iii) within 24 hours if graffiti is located on the interior of a Vehicle; and
 - (iv) within 5 days for all other graffiti where (i), (ii) or (iii) of this sub-paragraph (h) do not apply.

14.15 The Operator will undertake a mid-life update of each Vehicle at eight to ten years of age as agreed with Auckland Transport. If the condition of a Vehicle is in satisfactory condition that a mid-life update is considered by Auckland Transport as not being required following the eight to ten year period, then the Operator will assess the condition annually (or at such other times as agreed between the Operator and Auckland Transport) and at each such assessment, agree with Auckland Transport whether such mid-life update is required or when a further inspection should be carried out to assess whether a mid-life update is required to include (as a minimum requirement):

- (a) new flooring;
- (b) new upholstery on seats;
- (c) new wall lining and ceiling panels as required; and
- (d) new lighting.

15 Service requirements

The Services will be operated in compliance with local and national standards regarding noise levels. Auckland Transport may require the Operator to produce evidence of such compliance.

16 Insurance

16.1 The Operator will obtain and maintain in full force and effect:

- (a) a general public liability insurance policy, which must provide cover:
 - (i) for claims for death, personal injury and loss or damage to real and personal property in relation to the use of any Vehicle owned or under the care, custody or control of the Operator and the operation of each Unit; and



- (ii) provide cover of not less than \$20,000,000 for any one claim or series of claims arising out of the same occurrence with no limit on the total payable in respect of all occurrences;
- (b) Motor Vehicle insurance, including third party cover, to a value of \$10,000,000 in relation to any Vehicle belonging to or under the care, custody or control of the Operator in connection with the provision of the Services. Cover must be for not less than the current market value of each Vehicle for any one claim or series of claims arising out of the same occurrence with no limit on the total payable in respect of all occurrences;
- (c) material damage insurance, for the current market value, for other assets used by the Operator in relation to a Service Contract; or
- (d) such other insurance as may be reasonably expected to be arranged under normal business circumstances such as Director and Officer Liability, Statutory Liability and Business Interruption insurance cover to a required level.

For the purposes of this paragraph, the term Vehicle includes any item of plant that is licensed or required by law to be licensed as a Vehicle.

16.2 The Operator will comply with the terms of its insurance policies referred to in paragraph 16.1.

16.3 All insurances that the Operator is required to hold under this Agreement will:

- (a) note Auckland Transport as an interested party on the policy of insurance;
- (b) be effected with a reputable insurer acceptable to Auckland Transport and on terms (including as to amount of any excess) approved by Auckland Transport (such approval not to be unreasonably withheld);
- (c) be in effect not less than 20 Business Days prior to the Commencement Date;
- (d) provide that if a claim is made and accepted, the amount of cover will automatically be reinstated to the full cover;
- (e) not be cancelled without at least 20 Business Days prior written notice by the insurer to Auckland Transport and to the Operator;

15.4 The Operator will provide to Auckland Transport prior to the Commencement Date a final copy of the insurance policies required of the Operator under the relevant Service Contract.

15.5 Auckland Transport may request at any time during the Contract Term that the required minimum amounts of insurance be increased if, in Auckland Transport's reasonable opinion, the minimum amounts are no longer sufficient.

15.6 The Operator must ensure that any sub-contractors engaged by the Operator effect and maintain appropriate insurance for the provision of the Services or any part by the sub-contractor.

15.7 Subject to Auckland Transport approval, the Operator may self-insure for loss of or damage to Vehicles. If Auckland Transport provides any such approval, the



Operator indemnifies Auckland Transport against any cost, expense, loss or liability suffered or incurred by Auckland Transport as a result of any such loss or damage. The Operator will need to provide plans for how any loss sustained due to a claim will be able to be covered to enable all contracted services to be maintained.

- 15.8 The Operator may not do anything or permit anything to be done which has the consequence of rendering void or voidable any required insurance.
- 15.9 If the Operator fails to arrange or maintain any insurance that it is required to arrange or maintain under this Agreement, Auckland Transport may, after giving 30 Days written notice to the Operator, cancel this Service Contract.

17 Performance bond

- 17.1 In order to secure the performance by the Operator of its obligations under each Service Contract, the Operator will provide to Auckland Transport prior to the Commencement Date of the relevant Service Contract an on-demand bond (the **Performance Bond**). The Performance Bond must be:
- (a) for an amount of not less than 6% of the Annual Gross Price for the relevant Service Contract or \$25,000.00, whichever is the greater. The maximum amount of the Performance Bond under this Agreement and for any other contracts which the Operator may have with Auckland Transport in relation to bus public transport services for each financial year shall be \$750,000 across all contracts held by each Operator. Auckland Transport may following consultation with the Operator review the required amount of the Performance Bond at the beginning of every second Financial Year;
 - (b) for a term which expires no earlier than 12 months after the termination or expiry of the relevant Service Contract;
 - (c) provided by way of either:
 - (i) an on-demand bank guarantee from a New Zealand registered bank or any other organisation acceptable to Auckland Transport in the form specified by Auckland Transport; or
 - (ii) a cash equivalent sum to be deposited by the Operator in an Auckland Transport nominated bank account; or
 - (iii) an approved on-demand bond from an insurance provider acceptable to Auckland Transport in the form specified by Auckland Transport.
- 17.2 Auckland Transport may have recourse to the Performance Bond (whether before or after the termination of a Service Contract) if:
- (a) a Cancellation Notice has been issued or such recourse is provided for under the relevant Service Contract; and



- (b) Auckland Transport has given the Operator at least 5 Business Days written notice of its intention to have recourse to the Performance Bond.
- 17.3 For the avoidance of doubt, Auckland Transport may have recourse to the Performance Bond irrespective of whether or not the amount, or the circumstances relating to the amount, claimed under the Performance Bond:
- (a) relates to performance of the service continuity arrangements under schedule 6 (Service continuity);
 - (b) is in dispute or subject to legal or other proceedings.
- 17.4 The Operator must not take any steps to restrain or injunct Auckland Transport from making a claim, or the issuer paying any amount, under the Performance Bond.
- 17.5 Auckland Transport will return or release (as the case may be) the Performance Bond to the Operator on receipt of a written request from the Operator for the return of or release from the Performance Bond. Any such request may not be made earlier than 12 months after termination of the relevant Service Contract. The amount returned or released will be in accordance with Auckland Transport's rights to make recovery against the Performance Bond if:
- (a) Auckland Transport receives payment as a result of a claim made in accordance with this paragraph 16 and:
 - (i) Auckland Transport and the Operator agree in writing that all or part of the amount in respect of which the claim was made was not actually due and payable to Auckland Transport; or
 - (ii) the Operator does not in fact become liable to pay Auckland Transport all or part of the amount in respect of which the claim was made, –

then Auckland Transport will pay to the Operator all or that part of the amount (as the case may be) which was not actually due and payable by the Operator or for which the Operator did not in fact become liable to pay to Auckland Transport.

18 Real time service performance and operational management

- 18.1 Service and operational performance and service disruption management may be undertaken, in real-time, from the Operator's own control function at the Operator premises, and the Auckland Transport Operations Centre (ATOC) as required by Auckland Transport. Full communication between the Operator's own control function and ATOC and between the Operator's own control function and the driver of each Vehicle is required. If control is required from the ATOC then Operators will provide suitable personnel to act on the Operators' behalf as notified by Auckland Transport.
- 18.2 Any serious accident or incident that may occur while performing services associated with a Service Contract will be reported to ATOC, as soon as reasonably practical, through the contact number provided to all Operators or through the radio communications with ATOC.



C. Patronage growth, business development, advertising and branding requirements

1 Patronage growth and business development

- 1.1 Operators are required to attend a quarterly public transport network-wide patronage growth and business development forum to be established by Auckland Transport in order to collaboratively participate and co-ordinate among the partners in one or more aspect of public transport promotional activity and may extend into research, product development, service development, promotional communications and evaluation. Terms of reference and principles and objectives are to be established at the inaugural meeting.
- 1.2 Auckland Transport shall be responsible for the development and implementation of marketing campaigns to promote the use of public transport in Auckland. All marketing campaigns shall align with the Auckland Transport campaign guidelines and be subject to the prior approval of Auckland Transport.
- 1.3 Auckland Transport's decision on public transport promotional spend paid for by Auckland Transport will be final and where required, Operators when requested, will use reasonable endeavours to ensure the successful implementation of any such promotional initiative which will unless otherwise agreed with Auckland Transport contain the Auckland Transport branding.
- 1.4 Patronage growth unit specific promotional initiatives will be developed as part of the annual Business Plan for the relevant unit proactively and collaboratively between Auckland Transport and the Operator and will not be detailed at the forum, however it is expected that programming of such initiatives will be presented at this forum.

2 Advertising and sponsorship

- 2.1 Operators are required to provide exterior/interior advertising space at no cost to Auckland Transport. The management, marketing and sales including installation costs relating to advertising will be undertaken by Auckland Transport through a media agency which has been authorised by Auckland Transport. Operators will make vehicles available at their own cost at times that do not impact peak vehicle utilisation.
- 2.2 Except as otherwise provided in this paragraph 2.2, the Operator will not enter into any vehicle advertising contract and will terminate any such contracts existing at the date of this Agreement. Any vehicle advertising contracts where the Operator has entered into and which existed as at 31 October 2014 may continue for a period of 1 year from the date of this Agreement and the Operator will procure the termination of each such contract with effect on and from expiry of that 1-year period.
- 2.3 Advertising on the exterior of buses will be under the management of Auckland Transport and primarily restricted to the back of the bus and at the discretion of Auckland Transport on other surfaces.



- 2.4 Advertising on the interior of buses will be under the management of Auckland Transport and used primarily for the purpose of communicating public transport or other Auckland Council related activities and/or events. This may also include experiential activities, in accordance with the guidelines established by Auckland Transport, and other types of advertising.
- 2.5 The revenue share model for advertising on buses will be based on a default split comprising 80% of net revenue to Auckland Transport and 20% of the net revenue to the Operator. "Net revenue" for the purpose of this paragraph will be the total revenue less total expenses. Advertising revenue will not be Revenue for the purposes of this Agreement.
- 2.6 10% of the available advertising space on the interior and exterior of buses will be expressly available to Auckland Transport at zero cost for the purposes of public transport or other Auckland Council related promotional activities and/or events. Auckland Transport has the right at its discretion to return any portion of the allocated unused advertising space back to commercial advertising. Any additional advertisement by Operators on behalf of community groups shall be at no cost when approved by Auckland Transport and will be co-ordinated through Auckland Transport.
- 2.7 Auckland Transport will approve the content and positioning of digital screens inside buses, as defined in paragraph 16 of part D of schedule 7, for the purpose of advertising and will require the display of the following content (in order of priority and volume) unless advised otherwise by Auckland Transport:
- (a) service information;
 - (b) service disruption;
 - (c) public transport related promotion;
 - (d) transport or Auckland Council related activity and event promotion; and
 - (e) commercial advertising.
- 2.8 Advertising on the interior and exterior of buses will not include the use of audible messages/sound unless agreed in advance with Auckland Transport.
- 2.9 Sponsorship arrangements to enhance the customer experience and offset fare revenue are encouraged (such as free giveaways and product sampling) but must be agreed in advance with Auckland Transport.
- 2.10 Guidelines for the type, quantity and standard of advertising will apply across all public transport facilities and services and be solely at the discretion of Auckland Transport, having particular reference to the guidelines provided by the NZ Advertising Standards Authority.
- 2.11 Auckland Transport may enter into aggregated advertising agreements across one or more of the Fleet List, as notified to the Operator, to leverage scale across the relevant Unit, other Units and other Auckland public transport advertising opportunities.
- 2.12 The operational details of the advertising procedures are detailed in the advertising manual.



3 Branding

- 3.1 The objective of branding is to create an integrated look and feel to the Auckland Public Transport network whilst maintaining Operator responsibility for delivery.
- 3.2 The Operator acknowledges that New Zealand Transport Agency, as a co-investor, reserves the right to display its logo or other identification to publicly acknowledge its investment in transport services and infrastructure, subject to the Branding Manual. Operators may be required to display the New Zealand Transport Agency logo or identifier on their Vehicles accordingly.
- 3.3 Subject to the Branding Manual and the Auckland Transport Brand Guidelines, the Operator will comply with the following requirements:
- (a) for Uniforms:
 - (i) Auckland Transport will specify standard uniforms for service providers, including a style guide that establishes the correct use of uniform components, their care and the process for obtaining new and replacement uniforms;
 - (ii) the style guide will include operator differentiating uniform components;
 - (iii) the cost of uniforms, their maintenance and replacement cost will be borne by the relevant Operator;
 - (iv) ordering and management of uniforms will be the Operator's responsibility and the Operator shall use Auckland Transport nominated supplier(s).
 - (b) for Vehicles:
 - (i) from the Commencement Date, Vehicles are to be fully AT branded as required by the Branding Manual;
 - (ii) co-branding with Operators will be accommodated as follows:
 - A. Auckland Transport will specify requirements;
 - B. Auckland Transport and Operator will agree Operator brand positioning and size;
 - C. all Vehicles will prior to being placed In Service, be appropriately branded prior to entering service at the Operator's cost; and
 - D. if Auckland Transport requests a branding change following the Commencement Date, the costs of such branding changes will be borne by Auckland Transport.



- 3.4 The maintenance of all branding components shall be the responsibility and cost of the Operator in accordance with the Branding Manual and the Auckland Transport Brand Guidelines.
- 3.5 Where a Unit includes Services that require speciality branded fleet, as defined in the Branding Manual and the Auckland Transport Brand Guidelines, the Operator must receive prior approval from Auckland Transport to:
- (a) use a speciality branded Vehicle on a Service other than the speciality branded Service;
 - (b) use a Vehicle that does not comply with the speciality Service fleet branding guidelines as set out in the Branding Manual and the Auckland Transport Brand Guidelines on a speciality branded Service.



D. Vehicle quality standards

In delivering the Services, each Operator will comply with the Vehicle Quality Standards as set out in this section D.

1 Introduction

- (a) The Vehicle Quality Standards for new and existing Vehicles specifies mandatory requirements for the design and construction of all Vehicles to be used for the delivery of any urban passenger service (including school bus services) to Auckland Transport.
- (b) New Vehicles are defined as those Vehicles which are new to urban passenger service in New Zealand and added to an Operator's Fleet List after the date of proposal submission for either a tendered Service Contract or a negotiated Service Contract. Existing Vehicles are defined as those Vehicles already in use within the New Zealand public transport bus fleet (even if owned by a different operator) from the date of proposal submission for either a tendered Service Contract or a negotiated Service Contract and which also comply with the criteria contained in this section D.
- (c) The Vehicle Quality Standards incorporate the standards contained in the Transport Agency Requirements for Urban Buses (RUB) dated 2014. All Operators should make themselves familiar with the RUB, a link to which is contained below:

<http://www.nzta.govt.nz/resources/requirements-for-urban-buses/docs/requirements-for-urban-buses.pdf>

- (d) In addition to this, Auckland Transport has included some additional minimum standards for Vehicles (subject to the Transport Agency's agreement) to enhance the attractiveness of public transport and encourage increased patronage, with particular emphasis being placed on emission and noise standards, accessibility and passenger amenity.
- (e) Where considered useful, and as contained in the RUB, interpretations are provided to provide guidelines as to the intent of standards. In addition, good practice examples are provided to enable Operators to maximize the customer appeal and attractiveness of the interior of Vehicles. All standards identified in this schedule are mandatory unless specifically identified as being desirable/preferred.

2 Mandatory standards

- (a) The following standards apply to all Vehicles in an Operator's fleet at the date of the proposal submission or introduced subsequently under a Service Contract. Where unique standards apply to double decker Vehicles and Vehicles that are already operating at the time of the proposal submission, specific comment is made in paragraphs 19 and 20 of this schedule. Operators must satisfy themselves that the requirements for existing Vehicles contained in the Vehicle Quality Standards (or as varied in paragraphs 19 and 20 of this schedule) are met.
- (b) The mandatory standards set out in the Vehicle Quality Standards are standards relating to the age, quality of design, manufacture and componentry of the Vehicle

chassis and body. The standards have been compiled from the perspective of safety, performance, accessibility and passenger amenity and in all cases must be read in conjunction with the statutory safety and Vehicle licensing requirements as set out by the relevant authorities.

- (c) Each Vehicle utilised by the Operator in the provision of the Services under a Service Contract must comply with all relevant legislation of New Zealand. Every Vehicle must be registered and licensed as a passenger bus in New Zealand and display the appropriate license plates and registration labels.
- (d) Where there is a conflict between any part of the Vehicle Quality Standards and the relevant legislation for Vehicles operating in New Zealand, the requirements of the relevant legislation will take precedence.

3 Definitions of bus size

For the purpose of this schedule, a bus is a heavy Vehicle that provides the Services with more than 24 seating positions. Where there is a need to further delineate the bus by size in terms of seated capacity, this schedule uses the categories shown below. The total capacity includes both seated and standing passengers and Operators are encouraged to maximise Vehicle capacity.

Bus Size	Seated capacity
Small Bus (SB)	Minimum of 40 passenger carrying capacity with a minimum seating capacity between 25 – 35.
Standard Bus (LB)	Minimum of 54 passenger carrying capacity with a minimum seating capacity between 36 to 45.
Extra Large Bus (XLB)	Minimum of 78 passengers carrying capacity with a minimum seating capacity of 45 seats.
Large Bus Double Deck (LBDD)	Minimum of 100 passenger carrying capacity with a minimum seating capacity of 80 including both rigid 2 and 3 axle double decker buses (subject to weight approvals).

4 Design and performance

4.1 Introduction

- (a) The chassis must be fit for purpose as required by the heavy vehicles rules, e.g. Land Transport Rule: Vehicle Dimensions and Mass 2002 and Land Transport Rule: Passenger Service Vehicles 1999. The chassis shall be of an appropriate design and use protective material, or techniques such that a Vehicle can be expected to give 20 years reliable life under normal high-intensity urban operational conditions of service, without incurring major structural failures or the need for major overhaul requirements due to operating, roading and environmental conditions excluding those that are attributable to vehicle crashes.
- (b) Each Bus:
- (i) must comply with relevant NZ rules, e.g. Land Transport Rule: Vehicle Dimensions and Mass 2002 and Land Transport Rule: Passenger Service Vehicles 1999 (or updated versions);
 - (ii) be designed and maintained to maximise passenger comfort. Particular attention must be taken to minimise noise, vibration and harshness transmitted to passengers. Factors such as road noise, mechanical noise and air conditioning noise must be minimised;
 - (iii) will be designed to withstand the dynamic and operational loads imposed on it during normal operations for a service life of 20 years commencing from the relevant date of acceptance or first registration of the vehicle and provided the vehicles are serviced and maintained in accordance with the manufacturer's manual and vehicle conditions as outlined in Appendix 1 are met.

4.2 Maximum Vehicle age and fleet average age profile

The maximum permitted individual Vehicle age is less than 20 years, i.e. no individual Vehicle will be more than 19 years and 364 days old. As from 1 January 2017 the maximum average fleet age permitted is less than 10 years, i.e. not more than 9 years and 364 days old.

4.3 Engine

- (a) The following specifications apply to all engine sizes and forms of propulsion.

Characteristic	Specification
Acceleration (as measured in an unladen bus on a level road)	0-20 km/h ≤ 4 seconds
	0-50 km/h ≤ 30 seconds

Characteristic	Specification
Range without refuel	≥ 350 km or 15 hours
Fuel Efficiency	Power train management systems that enable settings for both economy or power operations are highly desirable .
Emission	Vehicle Exhaust Emissions 2007 (Rule 33001/2) Compliant to Euro 5, US 2007, Japan 05, or equivalent Opacity level not exceeding 25% for turbo-charged Vehicles.
Noise	Vehicle Equipment 2004 [Rule 32017] Vehicles are not to emit more than a noise level of 80 decibels when introduced (and a maximum of 84 decibels measured at any time during the Vehicles service life) even when under acceleration as measured in accordance with ISO 5130.
Compartment insulation	Non-flammable, noise and heat insulation material. Fire retardancy ISO 3795 (1998) or FMVSS 302 US standard.

- (b) Notwithstanding the above, where Auckland Transport observes a Vehicle producing excessive amounts of smoke or noise under any service conditions, Auckland Transport may require the Operator to have an opacity or decibel rating test (as appropriate) conducted on the Vehicle. The Operator is required to produce evidence that the Vehicle has passed the test within 10 Business Days of the request being made, failing which the Vehicle cannot be In Service until such time as such Vehicle has successfully passed the appropriate test requirements and the test results have been provided to Auckland Transport to its satisfaction.

4.4 Transmission:

Characteristic	Specification
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SB	Fully automatic or electronic shift.
LB/XLB/LBDD	Fully automatic or electronic shift plus retarder.

4.5 **Suspension:**

Characteristic	Specification
SB	Air suspension - kneeling capability is desirable.
LB/XLB/LBDD	Air suspension - kneeling capability is mandatory. ECAS—electronically controlled including self-levelling. Kneeling at front door ≥ 60 mm drop/lift, driver controlled with in-use indicator/drive-off protection.
LBDD	If, when the bus is raised, the overall height of the bus is >4.25 m then the vehicle must be limited to speeds of no more than 10kmph and must have an audible warning to the driver that the bus is raised to over legal height.

ESC/ESP is desirable for stability and steering.

4.6 **Braking:**

Characteristic	Specification
SB and LB/XLB/LBDD	Must meet a brake standard as required by the Land Transport Rule: Heavy Vehicle Brakes 2006 (Rule 32015) if over 3.5 tonnes GVM

Characteristic	Specification
LB/XLB/LBDD	<p>EBS and ABS—electronically controlled braking system with brake blending and anti-lock braking system.</p> <p>Vehicle movement above 5km/h is inhibited while rear door is open or the kneeling system is activated.</p>
Noise	<ul style="list-style-type: none"> • Under normal operating conditions, there will be no brake noise from the drums, shoes, discs or pads during service or emergency braking. • Some manufacturer/suppliers may offer a combined system incorporating ABS, AR, EBS. This is acceptable providing the system complies with ECE R13.

Interpretation:

Some suppliers may offer a combined system incorporating ABS, ASR and EBS. This is acceptable providing the system complies with ECE R13.

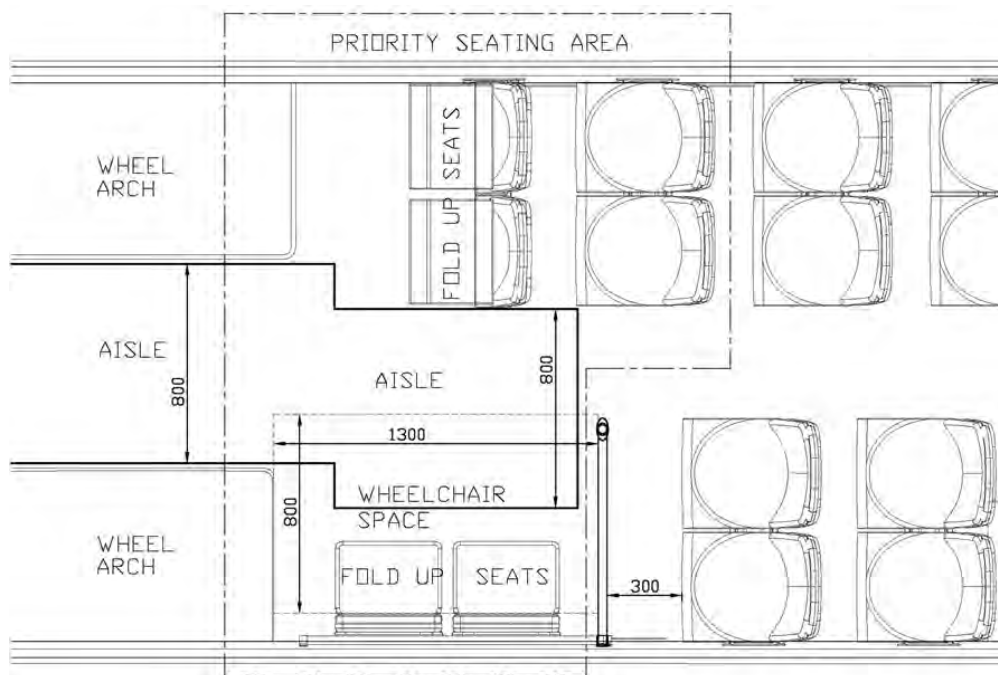
5 Access

5.1 Introduction to the priority seating area

- (a) The ease and speed of accessibility for passengers of all ages, sizes, capability and mobility while boarding or alighting a Vehicle, as well as movement within the Vehicle, is of prime importance because:
- (i) it removes the perceived barrier that buses cannot be easily used by all members of the public regardless of any physical, sensory or cognitive impairment; and
 - (ii) boarding and alighting times are much reduced, which can have a significant impact on the overall travel times and consistency of journey time of a bus service when compared with that of the alternative choices, i.e. using a private or company vehicle.
- (b) The priority seating area is a key concept in achieving this accessibility. The priority seating area is located well to the forward end of the saloon, preferably immediately to the rear of the front wheel arches, and encompasses a minimum of:
- (i) one multi-use/wheelchair space that will accommodate one wheelchair and user

(preferably rearward facing) or pram user on the nearside of the Vehicle; and

- (ii) four seating positions preferably on the offside (at least two seating positions must be forward facing). These must be available when the wheelchair space is occupied. To maximise seating capacity, the provision of fold-up seats in the wheelchair/multi-use space for use when not required by a wheelchair or pram user is permitted provided aisle width clearances are maintained when the seats are folded and the area occupied by a wheelchair or pram.
- (c) The purpose of the priority seating area is to provide space for a wheelchair user and seating for those with physical, sensory and cognitive impairments and parents/caregivers with children, irrespective of whether or not a pram or stroller is being used.
- (d) The picture below shows the general location of the priority seating area. It is not intended to show all of the features and dimensions of the priority seating area, and other variations are possible within the parameters of this urban bus quality specification.



- (e) For an LB/XLB/LBDD, a minimum of one preferably rearward facing wheelchair space to accommodate a wheelchair with a footprint of < 700mm width x < 1200mm length and its user shall be provided.

Definition and requirements



Plinth

Raised small step/platform/area within the bus saloon above the level of the central aisle that makes access easier to seats, particularly those that may be mounted onto the wheel arches rather than to the floor or bus sidewall.

Wheel arch

The covered protective flooring structure directly above the front and rear wheels/axles of the bus. The front wheel arches particularly must allow the suspension and steering action of the bus to fully function

Requirement

Vertical or tapered sides are acceptable provided the minimum width is achieved at the height specified. See sub-section 8.2 for the measurement detail.

Parent/caregiver and child seat

A bench style seat of a narrower width than the normal double bench seat which may permit a parent/caregiver and child to sit side-by-side, often used on or forward of the front wheel arch in conjunction with the need to provide a wider aisle for wheelchair/mobility device/pram access.

- (f) For the purpose of this schedule, all ticketing/revenue collection that requires interaction with the driver (HOP Card or cash) for all passengers of any capability, including those using wheelchairs, is to be through the front door. Boarding using an electronic revenue system with a tag-on requirement must be through the front door only. Alighting using a tag-off electronic requirement may be through either the front or rear doors.
- (g) Any tag-on/tag-off equipment should be readily accessible and be easy to use by adults and children, irrespective of whether they have a disability or not.
- (h) The positioning of the tag-on/tag-off equipment must be such that it does not reduce any of the clearances specified for accessibility.

6 Doors

6.1 Number of doors and location

Characteristic	Classification	Specification
Minimum Number	SB	One
	LB/XLB/LBDD	Two Larger vehicles that will be used on longer-distance urban express/limited stop style services may use only one door – this will be specified in the Unit Agreement where appropriate.
Location	SB/LB/XLB	Front door shall be as close to the front of the Vehicle as possible preferably forward of the front axle and immediately opposite and in full view of the driver. The rear door should be located as close to the forward side of the rear axle wheel housing as possible. To achieve standardisation of on-street / in-terminal / Interchange bus infrastructure it is highly desirable that the second / rear door should be located immediately forward of the rear axle at low floor level. For articulated Vehicles a third door further to the rear of the rear section may also be provided, as agreed with Auckland Transport through the bus design process.
	LBDD	Front door shall be as close to the front of the Vehicle as possible preferably forward of the front axle and immediately opposite and in full view of the driver. The rear door should be located as close to alignment with the foot of the staircase as possible to aid unloading of the vehicle.
Widths (Clear space excluding any grab handles on the door)	Front door SB	≥850 mm single leaf
	LB/XLB/LBDD	≥1000 mm double leaf

Characteristic	Classification	Specification
	Rear door: All	<p>≥700 mm single leaf</p> <p>There may be a requirement for the rear door width to be larger than specified to facilitate alighting in high capacity Vehicles. Any such requirement will be specified in the service specifications contained in the Unit Agreement (UA).</p>

7 Door safety and signage

- (a) Vehicle movement above 5km/h is inhibited while rear door is open or the kneeling system is activated. Any failure of this system will necessarily mean that the rear door must remain closed until the system is repaired and successfully tested. The Vehicle must not re-enter passenger service while the door safety system is inoperable.
- (b) If the front and/or rear doors are inward opening, folding awareness signage is to be placed on the top section of the doorframe warning passengers of the inwards folding door movement.
- (c) A sensitive edge system must be fitted to the front and rear doors to a minimum height of 1500mm and cause the door to automatically open should an object be trapped by a closing door (the open door will in turn prevent the Vehicle from moving). The system must be capable of detecting a 20mm diameter rod located between adjacent door panels or, in the case of doors closing on one side, between the edge of the door panel and the door frame.

Interpretation

It is not intended that rear door access or egress be provided for wheelchair users.

The door width measurement is the total inside aperture opening width when the door mechanism has been operated, but excludes the handrails from the measurement. It should be taken at the point midway between the top and the bottom of the door opening.

7.2 Step height/depths

Characteristic	Specification
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First step	Measured from the ground to top of step nosing (without kneeling in operation).
SB	≤ 370 mm with kneeling ≤ 300 mm without kneeling
LB/XLB/LBDD (with 19.5 inch rims)	Front ≤ 370 mm Rear ≤ 370 mm Front ≤ 280 mm (with kneeling)
LB/XLB/LBDD (with 22.5 inch rims)	Front ≤ 370 mm Rear ≤ 370 mm Front ≤ 300 mm (with kneeling)
Any additional steps including aisle or seat plinths	Steps (maximum two), as per Land Transport Rule. Plinths as per PSV Rule. Minimum Step depths ≥ 200 mm.

Interpretation

Measurement is to be taken at the midpoint of the open door aperture with the Vehicle on level ground (not on a cambered surface) and includes any step edge highlighter strip.

For some LB/XLB/LBDDs the fitment of larger rims and tyres offer significant benefits in terms of ride quality, maintenance costs and fuel efficiency. The possible intention to fit larger rims should be signalled by Service Providers in any tender documents so that AT can check and, if necessary, address any infrastructure requirements.

7.3 **Any additional steps, including aisle or seat plinths:**

No plinths are permitted to be located forward of the rear edge of the rear door (i.e. within the low floor area) except where they are necessary to access forward facing seats located on the forward face of the front wheel arches.

8 Windows

Characteristic	Specification
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Characteristic	Specification
SB/LB/XLB/LBDD	All side windows including any emergency exits must be made from toughened grey coloured glass with a tint range of between 48 - 55% light transmission, except the glass covering any external destination indicator or display must be separate from the other windows and must not be tinted.

9 Floors

Characteristic	Specification
SB	Flat floor from front entry to rear of priority seating area and preferably immediately forward of rear axle.
LB/XLB/LBDD	<p>Flat floor from front entry to rear edge of the rear door or immediately to front of rear axle if only one door.</p> <p><u>Behind</u> the rear door or rear axle stepped (maximum two, excluding any step access to the rear seat) in conjunction with sloping floors are acceptable.</p> <p>Note: This applies to all Vehicles irrespective of whether they are new to urban service or existing Vehicles.</p>

Characteristic	Specification
Other Requirements	<p>The Royal New Zealand Foundation for the Blind (RNZFB) and the Association of Blind Citizens of New Zealand recommendation of a 70% minimum visual contrast (refer to Road and Traffic Standard Series RTS 14: Guidelines for facilities for blind and vision impaired pedestrians (Revision 2, 2007) (section 4.3).</p> <p>A gradual transverse axis sloped area in the front entrance to the edge of the fare paying area adjacent to the driver is permitted but not preferred.</p> <p>Wheelchair signage as a flooring insert is required in addition to a sidewall-mounted wheelchair sign.</p>

Interpretation:

A gradual transverse axis sloped area in the front entrance from the first step to the edge of the fare paying area adjacent to the driver is permitted but not preferred.

One of any set of aisle steps to the rear saloon may be located forward of the rear door providing easy access and egress through the door area is not noticeably affected.

*Auckland Transport recognises that for some low-floor chassis the requirement for provision of a flat floor to the rear of the rear door is not easy to meet. Where a chassis supplier can demonstrate to Auckland Transport why their particular chassis has this problem that cannot be solved and that in all other aspects the bus meets/exceeds the requirement of the VQS, a sloped floor from the rear of the rear most priority seat could be acceptable providing the rear step height is not compromised. This variation to the VQS **must** be justified to Auckland Transport and approved in writing prior to the Vehicle being introduced into service. Auckland Transport retains the right to reject any such proposal at its sole discretion.*

- (a) All floor surfaces shall use a slip resistant (refer to AS 3696.13) material with particular attention paid to its effectiveness in the entry and exit door areas, including the wheelchair ramp, and areas designated and signed for wheelchair users and priority seating. Desirably all of these areas shall use the same easily seen contrasting colour flooring material, which contrasts to the flooring of the rest of the main saloon, including under the other passenger seats and any luggage areas.
- (b) Wheelchair signage as a flooring insert is required in addition to a sidewall-mounted wheelchair sign.



Good practice

In terms of luminance contrast, and therefore usefulness to people with impaired vision, the colour yellow is several times more visible than other colours. It is, therefore, favoured in areas where high contrast is required, e.g. for flooring, stanchions, grab handles, handrails and step edge/plinth nosings.

Refer also to RNZFB Accessible Signage Guidelines

(www.rnzfb.org.nz/about/businessservices/environmental-design-advisory/accessible-signage).

9.1 Aisle width

- (a) The manoeuvring width inside the front door entrance, fare paying and turning area must be at least the same as the aisle width between the wheel arches and up to the rear of the multi-use wheelchair space.
- (b) There must be unimpeded access of at least 800mm for a wheelchair and pram through the front wheel arches to at least the front edge of the rearmost set of priority seating or the rear of the wheelchair space as measured at any and all levels vertically.
- (c) The aisle width clearance through the front wheel arches and up to the rear of the multi-use/wheelchair space area must be:

Characteristic	Specification
SB	<p>≥780mm</p> <p>Rear of priority seating area for remainder of flat floor area/to rear door ≥440mm and desirably through to the rearmost seats.</p>
LB/XLB/LBDD	<p>≥800mm</p> <p>Rear of priority seating area for remainder of flat floor area/to rear door ≥440mm and desirably through to the rearmost seats.</p>

- (d) The swept path from the front entrance to the aisle shall accommodate a wheelchair/ mobility device/ pram of ≤700mm width x ≤1200mm length, with an allowance for clearance.

10 Seating configuration

- (a) Seats shall face forward (or rear facing if utilising the rear side of the front wheel arches) except as specified below:



- (b) Fold-up single, double or triple occupant seating in any orientation is permitted in the wheelchair/multi-use space. This includes inward-facing fold-up style seats used in order to maximise seating capacity when the spaces are not occupied by a wheelchair traveller (or parents/caregivers with a child in a stroller or pram).
- (c) Any fold-up seats whether forward, rear facing or inward facing must have a mechanism that ensures they stay in the up stowed position unless actively moved by a passenger. This ensures that they are up in the event of the space being required by a wheelchair user. Passenger operated lever locking systems are not preferred but if used must be able to be readily operated by a passenger with a disability.

10.1 Minimum forward facing seats shall be as:

- $\geq 60\%$ of the total seated capacity of the Vehicle shall be forward facing (the majority of the forward facing seats may be towards the rear of the Vehicle); and
 - $\geq 50\%$ of the seats in the priority area shall be forward facing.
- (a) To increase the standing/seated passenger ratio and to facilitate wheelchairs/mobility devices/prams, forward, rear facing and inward-facing fold-up seating is allowed.
 - (b) Any fold-up seat in any orientation, located in a space that is available to accommodate a wheelchair user, must have an under seat contrasting colour grab handle that the wheelchair user or smaller stature standees can rely on for stability.
 - (c) Seat spacing between forward-facing seats shall be $\geq 690\text{mm}$, as measured by the same method as set out in the Land Transport Rule: Passenger Service Vehicles 1999.
 - (d) Leg room is an important feature for passenger comfort and is to be $\geq 300\text{mm}$ measured horizontally from the front edge of the seat squab to the seat back in front.
 - (e) The use of fixed or fold-up inward facing seats in any other area of the Vehicle than the multi-use/wheelchair space and priority area must comply with the Land Transport Rule: Passenger Service Vehicles 1999 but is discouraged.
 - (f) For double deckers, the use of rear wheel arch rearward facing seats or inward facing folding seats is permitted to maximise seating and/or standing capacity providing the ≥ 60 percent forward facing seat overall requirement is met.

Good practice:

The height from the floor to the top of the front of the seat cushion should be $\geq 400\text{mm}$ and $\leq 500\text{mm}$.

RNZFB recommends 450–500mm as this would better suit elderly clients with mobility limitations.

The height to the top of the seat back excluding any grab handle should be $\geq 900\text{mm}$.

11 Seating design

- (a) Seating shall consist of a fabricated frame or moulded shell. The fabricated frame single, double or triple seat shell shall support or contain a flat bench style or minimally contoured to body shape integral cushion style squab, or padded insert style seat.
- (b) A single layer unpadding fabric or synthetic material liner is not acceptable.
- (c) All materials shall be vandal, fire, stain and odour resistant. They shall also be hard-wearing and easy to clean.

Characteristic	Classification	Specification
Seat Width	single seat	≥425 mm
	double bench or paired	≥875 mm
	parent/caregiver and child, on front wheel arch	≥760 mm
Spacing	forward facing	≥690 mm

11.1 Luggage/stroller/prams/mobility devices

The safe provision of baggage, freight and pushchairs is provided for in section 6.8 of the Land Transport Rule: Passenger Service Vehicles 1999.

Good practice:

Provision can be toward the front of the saloon area for easy access/safe/secure storage of:

- *luggage, i.e. suitcase, carryall, backpack or similar package;*
- *folded pram/stroller/mobility frame/aids; and*
- *folded wheelchair.*

The area above the wheel arches immediately above both front wheels is in most configurations the most suitable luggage location, but alternatives behind modesty panels at the front or rear door are also acceptable.

In total, sufficient protected space should be provided to accommodate two folded prams/strollers/mobility frames and two pieces of luggage, each of the luggage

pieces being capable of being carried by one person, e.g. ≤25kg with dimensions ≤800mm x ≤300mm.

12 Vehicle interior, entrance and exit

12.1 Introduction

The Land Transport Rule: Passenger Service Vehicles 1999 includes requirements for handrails, handholds and handgrips, energy absorbent padding and lighting. However, this document suggests additional requirements to ensure passenger safety and introduces the now commonly used term grab handle in preference to hand grip.

12.2 Step and plinth edges

- (a) All steps at door entry and exits or within the Vehicle shall have full width step edges fitted with a distinctive high-visibility, slip resistant/non-trip style nosing in a solid band, contrasting with the immediately adjacent flooring material.
- (b) Sharks-tooth style reduces the contrasting effect by half so is unacceptable.

Interpretation:

RNZFB and the Association of Blind Citizens of New Zealand recommend a 70-percent minimum visual contrast (refer to RTS 14 section 5.3).

Good practice:

RNZFB and the Association of Blind Citizens of New Zealand recommend the use of safety yellow as the colour that is most easily distinguished by the visually impaired.

The nosing dimensions in the horizontal and vertical planes should be within the range 45–50mm in width (UK Public Service Vehicles Accessibility Regulations 2000).

Plinths shall have a minimum of similar nosing on the horizontal edge.

12.3 Stanchions/handrails

Characteristic	Specification
Contrast	Contrast specifications will be in accordance with RUB.

Characteristic	Specification
Overhead handrails	<p>Overhead contrasting colour handrails should be no higher than 1900 mm from floor level.</p> <p>May be used in the rear saloon area.</p>
Vertical stanchions	<p>Vertical high-visibility contrasting colour stanchions from either floor to ceiling or seatback to ceiling, as location dictates, shall be fitted throughout the length of the Vehicle and close to the aisle, but not impede movement along the aisle, or within the wheelchair/multi-use space so that they are spaced at alternate seats left and right of the aisle, and a passenger can walk/move the length of the Vehicle while able to hold a stanchion with one hand at all times. These stanchions must not limit the manoeuvrability of the wheelchair user.</p> <p>This includes in the rear saloon area. Additional overhead horizontal handrails are allowed.</p>
Additional stanchion requirement	<p>Additional stanchions shall be provided immediately adjacent to doorways and in priority seating or wheelchair areas if not already fitted as above.</p>
Entry and exit, fare paying, or where vertical stanchions are impractical	<p>In areas where seating may have been reduced to provide for more people to stand, priority seating or wheelchair positions, or is of the folding style, then front dash board, sidewall, wheel arch-mounted or overhead contrasting colour handrails shall be provided.</p>
Knurling	<p>Deep knurling is not permitted for general cleanliness and hygiene reasons.</p>

- (a) Stanchions, handrails and grab handles must meet the requirements of section 6.9 of the Land Transport Rule: Passenger Service Vehicles 1999.

Interpretation:

Overhead contrasting colour handrails should be no higher than 1900mm from floor level, unless

fitted with strap hangars to reach to, or below this height.

Stanchion/handrail maximum cross-section dimension should be in the range of 30–35mm and should be of a circular or elliptical cross section (UK Public Service Vehicles Accessibility Regulations 2000).

For stanchions and handrails, e.g. on the doors, in the fare paying area or on the top face of the front wheel arches, or within the multi-use/wheelchair space, they should have a finger/hand clearance space of between 35 and 45mm between any part of the Vehicle, and all parts of a handrail other than its mountings. Our preference is for 45mm which is similar to the United Kingdom requirements of not less than 45mm (UK Public Service Vehicles Accessibility Regulations 2000).

12.4 **Grab handles on seat backs and elsewhere**

All forward or rear-facing seats must have a grab handle fitted towards the aisle side. Additional grab handles on the faces of wheel arches can also be beneficial.

Characteristic	Specification
Contrast / visibility	<p>All grab handles shall be of the same high-visibility contrasting colour material as the stanchions and handrails.</p> <p>However, if they are an integral part of the seat frame construction they can be the moulded colour or another colour contrast.</p>
Finger and hand clearance space	35 to 45mm
Cross section	Grab handles should have a circular or elliptical cross section of 30-35 mm on the maximum section (refer to UK Public Service Vehicles Accessibility Regulations 2000).
Length	<p>≥100mm (Mandatory)</p> <p>≥120mm (Desirable)</p>
Fare Paying Area	Grab handles (if used) should be in close proximity to the handrail, or a continuation of the handrail at the door entrance.
Wheel Chair requirements	Hand rails to the side of the wheelchair user be at least 700 mm in length.

Characteristic	Specification
Primary locations	Hand rails desired to be fitted to all doors. Where this is impractical to achieve then particular attention is to be paid to ensuring passengers can safely find handrails in the accessible area and in the vicinity of the driver's cabin and door areas.
Secondary Locations	<p>the priority seating area; located to be readily accessible to any seated or wheelchair passengers, i.e. an extra-long (≥ 700 mm) grab handle mounted horizontally on the Vehicle side wall.</p> <p>fare paying area.</p> <p>integral to all seatbacks (except for rearmost seats) on the aisle side of any forward or rearward facing seat and should be such that there is ≥ 45 mm finger clearance to the handle.</p> <p>on the underside of any folding seat located to provide a firm handle to any wheelchair passenger when manoeuvring into, out of or occupying a wheelchair space.</p>

13 Lighting

Lighting must be adequate as per section 6.15(3) of the Land Transport Rule: Passenger Service Vehicles 1999.

LED saloon lighting shall be fitted as standard.

Area	Specification
Internal entry and exit doorway step areas and externally downwards and outwards for ≥ 300 mm beyond the step edge	<p>≥ 100 lux</p> <p>Extinguished on door closure and prior to moving off.</p> <p>RNZFB recommends this is measured at ground level to ensure maximum visibility.</p>

Fare paying area	<p>≥ 65 lux</p> <p>Extinguished on door closure and prior to moving off.</p>
General saloon	≥40

13.1 Security and safety

Installation of internal or external above the door high definition CCTV camera system shall be provided as standard. Fitment guidelines below:

A recording CCTV with a minimum capability of storing all camera data to a minimum of 20 days from date of recording without overwriting. Easily removable hard disc for external monitoring or ability to be downloaded via external connection and a wireless facility on a daily basis. Capability of upgrading to a live transmission function without major upgrades or costs. CCTV systems will ideally be 'solid-state' technology to reduce faults and improve reliability.

A reversing camera system with clear hazard indicators must be installed in the Vehicle and include both an audible sound and visual indication of any hazards to the driver.

Characteristic	Specification
SB	<p>A minimum of two cameras</p> <p>Camera positions suitable to monitor the following areas:</p> <ul style="list-style-type: none"> - entrance platform and passenger /driver interface; - camera at rear of interior seated area looking forwards covering rear seated areas; and - forward facing to road ahead of vehicle.

Characteristic	Specification
LB/XLB	<p>A minimum of five cameras and when more than one camera is fitted to the rear of the interior seated area a minimum of six cameras.</p> <p>Cameras will be located in suitable positions capable of monitoring the following areas:</p> <ul style="list-style-type: none"> - entrance area and passenger / driver interface; - exit area and wheelchair space; - two cameras at rear of interior seated area looking forwards, covering rear seated areas. Alternatively use of single camera with a wide-angle lens; - between the rear door and the front of the vehicle. Mounted either at the front looking rearwards or at the rear door looking forwards (or ideally both); - forward facing to road ahead of vehicle. <p>Interior driver's cab looking towards driver's signalling window is recommended but optional</p>
LBDD	<p>A minimum of nine cameras and when more than one camera is fitted to the rear of the interior seated area a minimum of ten cameras.</p> <p>Cameras will be located in suitable positions capable of monitoring the following areas:</p> <ul style="list-style-type: none"> - entrance area and passenger / driver interface; - exit area and wheelchair space; - two cameras at rear of interior seated area looking forwards, covering rear seated areas. Alternatively use of single camera with a wide-angle lens; - between the rear door and the front of the vehicle. Mounted either at the front looking rearwards or at the rear door looking forwards (or ideally both); - forward facing to road ahead of vehicle; - two cameras at rear of the upper saloon area looking forwards covering rear seated areas. Alternatively use of a single camera with a wide-angle lens; - top of stairwell looking downwards; and - front of upper saloon seated area looking rearwards. <p>The following are recommended but optional:</p> <ul style="list-style-type: none"> - interior driver's cab looking towards driver's signalling window; and upper saloon. Forward facing to road ahead of vehicle

13.2 Air conditioning and demisting

- (a) Each Vehicle will be fitted with a fully automatic heat-cool air conditioning system. The system must be designed to maximise passenger and driver comfort.
- (b) All roof mounted air conditioning equipment and/or pods must be sealed so that no water, from weather conditions, Vehicle washes or any other cause penetrates the interior of the Vehicle or contacts any structural members or internal panel surfaces or voids.

Characteristic	Specification
Interior temperature	Between 18 and 22 degrees centigrade.
Relative humidity	Relative humidity inside the Vehicle must normally be around 50% but must not exceed 70% whilst in service at any time. Levels should ideally be within 10 minutes of vehicle start up.
Air Distribution	<p>The ventilation system must provide an even distribution of controlled air throughout the passenger area and provide the driver with sufficient airflow so as to maintain comfort levels.</p> <p>The system is to incorporate an air distribution system that uses fixed grilles or slots in the passenger area. No air must flow directly onto passengers' heads. Individual adjustable vents must be provided for the driver, designed so that small objects (rubbish) cannot be pushed into the vents.</p> <p>LBDD Only – Provision of effective climate control is of priority in the upper saloon area because of the lower ceiling height and generally more confined / enclosed nature of the environment. Additional, variable vents for the air-conditioning in the upper deck passenger area should preferably be installed and should ideally be a 'double eyeball with reinforcing ring' type to restrict vandalism. Above subject to prior approval by Auckland Transport.</p>
Demisting	Demisting of the windscreen and all saloon windows should ideally be achieved within 10 minutes of Vehicle start-up and maintained at all times thereafter whilst in service.

Operation	<p>System will be fully automatic in operation.</p> <p>The driver should have no control over the day to day operation of the climate controls within the vehicle. These should ideally be set within the depot accordingly to meet customer comfort at differing times of the year.</p>
<p>(c) Any failure of the air-conditioning system will result in the Vehicle being removed from service at the first opportunity, ideally prior to the end of service being conducted. The Vehicle will not be allowed to re-enter service or commence a further service until the fault has been remedied and the Unit is fully operational.</p>	

14 Vehicle condition

Vehicles will comply with Appendix 1 to this schedule (Vehicle Condition).

15 Communication

15.1 Communication with passengers

Vehicles are required in accordance with section 6.12 of the Land Transport Rule: Passenger Service Vehicles 1999 to have a means of direct communication between the passengers and the driver. If such communication is restricted by a partition, obstruction or for some other reason, then appropriate signalling equipment must be installed to provide the passengers with some other form of communication with the driver in case of emergency. The type of communication is not specified.

15.2 Communication for persons with disabilities

- (a) In accordance with section 8.5 and 8.6 of the Land Transport Rule: Passenger Service Vehicles 1999 as amended by the Passenger Services Vehicle Amendment 2007, Vehicles are required to be installed with the following equipment to assist with communication with passengers with disabilities:-
- (i) a sign fitted to assist visually and/or hearing-impaired passengers which complies with the location and illumination requirements in AS 1428-2 1992 as far as is practicable;
 - (ii) if a Vehicle is fitted with a sign that incorporates raised lettering or symbols to assist visually-impaired passengers, the letters or symbols must be at least 0.8 mm above the surface of the sign;
 - (iii) if a destination sign is fitted to a Vehicle, that sign or another complimentary destination sign containing equivalent or similar information must be visible for a passenger who is preparing to board the Vehicle and who is outside the front passenger door;
 - (iv) tactile surfaces and public address systems;

- (v) if the floor covering of a Vehicle has tactile ground surface indicators to orient visually-impaired passengers, it must comply as far as is practicable with AS 1428-2 1992;
- (vi) if a Vehicle is fitted with a public address system, the system must comply as far as is practicable with AS 1428-2 1992;
- (vii) if a Vehicle that is fitted with a public address system is also fitted with a visual sign system for hearing-impaired passengers, the system must ensure that the hearing-impaired passengers can be provided with information equivalent to the information provided for passengers without hearing impairment through the public address system; and
- (viii) a priority seating area with appropriate signs identifying the same in accordance with paragraph 16 of this schedule.

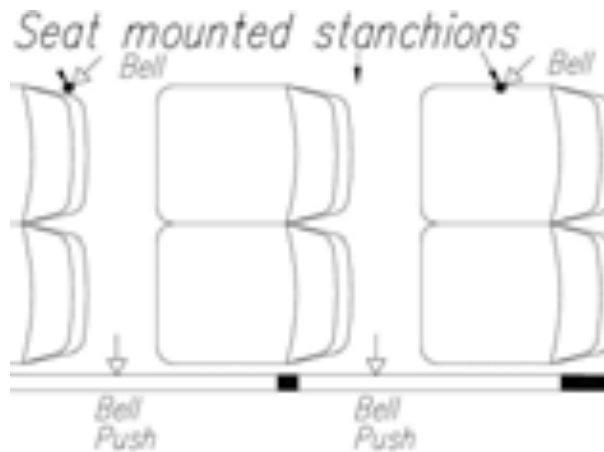
15.3 Driver operational communication

A two-way radio shall be provided to provide communication between the driver of each Vehicle and the Operator's control centre located at their base depot or at the Auckland Transport Operating Centre.

15.4 Bus stopping signals

- (a) All Vehicles shall be fitted with dual-indicator bus stopping signalling and acknowledgement display devices that are easily seen and heard by the driver and the passengers in all areas of the bus saloon (this includes the upper saloon of an LBDD). Signalling devices should be in easy reach of all passengers whether seated or standing. Generally this means that signalling devices should be:
 - (i) easily reached by any person seated in a priority seating area or wheelchair area without having to stand up

e.g. fitted on side walls below the window frame or on stanchions or horizontal handrails;
 - (ii) easily used by elderly and disabled people with poor hand and finger function or dexterity;
 - (iii) where practicable, mounted to the walls between every row of seats. Adjacent to and not less than every second row of seats on both sides of the aisle (on stanchions) as depicted by the image below; and



- (iv) fitted to the underside of any fold-up seat fitted in the multi-use/wheelchair space if the other bell push is obscured by the fold-up seat.
- (b) The dashboard indicator shall have two components: a general signal and a second signal to indicate to the driver that the signal has been made by a passenger occupying a wheelchair or priority seating position.
- (c) The device shall trigger both an audible and visual indication to the driver, and passenger. For the passenger saloon there shall be at least two illuminated bus stopping signs (to meet the needs of the RNZFB a mix of upper and lower case characters is strongly preferred) with associated audible acknowledgement signals. The signs shall consist of one rearward facing to the saloon adjacent to the driver's area and a second forward and rearward facing repeater located near the rear door to acknowledge the request. This sign shall remain illuminated until cancelled by the operation of the door controls. Bus stopping request devices shall be of a high-visibility contrasting colour to the surround and with the surface on which surround is mounted, and may take the form of a mix of the following:

Characteristic	Specification
Height of finger /thumb/ knuckle push buttons on the vertical stanchions	≥1300mm and ≤1600mm above floor level
Height of finger /thumb/ knuckle push buttons on the Vehicle side panels	≥850mm and ≤1050mm above floor level Particularly in the priority seating area or on the undersides of folding seats. Fitted as near as possible to the top edge of any fold up seat for use when the seat is in the fold up position if the side wall button is obscured.
Horizontal cordage	is not acceptable.

- (d) Due to the incidence of false signal calls experienced with many full/large protruding palm push style call systems, these are not recommended unless they are of the modern hydraulic style which require reasonable pressure to activate.

Interpretation

RNZFB recommends that high contrast and consistent colours should be used such as a red button on yellow background.

RNZFB and the Association of Blind Citizens of New Zealand recommend that except for the first letter, all letters should be in lower case. When signs are written in upper case letters, they cannot be read easily by vision-impaired people. Use of upper and lower case is therefore paramount for all bus internal and external signage.

For the wheelchair space, bus stopping buttons should be placed to the side of the seated passenger and behind the grab handle.

Disability representatives see the provision of the second bus stopping repeater as essential if wheelchair users are to accept rearward facing orientation. It also improves the situation for all passenger especially those seated or standing in the rear saloon area.

15.5 External destination display

- (a) Clear information of the bus route, destination and intermediate points form an essential part of generating passenger confidence. Ideally signs shall be of the LCD type, however Auckland Transport recognises this standard may not yet be ready for use in bus applications. Therefore Vehicles should alternatively be fitted with minimum 24 bit LED displays (amber or preferable white) or other such technology as advised by Auckland Transport, with emphasis on high visibility during all light levels that can be easily read by the majority of sighted current or potential passengers as the Vehicle approaches, or departs. Signs should have the capability to display multi-line information in a mix of upper and lower case characters and also frequently changing displays to facilitate additional route information, e.g. via station. Full colour capability is not required at this time but AT anticipates that in the future route numbers could be required to be coloured. This can be achieved several ways :
- (i) Retrofit a coloured route number sign to existing Vehicles; or
 - (ii) install an amber or white sign with a coloured route number segment as part of the sign; or
 - (iii) fit a full colour sign.
- (b) The signs must be controlled by the driver from the driving position and be capable of storing a range of different route and destination information as well as displaying whether the Vehicle is not in service, on charter, school or special work.

(c) All Vehicles shall have the following signs:

Characteristic	Specification
SB/LB/XLB/LBDD:	<p>Front forward-facing three digit/character route-number and destination combination sign $\geq 1500\text{mm}$ wide located at or above the top of the windscreen</p> <p>Near side, as close as possible to the front entrance, a route number and destination sign capable of showing route map information. To be confirmed with Auckland Transport.</p> <p>At the back of the Vehicle a rearward-facing three digit/character route number and destination combination sign $\geq 1350\text{mm}$ wide at a height $\geq 1500\text{mm}$ and $\leq 2500\text{mm}$ above ground level and ideally central or left of centre, i.e. toward the nearside of the Vehicle. For LBDD – the height is $> 1500\text{mm}$ and $< 2900\text{mm}$.</p>
SB	<p>Front and rear route number characters shall be $\geq 125\text{ mm}$.</p> <p>Front destination characters shall be $\geq 100\text{ mm}$.</p> <p>Side route number and destination characters to be confirmed with Auckland Transport.</p>
LB/XLB/LBDD	<p>Front and rear route number characters shall be $\geq 150\text{ mm}$.</p> <p>Front destination characters shall be $\geq 125\text{ mm}$.</p> <p>Side route number and destination characters to be confirmed with Auckland Transport. Wide rear destination signage similar to a front destination sign is mandatory.</p>

(d) Any failure of the displays will result in the Vehicle being removed from service at the first opportunity, ideally prior to the end of service being conducted. The Vehicle will not be allowed to re-enter service or commence a further service until the fault has been remedied and the display is fully operational.

Interpretation

High visibility: Association of Blind Citizens of New Zealand recommend that high-visibility signs be set at a 70-percent minimum visual contrast (refer to RTS 14 section 5.3).

Route numbers: Route numbers should be consistently displayed in a large font to the left of the display when viewed from the roadside.

Use of upper/lower case: RNZFB and the Association of Blind Citizens of New Zealand recommend that except for the first letter, all letters should be in lower case. When signs are written in upper case letters, they cannot be read easily by vision-impaired people. The exception to this would be place names such as Browns Bay, Albany Station.

Good practice

Dot matrix: RNZFB and Association of Blind Citizens of New Zealand advise that dot matrix signs are not easily read by someone with low vision and are therefore not preferred.

16 Electronic information displays and announcements and other technology

16.1 Electronic information displays and announcements

Vehicles are to be equipped with LCD screens to enable visual and audible automated progressive route and journey-related information and announcements as well as information deemed appropriate by Auckland Transport. This system will consist of up to 4 LCD display units, Console (GRP Box), front junction box, a step volume control, anti-theft console, power amplifier and all associated wiring. Final details to be agreed with Auckland Transport.

Characteristic	Specification
SB	To be fitted with a minimum of one internal screen located at the front. Final location to be agreed with Auckland Transport.
LB/XLB	To be fitted with a minimum of two internal screens (one at the front and one half way down the cabin). Final location to be agreed with Auckland Transport.
LBDD	To be fitted with a minimum of four internal screens (front and centre positions on both decks). On the upper decker it is preferential for the front LCD screen to be centrally located (i.e. central to the windscreen), however final locations to be agreed with Auckland Transport.

- (a) LCD screen size to ideally range between 20-22"
- (b) Up to 8 pairs of speakers shall be fitted to the vehicle (surface mounted speakers shall be located in such a way that 5 pairs for the upper saloon of a LBDD and 3 pairs for a single deck vehicle / lower saloon to allow convenient notification of the passenger with good coverage).
- (c) Body ergonomics shall take care of the accommodation / installation of all individual components to be an integral part of the overall body design. Details to be agreed with Auckland Transport.
- (d) Audible announcements detailing the next bus stop are to be automated and clear enough for passengers to hear in all seated positions.

Good practice

People with hearing impairments represent a large proportion of the New Zealand population (approximately 400,000 people). Approximately 250,000 New Zealanders' hearing impairment is classified as serious enough to constitute a disability.

Progressive route and journey-related information presented on an electronic information display provides vital information on the route being taken and the current location of the bus. This information provides confidence to the user and helps to ensure they do not find themselves getting off at the wrong stop which also may present safety issues, particularly at night.

Similarly, for the visually impaired, audible announcements via electronic information equipment is required

16.2 **Wifi**

A Wifi device / system shall be fitted to Vehicles. Specification and details to be agreed with Auckland Transport.

16.3 **USB sockets**

On-board USB charge points shall be fitted to Vehicles. As a guide the USB system should have full protection against overloads and short circuits and will shut down if faulty equipment is plugged in. As a placement guide USB charge points should be positioned not less than every second row of seats on both sides of the aisle (including upper saloon of LDBB). The specification and details will be subject to final agreement with Auckland Transport.

16.4 **Bus telematics**

Operators are encouraged to fit and use a bus telematics system as a tool to monitor fleet and driver performance. If a bus telematics system is not installed then Operators will as a minimum requirement, make provisions for the installation of a bus telematics system in the future.

17 **Facilities for passengers with impairments**

17.1 **Introduction**

Land Transport Rule: Passenger Service Vehicles 1999 was originally non-specific as regards the provision of special equipment for people with impairments. This was extended and section 8 of the Rule now covers the requirements for the provision of signs, tactile surfaces and public address systems. More detail is given than the Rule in this section of this schedule.

17.2 Priority seating area

- (a) Provision shall be made as follows for passengers with physical, sensory or cognitive impairments:
- (i) priority seating area well to the forward end of the saloon with at least four preferably all forward facing seats identified for passengers with impairments or extra mobility needs. These seats may be of the folding type in order to facilitate wheelchair access and stowage. Any fold-up seat must be capable of being held in the stowed position and be readily unlocked by simple and obvious mechanism. Non-lever systems are preferred;
 - (ii) a separate space of dimensions not less than 800mm by 1300mm to cater for a wheelchair with a footprint of $\leq 700\text{mm}$ width x $\leq 1200\text{mm}$ length and its user contrasting easily seen signage to indicate the area and request to vacate seats for use by passengers with disability/mobility needs along the following lines:

 'Priority seating area - Please vacate these seats for elderly or disabled passengers or parents/caregivers with children.'
 - (iii) minimum front door and aisle widths, initial step heights and fare paying areas have been already specified.

17.3 Wheelchairs

Wheelchairs are described as both manual self/caregiver propelled or powered versions of preferred characteristics as follows:

- (i) Footprint to be provided for forward or rearward facing stowage $\leq 700\text{mm}$ width x $\leq 1200\text{mm}$ length.
- (ii) If transverse stowed, with handles and foot rest capable of being folded or stowed $\leq 700\text{mm}$ width x $\leq 900\text{mm}$ length.
- (iii) Space shall be provided, as part of the priority seating area, for the carriage of an occupied wheelchair/pram as specified above as follows:

Characteristic	Specification
SB	To carry one wheelchair, preferably rearward facing.

LB/XLB/LBDD	To carry a minimum of one wheelchair (preferably rearward facing and on the nearside).
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- (iv) Powered mobility scooters are not classed as a wheelchair, and are not able to be carried due to their dimensions and restricted manoeuvrability.

Interpretation

For wheelchair carriage purposes a rearward facing orientation is preferred for improved safety and better manoeuvrability, as well as removing the need to fit restraints. Rearward facing is the preferred position in many overseas jurisdictions, and particularly in Europe.

A second wheelchair space can be provided at the discretion of the Service Provider. This may be transverse facing utilising folding seats that can be used by other passengers when the wheelchair space is not occupied by a wheelchair user. The wheelchair space should not cause the wheelchair user and wheelchair to significantly encroach into the aisle space beyond the normal bench seat width and, therefore, creating a potential hazard to other passengers.

An aisle width of $\geq 800\text{mm}$ from the front entry to at least the front edge of the rearmost set of priority seating or the rear of the wheelchair space may impact on the amount of width available for priority seating in the forward saloon area, that is, behind the front wheel arches. A second rearward facing wheelchair space or larger aisle ($\geq 800\text{mm}$) may mean that appropriate priority seating provided for other passengers with physical, sensory or cognitive impairments and parents/caregivers with children may have to be located further down the back of the bus. This is not preferred as this makes it more difficult for people with impairments and for those with impairments but who do not need a wheelchair to move around (i.e. the majority of people with impairments), to access the priority seats on the bus.

17.4 Wheelchair restraints

- (a) The requirements and design standards of the fitments of wheelchair and wheelchair-occupant restraints are in section 8.4 of the Land Transport Rule: Passenger Service Vehicles 1999. In the Land Transport Rule: Passenger Service Vehicles 1999 it is mandatory to fit a restraint if a forward facing wheelchair position is provided. There is no mandatory requirement to fit restraints if the wheelchair position is rearward facing (but a restraint “may” be fitted), but a backrest head support is mandatory.
- (b) For the purpose of the RUB, and therefore this VQS, the position is as follows:
 - (i) Any wheelchair restraints, if fitted, must be located so that they are capable of being used by the wheelchair occupant unaided, current floor-mounted restraints do not usually meet this requirement.
 - (ii) For rearward facing wheelchair locations fitted with ironing board-style backrests, there is no requirement for restraints to be fitted or used.



There should be signage to indicate that any wheelchair brakes and lap belts should be applied irrespective of the orientation of the wheelchair.

- (iii) Any passenger safety/modesty panel and any associated vertical stanchion fitted immediately behind the multi-use/wheelchair space should be designed so that it does not hinder the manoeuvring of the wheelchair user and wheelchair in to and out of the wheelchair space. Clearance for the wheelchair user's feet and/or foot plates under any panel while manoeuvring is desirable.

Interpretation

If a rule incorporates a standard by reference, the technical specifications effectively form part of the rule. The Land Transport Rule: Passenger Service Vehicles 1999 incorporates joint Australian and New Zealand standards relating to wheelchair hoists, ramps and restraints. If these standards cannot be complied with there are general safety requirements which are an alternative.

- (c) An international wheelchair symbol for accessibility sign shall be provided on the Vehicle internal side wall and must be incorporated in to the flooring material of any wheelchair space. Signage shall also request the vacation of any seats in the wheelchair space to enable the area to be used by a wheelchair user or caregiver with a pram. This may be part of the priority seating area signage. Externally two international wheelchair symbols for accessibility shall be provided, one on the front left of the Vehicle and one on the side of the Vehicle by the front door entrance.

17.5 Boarding or alighting

- (a) Automatic kneeling capability is not required but should instead be manually controlled by the driver. If the capability is used every time the bus stops it will use unnecessary air and, therefore, increase fuel costs, as well as slow down overall journey times.
- (b) A sign stating 'This bus kneels on request' shall be provided on the exterior of the Vehicle adjacent to the front door.

17.6 Signage

Auckland Transport will provide a sticker detailing the specifications and number of wheelchair spaces available on a Vehicle which the Operator will affix adjacent to the front door of each Vehicle.

17.7 Ramp

- (a) A manually-operated flip-over style ≥ 800 mm width ramp shall be provided at the front door that can be deployed and recovered by the driver on request from wheelchair, pram users or any other impaired passengers where the kneeling facility proves to be insufficient. Ramps must comply with section 8.2 of the Land Transport Rule: Passenger Service Vehicles 1999 in terms of any ramp, door brake interlock and driver warning system.
- (b) High-contrast flat ramp edge marker strips are preferred over the raised metal edges. Regardless ramp edges must have a distinctive high visibility yellow edge marker.

- (c) The ramp surface material must be slip resistant.
- (d) The preference is for the driver's lifting handle to be of the full-hand width style rather than a single digit ring style pull up.
- (e) The preference is for the ramp hinges and lifting rings or handles to be countersunk/flush with the floor to reduce the interference to passengers on foot or in wheelchairs.
- (f) A wall mounted sign adjacent to the front door (preferably pictorial) shall indicate the permitted maximum weight of the ramp e.g. 300kgs and maximum width of any wheelchair or pram that can be carried by the bus i.e. 700mm (excluding the user).

Interpretation

A powered ramp may be fitted provided it meets the requirements of section 8.2 of the Land Transport Rule: Passenger Service Vehicles 1999.

18 Driver's compartment

The role and responsibility of the urban bus driver in coping with the levels of urban traffic and congestion, the various requirements of passenger loading, revenue collection, unloading and dealing with the range of passenger requests for assistance and information is a demanding one. Any features that make the task easier and safer to carry out will be to the overall benefit of the public bus transport industry.

Good practice

The bus driver's compartment is part of his/her workplace and they can spend the majority of their working day in that compartment.

Features

In addition to any overall bus heating and ventilation, or air conditioning system, provision can be made to provide the driver with some personal driver-controlled form of heat and cooling, including to the foot area.

Comfort

A fully sprung driver's seat with adjustment for all three planes of driving position.

The driver's seat suspension should be capable of being adjusted to cater for varying driver weight.

A readily adjustable (tilt and height) steering wheel column and soft style easily-cleaned and dried steering wheel.

A footrest for the left foot.

Coat/jacket storage, e.g. hook.

Out-of-sight storage for personal belongings such as bag/lunchbox.

Ticketing equipment and till stand should be ergonomically located.

On-board security

Barrier protection panel immediately behind the driver to prevent any form of assault from behind, either directly by a passenger or by a thrown object.

A revenue collection and holding system so that the driver's cash can be readily and securely locked into a cash box that can be secured to the Vehicle, e.g. to the ticket issuing equipment stand.

19 Unique standards for double decker Vehicles

19.1 Introduction

All standards identified in the Vehicle Quality Standards apply to double decker vehicles with the following differences. Double decker Vehicles are, at time of writing a new addition to the Auckland urban bus fleet. The section details specific restrictions/additional requirements that are necessary to operate these vehicles in the Auckland region.

19.2 Chassis/Body

Characteristic	Specification
LBDD	Maximum permitted length – 12.6m

19.3 Explanation

Due to the increased risk presented by the additional height of a double decker vehicle a restriction is placed on the maximum permitted vehicle length.

19.4 Hazard warning system

Characteristic	Specification
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LBDD	Hazard warning system installed
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- (a) Accidental collision of double decker Vehicles with infrastructure and trees put passenger lives at risk. Due to the increased risk presented by the additional height of a double decker vehicle a requirement for an acceptable hazard warning system to ideally be installed. The system must be capable of providing an audio/visual warning to the driver of the approach of a Vehicle to a hazard and should not require driver input or control.
- (b) The system can either be stand alone or capable of connection to existing GPS equipment and allow a built in database of hazards to be used.
- (c) Hazards are (but not limited to) infrastructure, low bridges, trees, diversion routes/road works, one way streets.

19.5 Passenger counting device

For double-deckers an optical passenger counter must be fitted to count passengers entering or exiting the upper saloon of the Vehicle. A display screen should be fitted to the lower section of the staircase to enable passengers on the lower deck to easily see the number of remaining seats available on the upper saloon of the Vehicle. The system should also be linked back to a visual display for the driver’s benefit of load management.

19.6 Tree catcher

A particular difficulty with double-deckers is trees striking the kerb-side top front corner. Double-deckers are to be fitted with a substantial near side front tree guard located into the structure of the Vehicle, giving additional forward protection to the front seated passengers, exterior dome and near side corner window-pillar as per the mandatory requirements contained in the RUB.

19.7 Rear external destination display

- (a) Clear information of the bus route, destination and intermediate points form an essential part of generating passenger confidence. Signs shall be of the electromechanical or electronic matrix style with emphasis on high visibility during all light levels that can be easily read by the majority of sighted current or potential passengers as the Vehicle approaches, or departs. Signs should have the capability to display speed controlled multi-line information in a mix of upper and lower case characters and also frequently changing displays to facilitate additional route information, e.g. via station.
- (b) The sign must be controlled by the driver from the driving position and be capable of storing a range of different route and destination information as well as displaying whether the Vehicle is in service or not, on charter, school or special work.

Characteristic	Specification
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LBDD	At the back of the Vehicle a rearward-facing, three (minimum) digit/character route-number and destination combination sign $\geq 1500\text{mm}$ wide located at or above the top of the rear window
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20 Unique standards for existing Vehicles

20.1 Introduction

All standards identified in the Vehicle Quality Standards apply to existing vehicles with the exception of only the following differences in clause 20. Existing Vehicles are defined as those Vehicles already in use in the New Zealand fleet at the time of the proposal submission for a Service Contract. From the date of the tender submission, no additions to the existing fleet can be made. All Vehicles added to the fleet from that time must conform to the new Vehicle requirements. This section details any variation to the Vehicle Quality Standards that existing vehicles can meet; in the absence of information in this section, existing Vehicles are to meet the same Vehicle Quality Standards as previously stated.

20.2 Vehicle standards for existing buses

20.3 Commencement date

All Vehicles must from the date of the Commencement Date, conform to the following standards.

20.4 Engine

All sizes – includes all modes of propulsion, i.e. liquid fuel, electricity, gas or hybrid.

Characteristic	Specification
Acceleration	0-20 km/h ≤ 5 seconds
	0-50km/h ≤ 30 seconds
Emission	Minimum Euro 3, US 2001, Japan 00/02 or equivalent or better. Exceptions for school buses are detailed separately in 20.18 below
Noise	Vehicles are to emit a maximum of 84 decibels measured at any time during the Vehicle's service life even when under acceleration as measured in accordance with ISO 5130.

20.5 Transmission

Characteristic	Specification
SB	Fully automatic is desirable until 1 January 2017 when this requirement will become mandatory.
LB/XLB/LBDD	Fully automatic.

Acceleration and gear changing, both up and down changes, will be smooth enough to prevent discomfort to passengers.

20.6 Suspension

Characteristic	Specification
LB/XLB/LBDD	Air suspension with levelling.

20.7 Doors

Characteristic	Classification	Specification
Widths (Clear space excluding any grab handles on the door)	SB	1 door required
	LB/XLB/LBDD	2 doors required if ≥ 36 seats. Front door width ≥ 700 mm
	School Buses	Exceptions for school buses are detailed separately in 20.18 below

20.8 Step edges

All step edges will have highlighter to the top edge of all nosings.

20.9 Stanchions and handrails

One close to each door plus at least two in each saloon area, i.e. forward of the rear door and behind the rear door.

20.10 Heating and ventilation

Preference for all existing Vehicles to have air conditioning fitted as standard. Where this is not the case heating must be available in the driver's area plus a minimum of two fully functioning heating units in the saloon area. Ventilation can be provided by sufficient hopper windows or forced air systems in the absence of air conditioning.

20.11 Destination signage

- (a) Buses of euro 3 standard will not be subject to the same requirements as those stated in the new Vehicle requirements. Buses of euro 3 standard must however meet the following requirement (minimum requirement):
 - (i) front route number characters must be three characters and must be ≥ 100 mm in height; and
 - (ii) front and side destination characters ≥ 60 mm in height
- (b) Buses of euro 3 standard are exempt from a requirement for a rear-facing sign at the back of the Vehicle.

20.12 Step height

≤ 370 mm.

20.13 Floor

Non-slip material in boarding and aisle area.

20.14 Horizontal cordage

Only new Vehicles entering service and those Vehicles undergoing mid-life update will be required to not have any horizontal cordage.

20.15 Safety and security

- (a) Buses of Euro 3 standard will not be subject to the same requirements as those stated in the new Vehicle requirements.
- (b) Buses of Euro 3 standard have a minimum requirement of having a camera at:
 - (i) the rear of interior seated area looking forwards covering rear seated areas; and
 - (ii) forward facing to the road ahead of Vehicle.
- (c) For the avoidance of doubt, buses of Euro 3 standard are not required to have a reversing

camera system.

- (d) All other buses must meet the new Vehicle requirements.

20.16 **USB sockets**

Only new Vehicles entering service and those Vehicles undergoing mid-life update will be subject to the requirements detailed in paragraph 16.3 of part D of this schedule 7.

20.17 **Seats**

(a) **Seating capacity**

All Vehicles nominated for inclusion in a Unit's Fleet List must comply with the requirements set out in paragraph 3 of part D of this schedule 7 and such requirement may only be waived:

(i) if:

- (A) such Vehicle is only included in a Unit's Fleet List for a negotiated Service Contract entered into during the Initial Unit Allocation Process;
- (B) such Vehicle meets the minimum capacity for seated passengers as defined in paragraph 3 of part D of this schedule 7; and
- (C) Auckland Transport has approved a transition plan; or

(ii) if in relation to an existing Vehicle:

- (A) Auckland Transport has under sub-paragraph (b)(iii) below waived the requirement for the existing Vehicle to comply with paragraph 10.1(c) and 10.1(d), part D of this schedule 7 which results in the existing Vehicle's non-compliance with the requirements set out in paragraph 3 of part D of schedule 7;
- (B) Auckland Transport has determined that compliance with paragraph 3 of part D of this schedule is not required at such time; and
- (C) provided that such waiver by Auckland Transport does not result in the existing Vehicle failing to comply with any legal or regulatory requirements applicable to such Vehicle at the time.

(b) **Seating configuration**

- (i) A new Vehicle entering service will be subject to the requirements detailed in paragraph 10 of part D of this schedule 7.
- (ii) Subject to sub-paragraph (iii) below, an existing Vehicle undergoing a mid-life update is required to comply with the requirements detailed in paragraph 10.1(c) and 10.1(d) of part D of this schedule 7.

- (iii) Auckland Transport reserves the right to waive the requirement for an existing Vehicle undergoing a mid-life update to comply with paragraph 10.1(c) and 10.1(d), part D of this schedule 7:
 - (A) if Auckland Transport determines that the implementation of the seating re-configuration will adversely impact the existing Vehicle's compliance with paragraph 3, part D of this schedule 7; and
 - (B) provided that such waiver by Auckland Transport does not result in the existing Vehicle failing to comply with any legal or regulatory requirements applicable to such Vehicle at the time.

(c) **Seating fabric**

- (i) All new Vehicles entering service and existing Vehicles undergoing a mid-life update will be required to comply with the seat fabric requirements as outlined in the Branding Manual.
- (ii) If prior to an existing Vehicle undergoing a mid-life update, all seat fabric is required to be replaced, then the Operator will ensure that at that time, all replacement seat fabric complies with the seat fabric requirements outlined in the Branding Manual.

20.18 **School Buses / Charter Buses**

Where an Existing Vehicle will be used exclusively for school services and / or charter work then the following can apply. A transition plan must be agreed between the Operator and Auckland Transport prior to the Commencement Date.

(a) Doors

Classification	Specification
SB/LB/XLB	1 door required

(b) Engine

Characteristic	Specification
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Emission	<p>Minimum Euro 2, or equivalent or better.</p> <p>Euro 2 (or better) vehicles may be used by the operator to conduct school runs / charter work only. A transition plan for Euro 2 vehicles must be agreed prior to the start of the contract showing how and when these Vehicles will be removed from the Operator's fleet.</p>
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Appendix 1 – Vehicle Condition

Table 1: External Vehicle Scoring Schedule		Major Scratching = deep scratching penetrating surface of paint more than 30cm long Minor scratching = shallow scratching on paint < 30cm long	Major Denting= more than 60cm long or depression of greater than 20 cm Minor denting = less than 30cm long and < 6cm depression	Major Damage = rip, tear or abrasion of longer than 10cm Minor Damage = rip, tear, crack or abrasion of <10cm	Major Damage = rip, tear, crack or abrasion of longer than 10cm Minor Damage = rip, tear, crack or abrasion of <10cm Minor discolouration = slight loss of colour through fading	Major Discolouration = excessive fading, looks untidy, requires repaint Minor Discolouration = slight loss of colour through fading	Excessive Dirt = dirt > 20cm sq. area. Also includes dirt, hand or finger prints on windows. Minor Dirt = dirt < 20cm sq. area. Also includes dirt, hand or finger prints on windows.		
Score	Description	Panel Scratches	Denting	Operator Branding	AT Branding	Vehicle Paintwork	Vehicle Cleanliness		
10	New Condition	New condition							
9	Excellent Condition	No scratching on any panels	No denting on any panels	No damage or discolouration to decals	No damage or discolouration to branding	No faded or discoloured paint	No visible dirt on vehicle	If a vehicle scores a 9 in all external attributes and nothing in the external pass / fail schedule, its external vehicle score will be upgraded to 10	
8	Very Good Condition	Minor scratching on one panel	Minor denting on one panel	One decal with minor damage	Some minor discolouration of branding	Minor Paint discolouration on one panel	Minor dirt on one panel or window		
7	Good Condition	Minor scratching on 2 panels	Minor denting on 2 panels	2 decals with minor damage	Minor damage to any one piece of branding	Minor Paint discolouration on 2 panels	Minor dirt on 2 or more panels or windows		
6	Fair Condition	Minor scratching on 3 or more panels or major scratching on one panel	Minor denting on 3 or more panels or major denting on one panel	3 or more decals with minor damage or 1 decal missing or with major damage	Minor damage to 2 or more pieces of branding or major damage to any one piece of branding	Major Paint discolouration on one panel or minor discolouration on 3 or more panels	Excessive dirt on one panel or window		
5	Below Average Condition	Major scratching on 2 panels	Major denting on 2 panels	Two decals missing or with major damage	Major damage to two or more pieces of branding	Paint or advertising on back of vehicle untidy or major paint discolouration on two or more panels	Excessive dirt on 2 or more panels (but <50% of vehicle) or exhaust stain on vehicle back	Attribute scores of 5 & above are averaged across all external attributes to obtain the external vehicle score	
4	Vehicle requires immediate attention	Major scratching on 3 panels	Major denting on 3 panels	3 or more decals missing or with major damage	Missing branding	External Graffiti or Primer on one panel	Vehicle has excessive dirt over more than 50% of its body.	Attribute scores of 4 & below in any external attribute will result in the external vehicle score being the lowest score received	
3	Poor Condition	Major scratching on 4 or more panels	Major denting on 4 or more panels	-	-	External Graffiti or primer on 2 or more panels	Vehicle has excessive dirt over more than 75% of its body.		
2	Extremely Poor Condition	-	-	-	-	-	-		
1	Vehicle unsafe	-	-	-	-	-	-		
	Non-Compliant Vehicle requiring repair within 7 days (can remain in service). Penalty to apply if issue not resolved on recheck								
	Non-Compliant Vehicle to be removed from service within 24 hours for repair within 3 working days. Penalty to apply if not resolved on recheck								



Table 2: External Vehicle Pass/Fail Schedule

Score	Description	Panel Fitment <small>Loose panels = those that move freely Badly fitting panels = those with a gap of greater than 1cm at any part</small>	Visual Smoke <small>Large amount of visible smoke = excessive or prolonged smoke emission either during acceleration or while stationary</small>	Doors	Destination Screens	
10	New Condition	-	-	-	-	
9	Excellent Condition	-	-	-	-	
8	Very Good Condition	-	-	-	-	
7	Good Condition	-	-	-	-	
6	Fair Condition	-	-	-	-	
5	Below Average Condition	One loose or badly fitting panel	-	Loose, sticking or rattling doors	Destination screens not clear to read.	Attribute scores of 5 & above are averaged across all external attributes to obtain the external vehicle score
4	Vehicle requires immediate attention	One loose or badly fitting panel	-	Doors not closing properly or seals damaged causing air to enter interior	Destination screens not working	Attribute scores of 4 & below in any external attribute will result in the external vehicle score being the lowest score received
3	Poor Condition	2 loose or badly fitting panels	Large amount of visible smoke	-	-	
2	Extremely Poor Condition	3 or more loose or badly fitting panels	-	-	Destination screens not fitted	
1	Vehicle unsafe	One or more panels representing a safety hazard to road or bus users.	-	Doors not working	-	
	Non-Compliant Vehicle requiring repair within 7 days (can remain in service). Penalty to apply if issue not resolved on recheck					
	Non-Compliant Vehicle to be removed from service within 24 hours for repair within 3 working days. Penalty to apply if not resolved on recheck					

Note: Vehicles assessed for their External score will be assessed using the criteria in Table 1, Table 2 and Table 5 (when applicable). Table 1 is used for general vehicle condition scoring while Table 2 contains criteria which are considered by AT to be pass/fail type criteria. Vehicle attribute scores will only be given in Table 2 if the vehicle is non-compliant. A score of 4 or below will require that the vehicle is removed from service.



Table 3: Internal Vehicle Score Schedule

Score	Description	Seat Damage	Scratches on front windows (opposite and in front of rear door)	Scratches on Walls	Floor	Front Drivers Area	Walls Dirty	Ceiling Dirty	
		Minor discolouration = slight loss of colour through fading	Major Scratching = more than 20cm sq. area Minor scratching < 20cm sq. area	Major Scratching = scratching of >20cm sq. area Minor scratching = scratching < 20cm sq. area	Excessive Dirt = dirt, sticker, stain or rubbish > 10cm sq. area. Also includes hand or finger prints. Minor Dirt = dirt, sticker, stain or rubbish < 10cm sq. area. Also includes hand or finger prints.	Excessive Dirt = dirt, sticker or stain > 10cm sq. area. Minor Dirt = dirt, sticker or stain < 10cm sq. area.	Excessive Dirt = dirt, sticker or stain > 20cm sq. area. Also includes hand or finger prints on window. Minor Dirt = dirt, sticker or stain < 20cm sq. area. Also includes hand or finger prints on window.	Excessive Dirt = dirt, sticker or stain > 20cm sq. area. Also includes hand or finger prints on window. Minor Dirt = dirt, sticker or stain < 20cm sq. area. Also includes hand or finger prints on window.	
10	New Condition	New condition							
9	Excellent Condition	No damage to seats	No scratching on any front windows	No scratches on walls	No damage to floor coverings or dirt on floors	Drivers area clean & tidy	Walls clean	Ceiling clean	If a vehicle scores a 9 in all internal attributes and nothing in the internal pass / fail schedule, it's internal vehicle score will be upgraded to 10
8	Very Good Condition	Minor discolouration of fabric on 1 seat cushion	Minor scratching on 1 front window	Minor scratching in one place on walls	Floor has minor dirt in 1 location	Drivers area has minor dirt in one location	Walls have minor dirt in one location	Ceiling has minor dirt in 1 location	
7	Good Condition	Minor discolouration of fabric on 2 or more seat cushions	Minor scratching on 2 or more front windows	Minor scratching in 2 places on walls	Floor has minor dirt in 2 locations	Drivers area has minor dirt in 2 locations	Walls have minor dirt in 2 locations	Ceiling has minor dirt in 2 locations	
6	Fair Condition	Graffiti, stains, gum damage, dirt ingress on 1 or 2 seats, or ripped/ torn /unstitched upholstery on 1 seat	Major scratching on 1 front window	Minor scratching in 3 or more places on walls	Floor has minor dirt in 3 or more locations, or floor has excessive dirt in one location	Drivers area has minor dirt in 3 or more locations	Walls have minor dirt in 3 or more locations or have old graffiti which has been removed but is still visible	Ceiling has minor dirt in 3 or more locations	
5	Below Average Condition	Graffiti, stains, gum damage or dirt ingress on 3 or more seats, or ripped/ torn /unstitched upholstery on 2 seats	Major scratching on 2 front windows	Major scratching in one place on walls	Floor has excessive dirt in 2 or more locations, or floor ripped or abraded in one location	Drivers area has excessive dirt in one location	Walls have excessive dirt or graffiti in one location	Ceiling has excessive dirt or graffiti in one location	Attribute scores of 5 & above are averaged across all internal attributes to obtain the internal vehicle score
4	Vehicle requires immediate attention	Ripped/ torn /unstitched upholstery on 3 or more seats	Major scratching on 3 or more front windows	Major scratching in 2 places on walls	Floor surface ripped or abraded in 2 locations	Drivers area has excessive dirt in two or more locations	Walls have excessive dirt or graffiti in 2 locations	Ceiling has excessive dirt or graffiti in 2 locations	Attribute scores of 4 & below in any internal attribute will result in the internal vehicle score being the lowest score received
3	Poor Condition	Cushion missing on 1 seat	-	Major scratching in 3 places on walls	Floor surface ripped or abraded in 3 or more locations, and/or vomit on floor	-	Walls have excessive dirt or graffiti in 3 or more locations	Ceiling has excessive dirt or graffiti in 3 or more locations	
2	Extremely Poor Condition	Cushion missing on 2 or more seats	Major scratching on multiple windows that result in very limited visibility	Major scratching in 4 places on walls	-	-	-	-	
1	Vehicle unsafe	Housing loose on 1 or more seats	-	-	Loose, lifted, or slippery floor covering representing a safety hazard to bus users.	-	-	-	
	Non-Compliant Vehicle requiring repair within 7 days (can remain in service). Penalty to apply if issue not resolved on recheck								
	Non-Compliant Vehicle to be removed from service within 24 hours for repair within 3 working days. Penalty to apply if not resolved on recheck								



Table 4: Internal Vehicle Pass/Fail Schedule

Score	Description	Wheel Chair Straps	Internal Ceiling Panels	Bells	Bus Stopping Sign	Unpleasant Odour = a strong unpleasant odour = a pervasive odour strong enough to deter passengers from using the service. Unpleasant but tolerable odour = odour which causes passenger discomfort.	Radio Telephone Fitted	Fire Extinguisher Fitted	Heater/Air conditioning/Climate Control	Wheelchair Ramp	Camera's Working / Fitted	
10	New Condition	-	-	-	-	-	-	-	-	-	-	
9	Excellent Condition	-	-	-	-	-	-	-	-	-	-	
8	Very Good Condition	-	-	-	-	-	-	-	-	-	-	
7	Good Condition	-	-	-	-	-	-	-	-	-	-	
6	Fair Condition	-	-	-	-	-	-	-	-	-	-	
5	Below Average Condition	-	-	One or more bell buttons or cord sticking or not working	-	Odour in vehicle unpleasant but tolerable	-	-	Climate control doesn't heat or cool bus sufficiently	Ramp sticking when deployed.	Camera lenses/ shrouds damaged	Attribute scores of 5 & above are averaged across all internal attributes to obtain the internal vehicle score
4	Vehicle requires immediate attention	-	One loose or badly fitting panel	Bells not working on vehicle	Sign not functioning	Strong unpleasant odour	-	-	Climate control doesn't work	-	-	Attribute scores of 4 & below in any internal attribute will result in the internal vehicle score being the lowest score received
3	Poor Condition	-	2 loose or badly fitting panels	-	-	-	-	-	-	Ramp not functional	-	-
2	Extremely Poor Condition	-	3 or more loose or badly fitting panels	-	No sign	Strong unpleasant odour to the point of making passengers feel unwell	-	-	-	No ramp fitted	Cameras not fitted or not working	-
1	Vehicle unsafe	No straps fitted or straps damaged	One or more panels representing a safety hazard to bus users.	-	-	-	No	No	-	-	-	-
	Non-Compliant Vehicle requiring repair within 7 days (can remain in service). Penalty to apply if issue not resolved on recheck											
	Non-Compliant Vehicle to be removed from service within 24 hours for repair within 3 working days. Penalty to apply if not resolved on recheck											

Note: Vehicles assessed for their internal score will be assessed using the criteria in Table 3 and Table 4. Table 3 is used for general vehicle condition scoring while Table 4 contains criteria which are considered by AT to be pass/fail type criteria. Vehicle attribute scores will on be given in Table 4 if the vehicle is non-compliant. A score of 4 or below will require that the vehicle is removed from service



Table 5: Internal Vehicle Pass/ Fail Schedule

Score	Description	USB Charging Points	Internal Infotainment Screens	LBDD Only – Passenger Counter
10	New Condition			
9	Excellent Condition	-	-	-
8	Very Good Condition	-	-	-
7	Good Condition	-	-	-
6	Fair Condition	-	-	-
5	Below Average Condition	-	Screen/s not working or defect	Counter not working
4	Vehicle requires immediate attention	-	Screen cracked or damaged	Counter screen or casing damaged
3	Poor Condition	-	-	-
2	Extremely Poor Condition	-	-	-
1	Vehicle unsafe	-	-	-
	Non-Compliant Vehicle requiring repair within 7 days (can remain in service). Penalty to apply if issue not resolved on recheck			
	Non-Compliant Vehicle to be removed from service within 24 hours for repair within 3 working days. Penalty to apply if not resolved on recheck			



Table 6: Internal Rear Window Scratching		Major Scratching = scratching of >20cm sq. area Minor scratching= scratching < 20cm sq. area	
Score	Description	Scratches on rear windows (behind rear door)	
10	New Condition		
9	Excellent Condition	No scratching on any rear windows	If a vehicle scores a 9 in all internal attributes and nothing in the internal pass / fail schedule, it's internal vehicle score will be upgraded to 10
8	Very Good Condition	Minor scratching on 1 rear window	
7	Good Condition	Minor scratching on 2 or more rear windows	
6	Fair Condition	Major scratching on 1 rear window	
5	Below Average Condition	Major scratching on 2 rear windows	Attribute scores of 5 & above are averaged across all internal attributes to obtain the internal vehicle score
4	Vehicle requires immediate attention	Major scratching on 3 or more rear windows	Attribute scores of 4 & below in any internal attribute will result in the internal vehicle score being the lowest score received
3	Poor Condition	-	
2	Extremely Poor Condition	-	
1	Vehicle unsafe	-	
	Non-Compliant Vehicle requiring repair within 7 days (can remain in service). Penalty to apply if issue not resolved on recheck		
	Non-Compliant Vehicle to be removed from service within 24 hours for repair within 3 working days. Penalty to apply if not resolved on recheck		

Windows aft of the rear door (on both sides of the Vehicle) are to be fitted with an Anti-Graffiti laminate. The laminate will be required to be replaced 6 monthly in line with Certificate of Fitness test where graffiti or etching occurs. A list of Certificate of Fitness dates for all Vehicles nominated and/ or used on Contracts post February 2009 is to be provided to AT at Contract acceptance. This list will be used by AT staff to audit the vehicles to ensure laminate is replaced as required. Front windows (opposite and in front of the rear door) will be monitored monthly as with all other attributes in Tables 1-4 above.



PTOM UNIT AGREEMENT UNIT 3 - GREY LYNN

Procurement Number: 442-16-1051-PT

Between

Auckland Transport

And

"[the Operator]"

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Unit Agreement Page

Relating to Unit: **Unit 3 – Grey Lynn**

This Unit agreement is made the _____ day of _____ (year) _____

BETWEEN **Auckland Transport**, a council-controlled organisation established under the Local Government (Auckland Council) Act 2009 (“AT”);

AND **[Full Legal Name A]**, company number [●] with its registered office at [address] (“Operator”), -

(each, a “**Party**” and together, the “**Parties**”).

Executed as an agreement.

SIGNED for **Auckland Transport** by:

Print Name:
Position/ title:
Date:

Print Name:
Position/ title:
Date:

SIGNED for **[Operator]** by:

Print Name:
Position/ title:
Date:

Print Name:
Position/ title:
Date:

Introduction

- A. Auckland Transport and the Operator have entered into the Regional Partnering Agreement for the provision of public transport bus services in Auckland dated [date] (the **Regional Partnering Agreement**).
- B. This Agreement is a Unit Agreement as defined in the Regional Partnering Agreement and, together with the Regional Partnering Agreement, comprises the Service Contract between Auckland Transport and the Operator for the Unit.
- C. The Operator will provide bus services as specified in the Unit, and the Operator and Auckland Transport will perform their respective functions and responsibilities in relation to that Unit, under the Service Contract.

It is agreed

1. Interpretation

Definitions:

In this Agreement, unless the context otherwise requires words and expressions defined in the Regional Partnering Agreement but not in this Agreement have the same meaning in this Agreement, and:

PTOM Business Plan requirements Guidelines means the business plan requirements guidelines published by Auckland Transport, as amended from time to time.

Unit means the Unit described in paragraph 1, with the Routes and Timetable specified in paragraph 2, of schedule 1 to this Agreement; and

Service Contract means, in relation to the Unit, this Agreement (including the schedules to this Agreement), together with the Regional Partnering Agreement.

Schedule 1: Unit

1. Description

Unit name: Grey Lynn	
Unit identifier: 3	

2. Contract details

For the Service Contract:

Routes:	Refer to schedule 2.
Timetable:	Refer to schedule 2.
Indicative Service Commencement Date:	August 2017
Term:	9 years.
a) In-service kilometre rate b) In-service hour rate c) Peak vehicle requirement rate Annual Gross Price (a)*annual in-service kilometres + (b)*annual in-service hours + (c)*number of peak vehicles employed (as at Commencement Date).	\$[●]/km \$[●]/hr \$[●]/ vehicle [\$(●).]
AGP Components Variation Rates: <ul style="list-style-type: none"> • In-service kilometre rate • In-service hour rate • Peak vehicle requirement rate 	\$[●]/km \$[●]/hr \$[●]/ vehicle

Financial incentive mechanism:	
<ul style="list-style-type: none"> [Revenue as at Commencement Date:] 	[\$[●].]
Non Commercial Unit share proportions: <ul style="list-style-type: none"> Auckland Transport: Operator: 	75% 25%
Commercial Unit share proportions: <ul style="list-style-type: none"> Auckland Transport: Operator: 	20% 80%
Guarantee:	[Not required / Guarantee is required from [parent company name].]
Performance regime:	Refer to schedule 3.
Fleet list as at Commencement Date:	Refer to schedule 4.
Bond	
Insurance	

3. Business Plan

Specific requirements to be included in the business plan for the Unit are:

- a) a commencement/mobilisation plan inclusive of a detailed implementation plan and timeline;
- b) a customer service plan;
- c) a service delivery operations plan and supporting procedural documents;
- d) an environmental management plan;
- e) a business continuity plan; and
- f) an exit plan, -

the details of which are more particularly described in the PTOM Business Plan Requirements Guidelines.

4. Modifications to Regional Partnering Agreement

The Regional Partnering Agreement is, for the purposes of the Services Contract, amended as follows:

- Not applicable.

Schedule 2: Service Specifications

1. Route Descriptions

1.1 Public Routes

105 – Westmere to Britomart via Richmond Rd

Route UID: 10501

127 Garnet Rd Garnet Rd, (L) Old Mill Rd, (L) Surrey Cr, (L) Richmond Rd, (R) Ponsonby Rd, (L) Karangahape Rd, (L) Queen St, (L) Customs St West, **Customs St W**

105 – Britomart to Westmere via Richmond Rd

Route UID: 10502

Customs St W, Customs St West, (L) Fanshawe St, (L) Pitt St, (R) Karangahape Rd, (R) Ponsonby Rd, (L) Richmond Rd, (R) Surrey Cres, (R) Old Mill Rd, (R) Garnet Rd, **108 Garnet Rd**

106 – Freemans Bay Loop

Route UID: 10601

Customs St W Customs St West (L) Fanshawe St, (L) Hobson St, (R) Victoria St W, (L) Franklin Rd, (L) Wellington St, (R) Howe St, (L) Karangahape Rd, (L) Queen St, (L) Customs St West **Customs St W**

1.2 School Routes

012 – BRITOMART TO ST MARYS COLLEGE

Route UID: 01251

Customs St W, Customs St W, (L) Fanshawe St, (L) Halsey St, (R) Victoria St, College Hill, (R) New St, **St Marys College**

012 – ST MARYS COLLEGE TO BRITOMART

Route UID: 01262

St Marys College, New St, (L) College Hill, Victoria St, (L) Halsey St, (R) Fanshawe St, (L) Sturdee St, (R) Customs St W, **Customs St W**

020 – PONSONBY TO WESTERN SPRINGS COLLEGE

Route UID: 02055

281 Ponsonby Rd, Ponsonby Rd, (R) Richmond Rd, (R) Surrey Cres, (R) Old Mill Rd, (L) Motions Rd, **Western Springs College Bus Bay**

020 – WESTERN SPRINGS TO PONSONBY

Route UID: 02056

Western Springs College Bus Bay, Motions Rd, (R) Old Mill Rd, (L) Surrey Cres, (L) Richmond Rd, (L) Ponsonby Rd, (L) Pompallier Terrace, (R) Redmond St, **Redmond St nr Sheehan St**

2. Service Maps

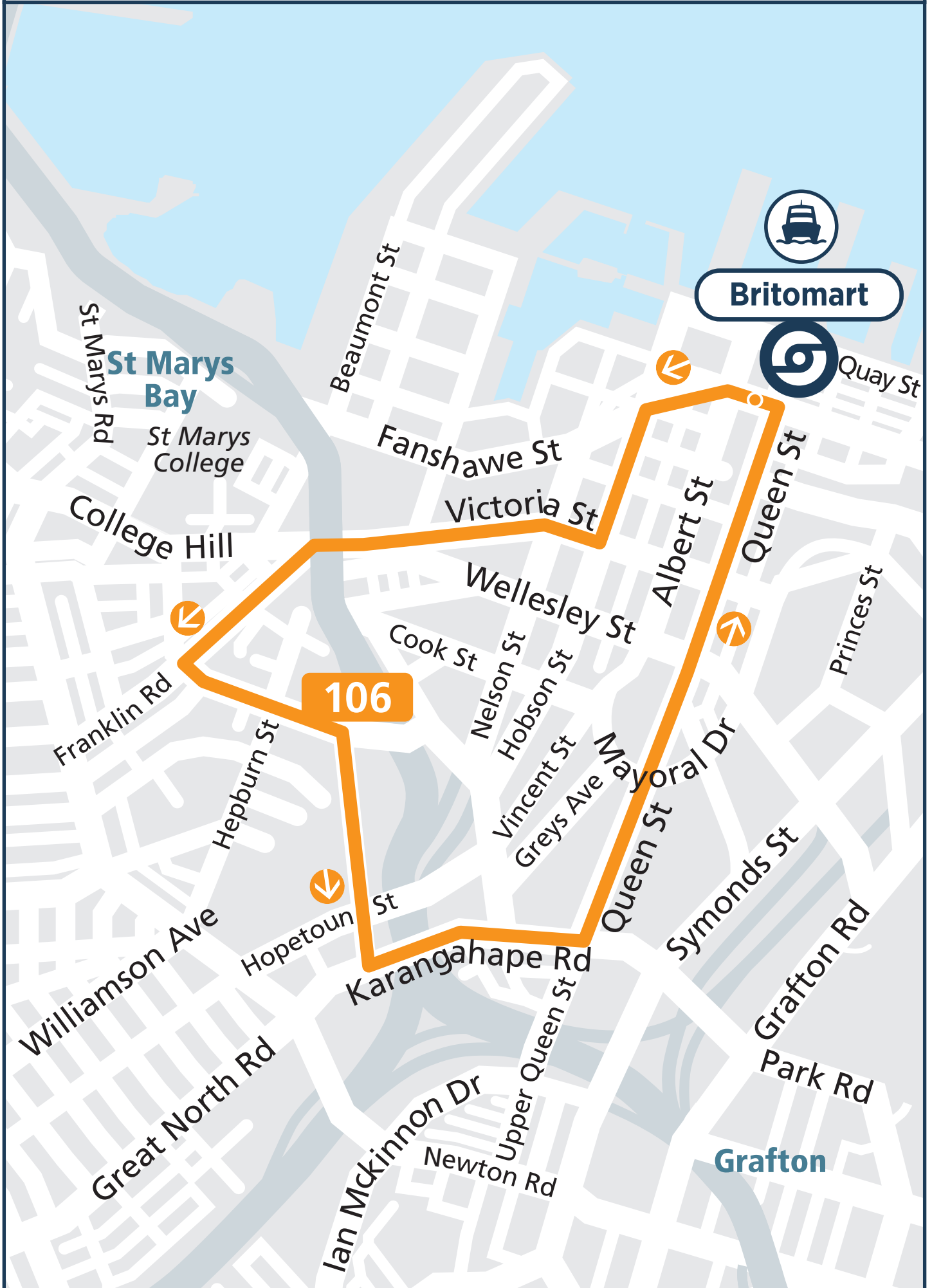
2.1 Public Maps



ROUTE 105 - WESTMERE TO BRITOMART VIA RICHMOND RD



ROUTE 106 - FREEMANS BAY LOOP



2.2 School Maps



SCHOOL BUS ROUTE 012 - BRITOMART TO ST MARYS COLLEGE



SCHOOL BUS ROUTE 020 - PONSONBY TO WESTERN SPRINGS COLLEGE



3. Route Timetables (Indicative)

3.1 Public Timetables

Westmere to Britomart via Richmond Rd

Inbound

Monday to Friday

105

Route	WESTMERE	RICHMOND RD SHOPS	BRITOMART
AM			
105	5.50	5.53	6.15
105	6.10	6.13	6.35
105	6.30	6.33	6.55
105	6.50	6.53	7.15
105	7.00	7.03	7.33
105	7.10	7.13	7.43
105	7.20	7.23	7.53
105	7.30	7.33	8.03
105	7.40	7.43	8.13
105	7.50	7.53	8.23
105	8.00	8.03	8.33
105	8.10	8.13	8.43
105	8.20	8.23	8.53
105	8.30	8.33	9.03
105	8.40	8.43	9.13
105	8.50	8.53	9.23
105	9.00	9.03	9.30
105	9.10	9.13	9.35
105	9.30	9.33	9.55
105	9.50	9.53	10.15
105	10.10	10.13	10.35
105	10.30	10.33	10.55
105	10.50	10.53	11.15
105	11.10	11.13	11.35
105	11.30	11.33	11.55
105	11.50	11.53	12.15
PM			
105	12.10	12.13	12.35
105	12.30	12.33	12.55
105	12.50	12.53	1.15
105	1.10	1.13	1.35
105	1.30	1.33	1.55
105	1.50	1.53	2.15
105	2.10	2.13	2.35
105	2.30	2.33	2.55
105	2.50	2.53	3.15
105	3.10	3.13	3.35
105	3.30	3.33	3.55
105	3.50	3.53	4.15
105	4.10	4.13	4.35
105	4.30	4.33	4.55
105	4.50	4.53	5.15
105	5.10	5.13	5.35
105	5.30	5.33	5.55
105	5.50	5.53	6.15
105	6.10	6.13	6.35
105	6.30	6.33	6.55
105	6.50	6.53	7.15
105	7.10	7.13	7.35
105	7.30	7.33	7.55
105	7.50	7.53	8.15
105	8.10	8.13	8.35
105	8.30	8.33	8.55
105	8.50	8.53	9.15
105	9.10	9.13	9.35
105	9.30	9.33	9.55
105	10.00	10.03	10.25
105	10.30	10.33	10.55

Westmere to Britomart via Richmond Rd				
Inbound				
Monday to Friday				105
Route	WESTMERE	RICHMOND RD SHOPS	BRITOMART	
PM	105	11.00	11.03	11.25

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Britomart to Westmere via Richmond Rd

Outbound

Monday to Friday

105

Route	BRITOMART	RICHMOND RD SHOPS	WESTMERE
AM			
105	6.20	6.42	6.45
105	6.40	7.02	7.05
105	7.00	7.22	7.25
105	7.20	7.42	7.45
105	7.40	8.02	8.05
105	8.00	8.22	8.25
105	8.20	8.42	8.45
105	8.40	9.02	9.05
105	9.00	9.22	9.25
105	9.20	9.42	9.45
105	9.40	10.02	10.05
105	10.00	10.22	10.25
105	10.20	10.42	10.45
105	10.40	11.02	11.05
105	11.00	11.22	11.25
105	11.20	11.42	11.45
105	11.40	12.02	12.05
PM			
105	12.00	12.22	12.25
105	12.20	12.42	12.45
105	12.40	1.02	1.05
105	1.00	1.22	1.25
105	1.20	1.42	1.45
105	1.40	2.02	2.05
105	2.00	2.22	2.25
105	2.20	2.42	2.45
105	2.40	3.02	3.13
105	3.00	3.22	3.33
105	3.20	3.42	3.53
105	3.30	4.02	4.05
105	3.40	4.10	4.13
105	3.50	4.20	4.23
105	4.00	4.30	4.33
105	4.10	4.40	4.43
105	4.20	4.50	4.53
105	4.30	5.00	5.03
105	4.40	5.10	5.13
105	4.50	5.20	5.23
105	5.00	5.30	5.33
105	5.10	5.40	5.43
105	5.20	5.50	5.53
105	5.30	6.00	6.03
105	5.40	6.10	6.13
105	5.50	6.20	6.23
105	6.00	6.30	6.33
105	6.10	6.40	6.43
105	6.20	6.50	6.53
105	6.30	7.00	7.03
105	6.45	7.15	7.18
105	7.00	7.30	7.33
105	7.20	7.42	7.45
105	7.40	8.02	8.05
105	8.00	8.22	8.25
105	8.20	8.42	8.45
105	8.40	9.02	9.05
105	9.00	9.22	9.25
105	9.30	9.52	9.55
105	10.00	10.22	10.25

Britomart to Westmere via Richmond Rd
Outbound

Monday to Friday

105

Route	BRITOMART	RICHMOND RD SHOPS	WESTMERE	
PM ▼	105	10.30	10.52	10.55
	105	11.00	11.22	11.25
	105	11.30	11.52	11.55

Westmere to Britomart via Richmond Rd

Inbound

Saturday & Sunday

105

Route	WESTMERE	RICHMOND RD SHOPS	BRITOMART
AM			
105	6.10	6.13	6.35
105	6.30	6.33	6.55
105	6.50	6.53	7.15
105	7.10	7.13	7.35
105	7.30	7.33	7.55
105	7.50	7.53	8.15
105	8.10	8.13	8.35
105	8.30	8.33	8.55
105	8.50	8.53	9.15
105	9.10	9.13	9.35
105	9.30	9.33	9.55
105	9.50	9.53	10.15
105	10.10	10.13	10.35
105	10.30	10.33	10.55
105	10.50	10.53	11.15
105	11.10	11.13	11.35
105	11.30	11.33	11.55
105	11.50	11.53	12.15
PM			
105	12.10	12.13	12.35
105	12.30	12.33	12.55
105	12.50	12.53	1.15
105	1.10	1.13	1.35
105	1.30	1.33	1.55
105	1.50	1.53	2.15
105	2.10	2.13	2.35
105	2.30	2.33	2.55
105	2.50	2.53	3.15
105	3.10	3.13	3.35
105	3.30	3.33	3.55
105	3.50	3.53	4.15
105	4.10	4.13	4.35
105	4.30	4.33	4.55
105	4.50	4.53	5.15
105	5.10	5.13	5.35
105	5.30	5.33	5.55
105	5.50	5.53	6.15
105	6.10	6.13	6.35
105	6.30	6.33	6.55
105	6.50	6.53	7.15
105	7.10	7.13	7.35
105	7.30	7.33	7.55
105	7.50	7.53	8.15
105	8.10	8.13	8.35
105	8.30	8.33	8.55
105	8.50	8.53	9.15
105	9.10	9.13	9.35
105	9.30	9.33	9.55
105	10.00	10.03	10.25
105	10.30	10.33	10.55
105	11.00	11.03	11.25

Britomart to Westmere via Richmond Rd

Outbound

Saturday & Sunday

105

Route	BRITOMART	RICHMOND RD SHOPS	WESTMERE
AM			
105	6.40	7.02	7.05
105	7.00	7.22	7.25
105	7.20	7.42	7.45
105	7.40	8.02	8.05
105	8.00	8.22	8.25
105	8.20	8.42	8.45
105	8.40	9.02	9.05
105	9.00	9.22	9.25
105	9.20	9.42	9.45
105	9.40	10.02	10.05
105	10.00	10.22	10.25
105	10.20	10.42	10.45
105	10.40	11.02	11.05
105	11.00	11.22	11.25
105	11.20	11.42	11.45
105	11.40	12.02	12.05
PM			
105	12.00	12.22	12.25
105	12.20	12.42	12.45
105	12.40	1.02	1.05
105	1.00	1.22	1.25
105	1.20	1.42	1.45
105	1.40	2.02	2.05
105	2.00	2.22	2.25
105	2.20	2.42	2.45
105	2.40	3.02	3.05
105	3.00	3.22	3.25
105	3.20	3.42	3.45
105	3.40	4.05	4.05
105	4.00	4.25	4.25
105	4.20	4.45	4.45
105	4.40	5.05	5.05
105	5.00	5.25	5.25
105	5.20	5.45	5.45
105	5.40	6.05	6.05
105	6.00	6.25	6.25
105	6.20	6.45	6.45
105	6.40	7.05	7.05
105	7.00	7.25	7.25
105	7.20	7.42	7.45
105	7.40	8.02	8.05
105	8.00	8.22	8.25
105	8.20	8.42	8.45
105	8.40	9.02	9.05
105	9.00	9.22	9.25
105	9.30	9.52	9.55
105	10.00	10.22	10.25
105	10.30	10.52	10.55
105	11.00	11.22	11.25
105	11.30	11.52	11.55

Freemans Bay Loop

One way loop

Monday to Friday

106

Route	BRITOMART	75 HOWE ST	BRITOMART
AM			
106	6.05	6.15	6.25
106	6.35	6.45	6.55
106	7.05	7.20	7.35
106	7.35	7.50	8.05
106	8.05	8.20	8.35
106	8.20	8.35	8.50
106	8.35	8.50	9.05
106	9.05	9.15	9.25
106	9.35	9.45	9.55
106	10.05	10.15	10.25
106	10.35	10.45	10.55
106	11.05	11.15	11.25
PM			
106	11.35	11.45	11.55
106	12.05	12.15	12.25
106	12.35	12.45	12.55
106	1.05	1.15	1.25
106	1.35	1.45	1.55
106	2.05	2.15	2.25
106	2.35	2.45	2.55
106	3.05	3.20	3.35
106	3.35	3.50	4.05
106	4.05	4.20	4.35
106	4.35	4.50	5.05
106	5.05	5.20	5.35
106	5.35	5.50	6.05
106	6.05	6.20	6.35
106	6.35	6.45	6.55
106	7.05	7.15	7.25
106	7.35	7.45	7.55
106	8.05	8.15	8.25
106	8.35	8.45	8.55
106	9.05	9.15	9.25
106	9.35	9.45	9.55
106	10.05	10.15	10.25
106	10.35	10.45	10.55
106	11.05	11.15	11.25

Freemans Bay Loop

One way loop

Saturday & Sunday

106

Route	BRITOMART	75 HOWE ST	BRITOMART
AM			
106	6.05	6.15	6.25
106	6.35	6.45	6.55
106	7.05	7.15	7.25
106	7.35	7.45	7.55
106	8.05	8.15	8.25
106	8.35	8.45	8.55
106	9.05	9.15	9.25
106	9.35	9.45	9.55
106	10.05	10.15	10.25
106	10.35	10.45	10.55
106	11.05	11.15	11.25
106	11.35	11.45	11.55
PM			
106	12.05	12.15	12.25
106	12.35	12.45	12.55
106	1.05	1.15	1.25
106	1.35	1.45	1.55
106	2.05	2.15	2.25
106	2.35	2.45	2.55
106	3.05	3.15	3.25
106	3.35	3.45	3.55
106	4.05	4.15	4.25
106	4.35	4.45	4.55
106	5.05	5.15	5.25
106	5.35	5.45	5.55
106	6.05	6.15	6.25
106	6.35	6.45	6.55
106	7.05	7.15	7.25
106	7.35	7.45	7.55
106	8.05	8.15	8.25
106	8.35	8.45	8.55
106	9.05	9.15	9.25
106	9.35	9.45	9.55
106	10.05	10.15	10.25
106	10.35	10.45	10.55
106	11.05	11.15	11.25

3.2 School Timetables

Morning Timetable

Route	012	020
Route UID	01251	02055
Britomart	8.20	
Ponsonby (281 Ponsonby Rd)		8.05
St Marys College	8.35	
Western Springs College		8.25

Afternoon Timetable

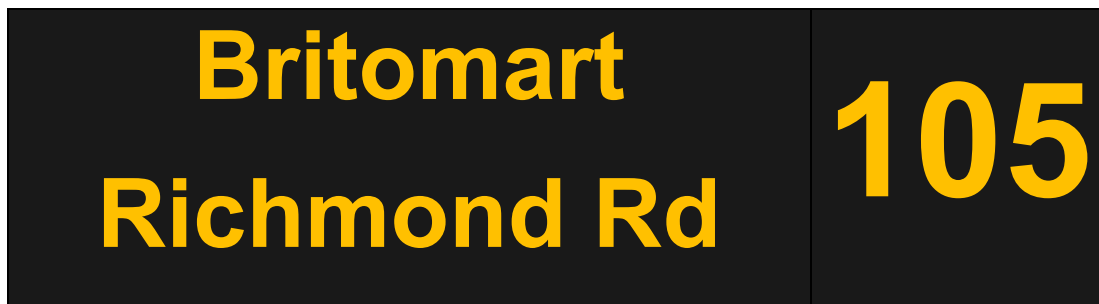
Route	012	020
Route UID	01262	02056
St Marys College	15.15	
Western Springs College		15.25
Britomart	15.30	
Ponsonby (Redmond St)		15.45

4. Destination Signage (Indicative)

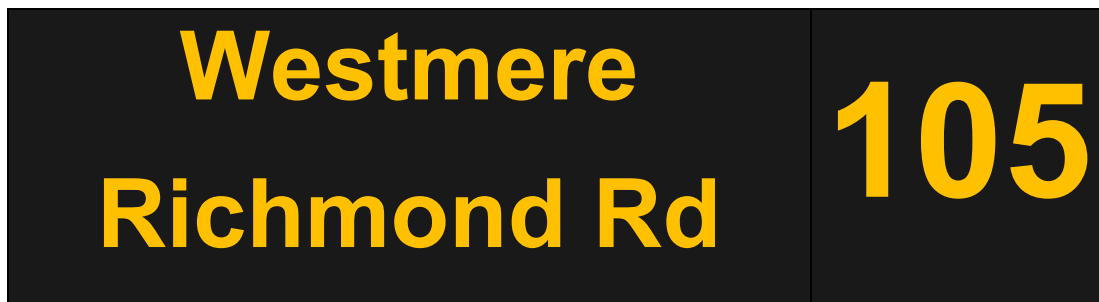
4.1 Buses will have consistent wording on the electronic signs for easy Route identification by passengers who are unfamiliar with the Route.

4.2 While the panels on the side of the bus may show a variety of scrolling information, the rear display (if available) will show the Route number at a minimum and the front facing display will show only the following:

105 – Westmere to Britomart via Richmond Rd
Route UID: 10501



105 – Britomart to Westmere via Richmond Rd
Route UID: 10502



106 – Freemans Bay Loop
Route UID: 10601



5. Bus Size

PTOM	Route #	Route Description	City Centre (Route TBC)	Expected Demand	RUB Vehicle size
3	105	WESTMERE TO BRITOMART VIA RICHMOND RD	Yes	Medium	Standard
	106	FREEMANS BAY LOOP	Yes	Low	Standard
3 Schools	12	BRITOMART TO ST MARYS COLLEGE	Yes	High	Standard
	20	PONSONBY TO WESTERN SPRINGS COLLEGE	No	High	Standard

6. Unit Statistics (Estimate)

Peak Vehicle Requirements

Standard PVR	10
--------------	----

Weekdays

ROUTE NUMBER	NUMBER OF TRIPS		IN SERVICE KILOMETRES	IN SERVICE HOURS
	IN	OUT		
012	1	1	4.535	0:30
020	1	1	10.305	0:40
105	58	60	840.974	54:05
106	36	0	190.908	14:00
TOTALS				
4	96	62	1046.722	69:15

Weekend

ROUTE NUMBER	NUMBER OF TRIPS		IN SERVICE KILOMETRES	IN SERVICE HOURS
	IN	OUT		
105	50	49	705.500	41:15
106	35	0	185.605	11:40
TOTALS				
2	85	49	891.105	52:55

Schedule 3: Performance regime



Area	Data Source	Definition	Default Event trigger for Cure Plan	Deduction regime	Expected Deliverable	Bonus Regime	Reporting Services	Reporting Services Deduction	Performance Deduction/Performance Bonus
KPIs									
Punctuality at First Stop <i>Non-headway managed Routes only</i>	EDW	<p>Defined as percentage of sighted trips departing origin within -59 seconds to + four minutes, 59 seconds late compared to scheduled departure time (calculated for the previous calendar month). Separate targets exist:</p> <ol style="list-style-type: none"> 1. First trip of a duty 2. Other trips run on rapid transit network 3. All remaining trips <p>The first trip in a duty will be identified using HOP data. Any trips run on the rapid transit network will be clearly articulated within the appropriate Unit Agreement(s). All trip departure times will be based on RAPID.</p>	<ol style="list-style-type: none"> 1. Below 97.5% 2. Below 96% 3. Below 93% 	<ol style="list-style-type: none"> 1. Below 99.0% 2. Below 98% 3. Below 95% 	<ol style="list-style-type: none"> 1. 99.0% 2. 98% 3. 95% 	<ol style="list-style-type: none"> 1. Above 99.4% 2. Above 98.4% 3. above 95.4% 	Monthly reporting. Data available at all times through EDW	N/A	<p>Upside and Downside. At or below the defined default event threshold requiring a Cure Plan be developed or above the bonus regime threshold (whichever shall be applicable).</p> <p>For first trip of a duty (1) if 99.5% or above is achieved 1% of AGP p.a. divided by twelve payable monthly.</p> <p>For all other trips (2 and 3) 0.5% of AGP for every 0.5% above the expected deliverable up to a max of 2.5% of AGP p.a. divided by twelve payable monthly.</p> <p>For all trips (1, 2, and 3) 0.5% of AGP for every 0.5% below expected deliverable up to a max of 2.5% of AGP p.a. divided by twelve deducted monthly in arrears.</p>



Area	Data Source	Definition	Default Event trigger for Cure Plan	Deduction regime	Expected Deliverable	Bonus Regime	Reporting Services	Reporting Services Deduction	Performance Deduction/Performance Bonus
Reliability	EDW	<p>Defined as percentage of sighted trips departing origin either: (A) within -59 seconds to + nine minutes, 59 seconds late compared to scheduled departure time (calculated for the previous calendar month), or (B) which are not seen at all in the EDW.</p> <p>Headway managed services are only measured using (B), above.</p> <p>Trips that operate outside of the defined timeframes, or which are not seen at all in the EDW are deemed to have been missed – these trips will not be paid for. For the avoidance of doubt Service Trips not run, i.e., any Service Trip that does not appear on the reports, will be deemed to have been identified by Auckland Transport as not having operated for the purposes of the Operational Performance Regime and will be subject to a Performance Deduction.</p>	<p>Non Headway Services: Below 96.5%</p> <p>Headway Services: 98%</p>	<p>Non Headway Services: Below 98%</p> <p>Headway Services: Below 100%</p>	<p>Non Headway Services: 98%</p> <p>Headway Services: 100%</p>	All Services: None	Monthly reporting. Data available at all times through EDW	N/A	<p>Between 98% to 100%:</p> <ol style="list-style-type: none"> deduct value of the trip if not operated deduct half the value of the trip if greater than 10 minutes late but still operated within 20 minutes from scheduled departure time. Trip value equals AGP divided by total annual unit trips. <p>Below 96.5%/98% (as appropriate) a Cure Plan is instigated. In addition to non-payment for each missed trip, a negative financial consequence is also imposed of 0.5% of AGP as abatement for every 0.5% below 98% up to a maximum of 1.5% of AGP p.a. divided by twelve payable/deducted monthly in arrears.</p>

Area	Data Source	Definition	Default Event trigger for Cure Plan	Deduction regime	Expected Deliverable	Bonus Regime	Reporting Services	Reporting Services Deduction	Performance Deduction/Performance Bonus
Punctuality at Timing Points <i>Non-headway managed Routes only</i>	EDW	Defined as percentage of sighted instances of trips leaving the Timing Points more than 59 seconds before the scheduled departure time compared to the scheduled departure time of the timing point. (Calculated for the previous calendar month)	Above 2%	Above 0%	0%	None	Monthly reporting. Data available at all times through EDW	N/A	Downside only. At 2% and above a Cure Plan is developed. Above 0.1% an abatement of 0.25% of AGP to a maximum of 1% AGP p.a. divided by twelve for every 0.5% above.
Punctuality at Timing Points <i>Headway managed Routes only</i>	EDW	Defined as the sightings of Service Trips at timing points being within [To be defined] of the scheduled Service frequency when compared to the previous trips sighting at the same timing point. (calculated for the previous calendar month)	Below 93%	Below 95%	95%	Above 95.4%	Monthly reporting. Data available at all times through EDW	N/A	Upside and Downside. Below 93% a Cure Plan is developed. 0.5% of AGP for every 0.5% above or below target up to a maximum of 2.5% of AGP p.a. divided by twelve payable/deducted monthly in arrears.
Real Time Registration	EDW	Defined as the percentage of trips which failed to register with the Real Time system owing to errors by the operator (e.g. driver failing to log on properly, or a vehicle with a faulty BDC)	Above 2.0%	Above 1.0%	1.0%	0.9%	Monthly reporting. Data available at all times through EDW	N/A	Upside and Downside. Above 2% a Cure Plan is developed. 0.10% of AGP per 0.1% above or below target up to a maximum of 1% of AGP p.a. divided by twelve payable/deducted monthly in arrears.

Area	Data Source	Definition	Default Event trigger for Cure Plan	Deduction regime	Expected Deliverable	Bonus Regime	Reporting Services	Reporting Services Deduction	Performance Deduction/Performance Bonus
Customer Satisfaction	CS Survey	Defined as the percentage score identified through AT's Customer Satisfaction Survey for operator controlled attributes for the previous period covered by the previous Customer Satisfaction Survey	Below 82%	Below 84.9%	85%	86%	Measured Quarterly	N/A	Upside and Downside. At 82% and below a Cure Plan is developed 0.1% of AGP as abatement for every 1% above and below performance target up to a maximum of 0.5% of AGP p.a. divided by four payable/deducted quarterly in arrears.



Performance Indicators (Service Delivery)									
Number of customer complaints	EDW	Defined as the number of operator-accountable complaints received per 100,000 passenger trips for the previous calendar month	TBC	None	Unit based targets to be set 6 months post the start of new units, with an expected 10% reduction each year	None	Monthly reporting. Data available at all times through EDW	N/A	None
Resolution of Customer complaints	EDW	Defined as percentage of customer feedback responded to within 4 business days for the previous calendar month	Less than 95%	None	95%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Accidents in or out of service	Operator Reported	Defined as non reporting within agreed timeframes of accidents or incidents over the previous calendar month whilst the vehicle is delivering AT trips.	Above 0	None	Nil	None	Reported monthly	N/A	None
Revenue Protection	EDW	Defined as the percentage of checks using HHDCs of passenger trips, proportional to Unit patronage	Less than 2%	None	2%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Fleet Conformity to Contract Specifications	AT Audit	Defined as the number of scheduled trips that operate using vehicles that conform to Vehicle Quality Standards and any additional specifications identified in the Unit Agreement (such as vehicle size)	Less than 98.5%	None	100%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Provision of Reports/ Data	AT Records	Defined as the number of reports or data that are complete and provided to AT by the operator by the stated timeline.	Any three late reports in a 24 month period	None	100%	None	Reported monthly	\$1,000 for each month	None



Operator Safety Rating	Public Domain	Defined as the current grading allocated to an Operator by the Transport Agency	Less than 4 stars	None	4 stars, or above	None	Reported monthly	\$500 per incident	None
Vehicle Quality Standards	AT Audit	Defined as the number of vehicles in an operator's fleet that comply with the current vehicle quality standards as identified by AT	Less than 100%	None	100%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Arrival at Final Stop	EDW	Defined as percentage of sighted instances of trips arriving at final destination less than 4 minutes, 59 seconds late compared to scheduled arrival time	Less than 90%	None	95%	None	Monthly reporting. Data available at all times through EDW	N/A	None
BDC Exception Interrupted Trips	EDW	Defined as the percentage of trips on which customers were charged an incorrect amount owing to the driver failing to properly correct errors on Interrupted trips through the BDC	Greater than 0.25%	None	0%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Bus Idling	EDW	Defined as the number of events that a bus idles for more than 3 minutes 59 second at any bus stop or layover (formal or informal) compared to the number of trips for that unit expressed as a percentage (calculated for the previous calendar month) (i.e. if there are 4,200 trips per month, and the threshold is 1%, then the target is triggered after 42 specific events)	Above 0.5%	None	0%	None	Monthly reporting. Data available at all times through EDW	N/A	None



Schedule 4: Unit Obligations

The following obligations are operational requirements for this Unit in relation to the proposals or commitments outlined in the Response and final negotiation bid agreed to as the basis for this Service Contract

Schedule 5: Fleet Specifications

This section details any variations to the Vehicle Quality Standards, including, but not limited to:

- Vehicle size
- Max vehicle age
- Specific branding requirements

PTOM UNIT AGREEMENT

UNIT 14 – MT WELLINGTON

Procurement Number: 442-16-1051-PT

Between

Auckland Transport

And

"[the Operator]"

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Unit Agreement Page

Relating to Unit: **Unit 14 – Mt Wellington**

This Unit agreement is made the _____ day of _____ (year) _____

BETWEEN **Auckland Transport**, a council-controlled organisation established under the Local Government (Auckland Council) Act 2009 (“AT”);

AND **[Full Legal Name A]**, company number [●] with its registered office at [address] (“Operator”), -

(each, a “**Party**” and together, the “**Parties**”).

Executed as an agreement.

SIGNED for **Auckland Transport** by:

Print Name:
Position/ title:
Date:

Print Name:
Position/ title:
Date:

SIGNED for **[Operator]** by:

Print Name:
Position/ title:
Date:

Print Name:
Position/ title:
Date:

Introduction

- A. Auckland Transport and the Operator have entered into the Regional Partnering Agreement for the provision of public transport bus services in Auckland dated [date] (the **Regional Partnering Agreement**).
- B. This Agreement is a Unit Agreement as defined in the Regional Partnering Agreement and, together with the Regional Partnering Agreement, comprises the Service Contract between Auckland Transport and the Operator for the Unit.
- C. The Operator will provide bus services as specified in the Unit, and the Operator and Auckland Transport will perform their respective functions and responsibilities in relation to that Unit, under the Service Contract.

It is agreed

1. Interpretation

Definitions:

In this Agreement, unless the context otherwise requires words and expressions defined in the Regional Partnering Agreement but not in this Agreement have the same meaning in this Agreement, and:

PTOM Business Plan requirements Guidelines means the business plan requirements guidelines published by Auckland Transport, as amended from time to time.

Unit means the Unit described in paragraph 1, with the Routes and Timetable specified in paragraph 2, of schedule 1 to this Agreement; and

Service Contract means, in relation to the Unit, this Agreement (including the schedules to this Agreement), together with the Regional Partnering Agreement.

Schedule 1: Unit

1. Description

Unit name: Mt Wellington	
Unit identifier: 14	

2. Contract details

For the Service Contract:

Routes:	Refer to schedule 2.
Timetable:	Refer to schedule 2.
Indicative Service Commencement Date:	August 2017
Term:	9 years.
a) In-service kilometre rate b) In-service hour rate c) Peak vehicle requirement rate Annual Gross Price (a)*annual in-service kilometres+ (b) *annual in-service hours+ (c)* number of peak vehicles employed (as at Commencement Date).	\$[●]/km \$[●]/hr \$[●]/ vehicle [\$(●).]
AGP Components Variation Rates: <ul style="list-style-type: none"> • In-service kilometre rate • In-service hour rate • Peak vehicle requirement rate 	\$[●]/km \$[●]/hr \$[●]/ vehicle

Financial incentive mechanism:	
<ul style="list-style-type: none"> [Revenue as at Commencement Date:] 	[\$[●].]
Non Commercial Unit share proportions: <ul style="list-style-type: none"> Auckland Transport: Operator: 	75% 25%
Commercial Unit share proportions: <ul style="list-style-type: none"> Auckland Transport: Operator: 	20% 80%
Guarantee:	[Not required / Guarantee is required from [parent company name].]
Performance regime:	Refer to schedule 3.
Fleet list as at Commencement Date:	Refer to schedule 4.
Bond	
Insurance	

3. Business Plan

Specific requirements to be included in the business plan for the Unit are:

- a) a commencement/mobilisation plan inclusive of a detailed implementation plan and timeline;
- b) a customer service plan;
- c) a service delivery operations plan and supporting procedural documents;
- d) an environmental management plan;
- e) a business continuity plan; and
- f) an exit plan, -

the details of which are more particularly described in the PTOM Business Plan Requirements Guidelines.

4. Modifications to Regional Partnering Agreement

The Regional Partnering Agreement is, for the purposes of the Services Contract, amended as follows:

- Not applicable.

Schedule 2: Service Specifications

1. Route Descriptions

1.1 Public Routes

298 - ONEHUNGA TO SYLVIA PARK VIA ELLERSLIE

Route UID: 29801

Onehunga Transport Centre, Upper Municipal Pl, (R) Church St, (L) Victoria St, (R) Mount Smart Rd, (L) Waitangi Rd, (L) Oranga Ave, (R) Rawhiti Rd, (R) Tawa Rd, (L) Horotutu Rd, (R) Campbell Rd, (R) Great South Rd, Main Hway, (R) Kalmia St, (L) Great South Rd, (L) Penrose Rd, (R) Portman Rd, Aranui Rd, (L) Commissariat Rd, (R) Ruawai Rd, (L) Aranui Rd, **Sylvia Park**

298 – SYLVIA PARK TO ONEHUNGA VIA ELLERSLIE

Route UID: 29802

Sylvia Park, Aranui Rd, (R) Ruawai Rd, (L) Commissariat Rd, (R) Aranui Rd, Portman Rd, (L) Penrose Rd, (R) Great South Rd, (R) Kalmia St, (L) Main Hway, Great South Rd, Campbell Rd, (L) Horotutu Rd, (R) Tawa Rd, (L) Rawhiti Rd, (L) Oranga Ave, (R) Waitangi Ave, (R) Mt Smart Rd, (L) Victoria St, (R) Church St, (L) Upper Municipal Pl, **Onehunga Transport Centre**

323 – OTAHUHU TO SYLVIA PARK VIA PANAMA RD

Route UID: 32301

Otahuhu Station, Station Rd, (R) Mason Ave, Avenue Rd, (L) Atkinson Rd (L) Princes St, (R) Great South Rd, (R) Vestey Dr, (R) Niall Burgess Rd, Panama Rd, (R) Mclennan Rd, (L) Panama Rd, (L) Jolson Rd, (L) Panama Rd, (R) Carbine Rd, (L) Sylvia Park Accessway, **Sylvia Park**

323 - SYLVIA PARK TO OTAHUHU VIA PANAMA RD

Route UID: 32302

Sylvia Park, Sylvia Park Accessway, (R) Carbine Rd, (L) Panama Rd, (R) Jolson Rd, (R) Panama Rd, (R) Mclennan Rd, (L) Panama Rd, Niall Burgess Rd, (L) Vestey Dr, (L) Great South Rd, (L) Princes St, (R) Atkinson Ave, (R) Avenue Rd, Mason Ave, (L) Station Rd **Otahuhu Station**

723 – ONEHUNGA TO GLEN INNES VIA SYLVIA PARK AND TRIPOLI RD

Route UID: 72301

Onehunga Transport Centre, Upper Municipal Pl, (R) Church St, (R) Great South Rd, (L) Sylvia Park Rd, (R) Mt Wellington Hway, (R) **Sylvia Park**, (L) Mt Wellington Hway, (R) Ellerslie–Panmure Hway, **Panmure Interchange**, Ellerslie–Panmure Hway, Queens Rd, (L) Kings Rd, (L) Tripoli Rd, (R) Erima Ave, (L) Pt England Rd, (R) Line Rd, (R) Apirana Ave, **Apirana Ave by Glen Innes Station**

723 – GLEN INNES TO ONEHUNGA VIA TRIPOLI RD AND SYLVIA PARK

Route UID: 72302

250 Taniwha St, (L) Apirana Ave, (L) Pt England Rd, (R) Erima Ave, (L) Tripoli Rd, (R) Kings Rd, (R) Queens Rd, Ellerslie Panmure Hway, **Panmure Interchange**, Ellerslie Panmure Hway, (L) Mt Wellington Hway, **Sylvia Park**, (L) Mount Wellington Hway, (R) Sylvia Park Rd, (R) Great South Rd, (L) Church St, (L) Upper Municipal Pl, **Onehunga Transport Centre**

725 - PANMURE TO GLEN INNES VIA STONEFIELDS

Route UID: 72501

Panmure Interchange (R) Ellerslie Panmure Hwy, (R) Lunn Ave, (R) Ngahue Dr, (R) College Rd, (R) Bluegrey Ave, (L) Tephra Blvd, (L) Stonefields Ave, Morrin Rd, (R) Merton Rd, (L) Apirana Ave, (R) Taniwha St, **250 Taniwha St**

725 - GLEN INNES TO PANMURE VIA STONEFIELDS

Route UID: 72502

250 Taniwha St, (L) Apirana Ave, (R) Merton Rd, (L) Morrin Rd, (R) Stonefields Ave, (R) Tephra Blvd, (R) Bluegrey Ave, (L) College Rd, (L) Ngahue Dr, (L) Lunn Ave, (L) Ellerslie Panmure Hwy, **Panmure Interchange**

729 – GLEN INNES TO SYLVIA PARK VIA MEADOWBANK AND ELLERSLIE

Route UID: 72901

250 Taniwha St, (L) Apirana Ave, (R) Merton Rd, (R) Howard Hunter Ave, (L) Felton Mathew Ave, (L) St Johns Rd, (R) Gowing Dr, (R) Parsons Rd, (R) Fancourt St, Harapaki Rd, (R) Meadowbank Rd, (L) Bonnie Brae Rd, (R) Meadowbank Rd, (L) Remuera Rd, (R) Gerard Way, (R) Grand Dr, (R) Abbotts Way, (L) Ladies Mile, (R) Morrin St, (L) Robert St, (L) Main Hwy, Ellerslie-Panmure Highway, (R) Ferndale Rd, (L) Panorama Rd, Almond Pl, (R) Harwood Rd, (R) Boakes Rd, (R) Barrack Rd, (L) Penrose Rd, (R) Mount Wellington Hwy, (L) **Sylvia Park**

729 – SYLVIA PARK TO GLEN INNES VIA ELLERSLIE AND MEADOWBANK

Route UID: 72902

Sylvia Park, (R) Mt Wellington Hwy, (L) Penrose Rd, (R) Barrack Rd, (L) Boakes Rd, (L) Harwood Rd, (L) Almond Pl, Panorama Rd, (R) Ferndale Rd, (L) Ellerslie-Panmure Hwy, (R) Main Hwy, (R) Robert St, (R) Morrin St, (L) Ladies Mile, (R) Abbotts Way, (L) Grand Dr, (L) Gerard Way, (L) St Johns Rd, (R) Meadowbank Rd, (L) Bonnie Brae Rd, (R) Meadowbank Rd, (L) Harapaki Rd, Fancourt St, (L) Parsons Rd, (L) Gowing Dr, (L) St Johns Rd, (R) Felton Mathew Ave, (R) Howard Hunter Ave, (L) Merton Rd, (L) Apirana Ave, **Apirana Ave by Glen Innes Station**

752 – PANMURE TO ST HELIERS VIA GLEN INNES

Route UID: 75201

Panmure Interchange, Ellerslie-Panmure Hwy, Queens Rd, (L) Pilkington Rd, (R) Court Crescent, (R) Pilkington Rd, (L) Point England Rd, (R) Apirana Ave, **Apirana Ave by Glen Innes Station**, Apirana Ave, (R) Taniwha St, (L) Line Rd, (R) West Tamaki Rd, (L) Ashby Ave, (R) Mt Taylor Dr, (L) Crossfield Rd, (L) Riddell Rd, (R) Rochdale Ave, (L) Chesterfield Ave, (R) Maskell Ave, (L) Bay Rd, (R) Vale Rd, (L) Tamaki Dr, **405 Tamaki Dr**

752 – ST HELIERS TO PANMURE VIA GLEN INNES

Route UID: 75202

Opposite 411 Tamaki Dr, Tamaki Dr, (R) Vale Rd, (L) Bay Rd, (R) Maskell St, (L) Chesterfield Ave, (R) Rochdale Ave, (L) Riddell Rd, (R) Crossfield Rd (R) Mt Taylor Dr, (L) Ashby Ave, (R) West Tamaki Rd, (L) Line Rd, (R) Taniwha St, **250 Taniwha St**, (L) Apirana Ave, (L) Point England Rd, (R) Pilkington Rd, (L) Court Crescent, (L) Pilkington Rd, (R) Queens Rd, Ellerslie Panmure Hwy, **Panmure Interchange**

766 – EASTERN BAYS CIRCUIT CLOCKWISE

Route UID: 76601

Opposite 411 Tamaki Dr, Tamaki Dr, (R) Vale Rd, (L) Bay Rd, (L) Riddell Rd, (L) St Heliers Bay Rd, (R) Kohimarama Rd, (L) Kepa Rd, (R) Kupe St, (R) Te Arawa St, (R) Matatua St, (R) Rukutai St, (L) Aotea St, (R) Nihill Cres, (L) Patteson Ave, (R) Tamaki Dr, (R) Averill Ave, Melanesia Rd, (L) Long Dr, (R) Tamaki Dr, **Opposite 411 Tamaki Dr**

766 – EASTERN BAYS CIRCUIT ANTICLOCKWISE

Route UID: 76602

405 Tamaki Dr, Tamaki Dr, (L) Long Dr, (R) Melanesia Rd, Averill Ave, (L) Tamaki Dr, (L) Patteson Ave, (R) Nihill Cres, (L) Aotea St, (R) Rukutai St, (L) Matatua St, (L) Te Arawa St, (L) Kupe St, (L) Kepa Rd, (R) Kohimarama Rd, (L) St Heliers Bay Rd, (R) Riddell Rd, (R) Bay Rd, (R) Vale Rd, (L) Tamaki Dr, **405 Tamaki Dr**

1.2 School Routes

Not applicable

2. Service Maps

2.1 Public Maps

ROUTE 298 - ONEHUNGA TO SYLVIA PARK VIA ELLERSLIE



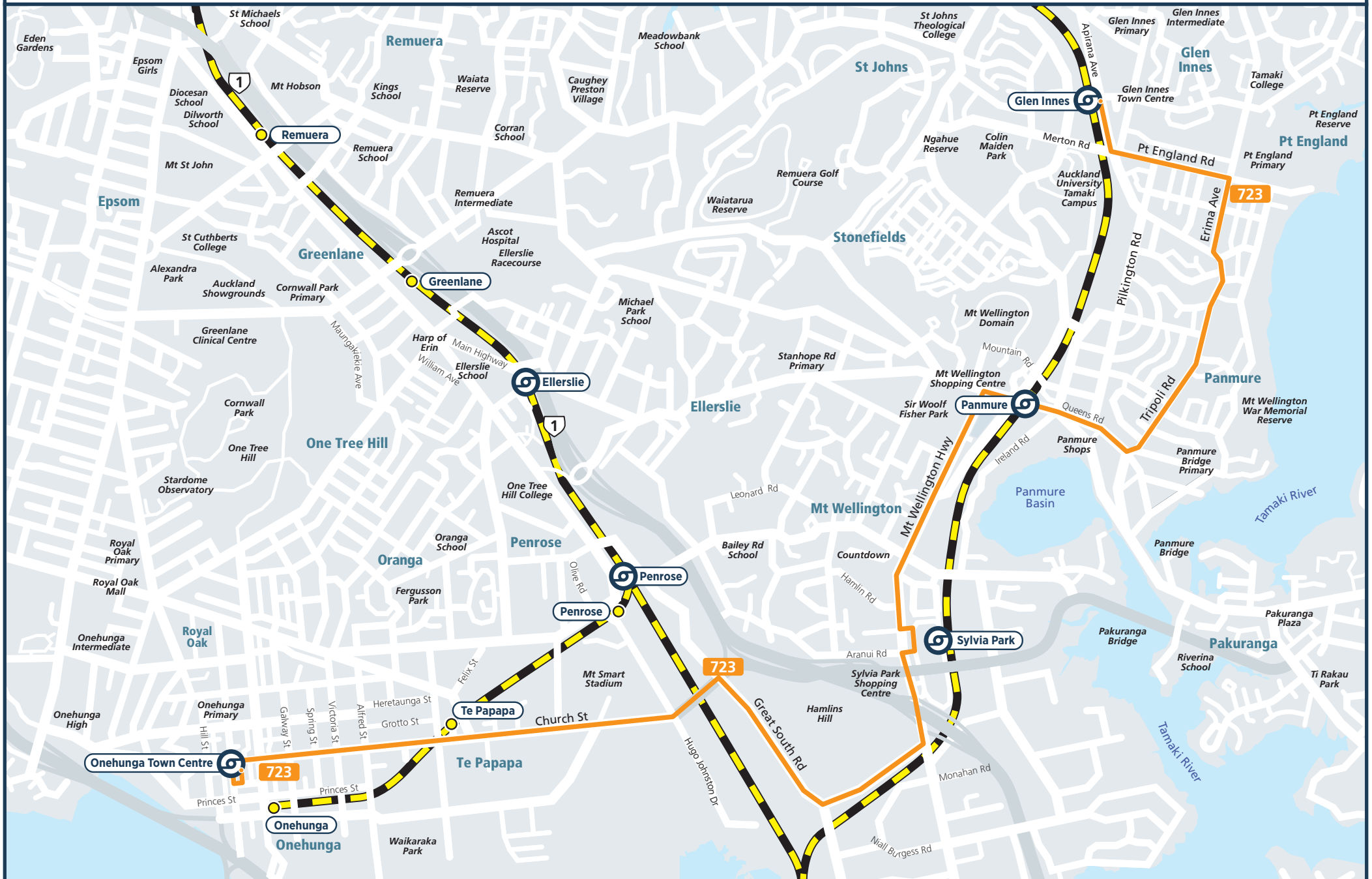
ROUTE 323 - OTAHUHU TO SYLVIA PARK VIA PANAMA RD



ROUTE 723 - ONEHUNGA TO GLEN INNES VIA SYLVIA PARK & TRIPOLI RD



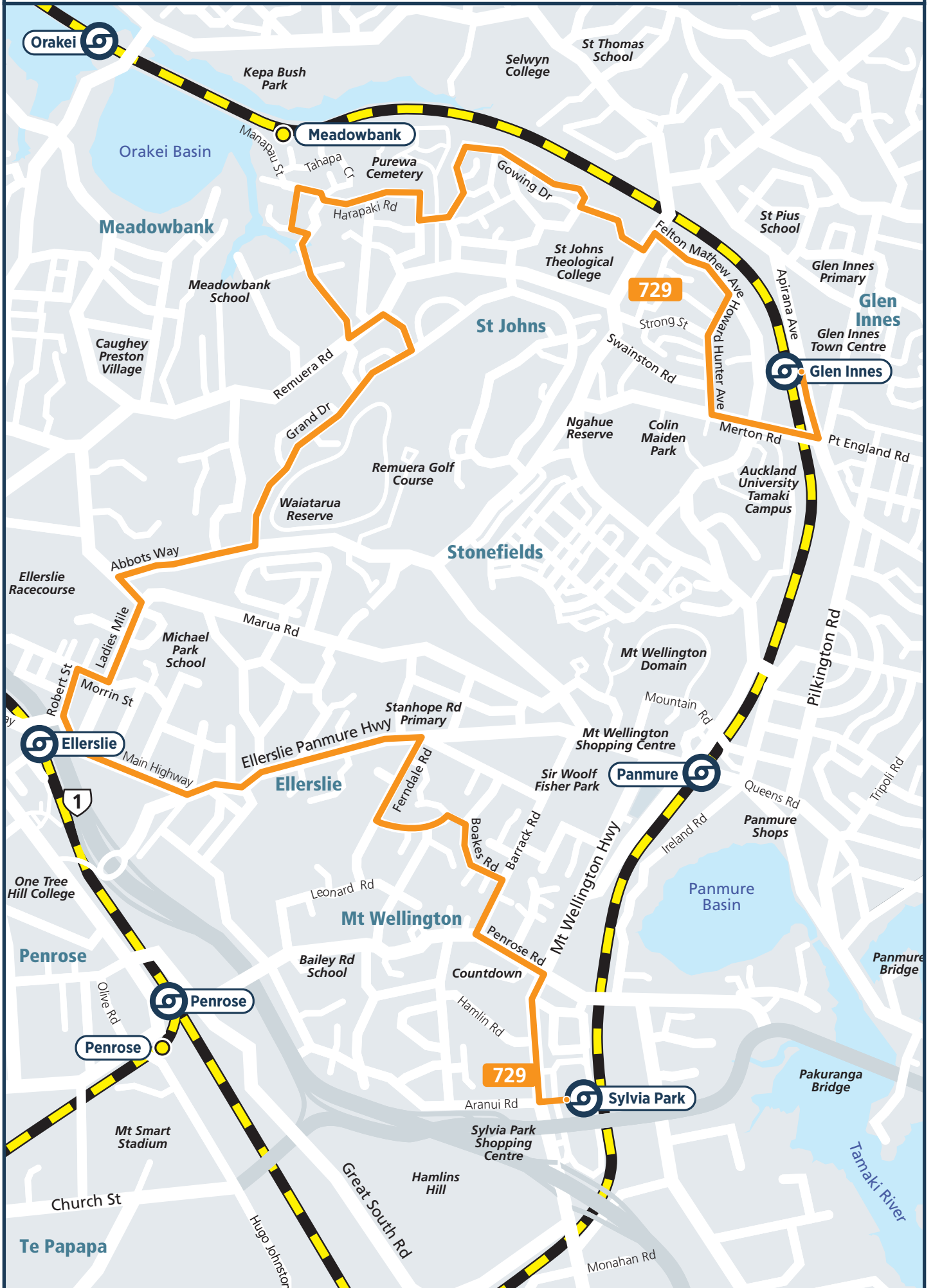
ROUTE 723 - ONEHUNGA TO GLEN INNES VIA TRIPOLI RD & SYLVIA PARK



ROUTE 725 - PANMURE TO GLEN INNES VIA STONEFIELDS



ROUTE 729 - GLEN INNES TO SYLVIA PARK VIA MEADOWBANK & ELLERSLIE



ROUTE 752 - PANMURE TO ST HELIERS VIA GLEN INNES



ROUTE 766 - EASTERN BAYS CIRCUIT



2.2 School Maps

Not applicable

3. Route Timetables (Indicative)

3.1 Public Timetables

Onehunga to Sylvia Park via Ellerslie

Inbound

Monday to Friday

298

Route	PLATFORM 1A ONEHUNGA	OPP 73 WAITANGI RD	ELLERSLIE	SYLVIA PARK	
AM ▼	298	5.40	5.48	6.00	6.15
	298	6.00	6.08	6.20	6.35
	298	6.20	6.28	6.40	6.55
	298	6.40	6.48	7.00	7.15
	298	7.00	7.08	7.20	7.35
	298	7.20	7.28	7.40	7.55
	298	7.40	7.48	8.00	8.15
	298	8.00	8.08	8.20	8.35
	298	8.20	8.28	8.40	8.55
	298	8.40	8.48	9.00	9.15
	298	9.00	9.08	9.20	9.35
	298	9.30	9.38	9.50	10.05
PM ▼	298	10.00	10.08	10.20	10.35
	298	10.30	10.38	10.50	11.05
	298	11.00	11.08	11.20	11.35
	298	11.30	11.38	11.50	12.05
	298	12.00	12.08	12.20	12.35
	298	12.30	12.38	12.50	1.05
	298	1.00	1.08	1.20	1.35
	298	1.30	1.38	1.50	2.05
	298	2.00	2.08	2.20	2.35
	298	2.30	2.38	2.50	3.05
	298	3.00	3.08	3.20	3.35
	298	3.20	3.28	3.40	3.55
	298	3.40	3.48	4.00	4.15
	298	4.00	4.08	4.20	4.35
	298	4.20	4.28	4.40	4.55
	298	4.40	4.48	5.00	5.15
	298	5.00	5.08	5.20	5.35
	298	5.20	5.28	5.40	5.55
	298	5.40	5.48	6.00	6.15
	298	6.00	6.08	6.20	6.35
298	6.20	6.28	6.40	6.55	
298	6.40	6.48	7.00	7.15	
298	7.00	7.08	7.20	7.35	
298	7.30	7.38	7.50	8.05	
298	8.00	8.08	8.20	8.35	
298	8.30	8.38	8.50	9.05	
298	9.30	9.38	9.50	10.05	

Sylvia Park to Onehunga via Ellerslie

Outbound

Monday to Friday

298

Route	SYLVIA PARK	ELLERSLIE	69 WAITANGI RD	PLATFORM 1A ONEHUNGA
AM				
298	6.00	6.15	6.27	6.35
298	6.20	6.35	6.47	6.55
298	6.40	6.55	7.07	7.15
298	7.00	7.15	7.27	7.35
298	7.20	7.35	7.47	7.55
298	7.40	7.55	8.07	8.15
298	8.00	8.15	8.27	8.35
298	8.20	8.35	8.47	8.55
298	8.40	8.55	9.07	9.15
298	9.00	9.15	9.27	9.35
298	9.20	9.35	9.47	9.55
298	9.50	10.05	10.17	10.25
298	10.20	10.35	10.47	10.55
298	10.50	11.05	11.17	11.25
298	11.20	11.35	11.47	11.55
298	11.50	12.05	12.17	12.25
PM				
298	12.20	12.35	12.47	12.55
298	12.50	1.05	1.17	1.25
298	1.20	1.35	1.47	1.55
298	1.50	2.05	2.17	2.25
298	2.20	2.35	2.47	2.55
298	2.40	2.55	3.07	3.15
298	3.00	3.15	3.27	3.35
298	3.20	3.35	3.47	3.55
298	3.40	3.55	4.07	4.15
298	4.00	4.15	4.27	4.35
298	4.20	4.35	4.47	4.55
298	4.40	4.55	5.07	5.15
298	5.00	5.15	5.27	5.35
298	5.20	5.35	5.47	5.55
298	5.40	5.55	6.07	6.15
298	6.00	6.15	6.27	6.35
298	6.20	6.35	6.47	6.55
298	6.40	6.55	7.07	7.15
298	7.00	7.15	7.27	7.35
298	7.20	7.35	7.47	7.55
298	7.50	8.05	8.17	8.25
298	8.20	8.35	8.47	8.55
298	8.50	9.05	9.17	9.25
298	9.20	9.35	9.47	9.55
298	10.20	10.35	10.47	10.55

Onehunga to Sylvia Park via Ellerslie

Inbound

Saturday & Sunday

298

Route	PLATFORM 1A ONEHUNGA	OPP 73 WAITANGI RD	ELLERSLIE	SYLVIA PARK	
AM ▼	298	6.30	6.38	6.50	7.05
	298	7.30	7.38	7.50	8.05
	298	8.30	8.38	8.50	9.05
	298	9.30	9.38	9.50	10.05
	298	10.30	10.38	10.50	11.05
	298	11.30	11.38	11.50	12.05
PM ▼	298	12.30	12.38	12.50	1.05
	298	1.30	1.38	1.50	2.05
	298	2.30	2.38	2.50	3.05
	298	3.30	3.38	3.50	4.05
	298	4.30	4.38	4.50	5.05
	298	5.30	5.38	5.50	6.05
	298	6.30	6.38	6.50	7.05
	298	7.30	7.38	7.50	8.05
	298	8.30	8.38	8.50	9.05
	298	9.30	9.38	9.50	10.05

Sylvia Park to Onehunga via Ellerslie

Outbound

Saturday & Sunday

298

Route	SYLVIA PARK	ELLERSLIE	69 WAITANGI RD	PLATFORM 1A ONEHUNGA	
AM ▼	298	6.20	6.35	6.47	6.55
	298	7.20	7.35	7.47	7.55
	298	8.20	8.35	8.47	8.55
	298	9.20	9.35	9.47	9.55
	298	10.20	10.35	10.47	10.55
	298	11.20	11.35	11.47	11.55
PM ▼	298	12.20	12.35	12.47	12.55
	298	1.20	1.35	1.47	1.55
	298	2.20	2.35	2.47	2.55
	298	3.20	3.35	3.47	3.55
	298	4.20	4.35	4.47	4.55
	298	5.20	5.35	5.47	5.55
	298	6.20	6.35	6.47	6.55
	298	7.20	7.35	7.47	7.55
	298	8.20	8.35	8.47	8.55
	298	9.20	9.35	9.47	9.55
	298	10.20	10.35	10.47	10.55

Otahuhu to Sylvia Park via Panama Rd

Inbound

Monday to Friday

323

Route	OTAHUHU INTERCHANGE	OTAHUHU TOWN CENTRE	OPP 5 PANAMA RD	SYLVIA PARK
AM				
323	6.00	6.04	6.14	6.24
323	6.20	6.24	6.34	6.44
323	6.40	6.44	6.54	7.04
323	7.00	7.04	7.14	7.24
323	7.20	7.24	7.34	7.44
323	7.40	7.44	7.54	8.04
323	8.00	8.04	8.14	8.24
323	8.20	8.24	8.34	8.44
323	8.40	8.44	8.54	9.04
323	9.00	9.04	9.14	9.24
323	9.30	9.34	9.44	9.54
323	10.00	10.04	10.14	10.24
323	10.30	10.34	10.44	10.54
323	11.00	11.04	11.14	11.24
323	11.30	11.34	11.44	11.54
PM				
323	12.00	12.04	12.14	12.24
323	12.30	12.34	12.44	12.54
323	1.00	1.04	1.14	1.24
323	1.30	1.34	1.44	1.54
323	2.00	2.04	2.14	2.24
323	2.30	2.34	2.44	2.54
323	3.00	3.04	3.15	3.26
323	3.20	3.24	3.35	3.46
323	3.40	3.44	3.55	4.06
323	4.00	4.04	4.15	4.26
323	4.20	4.24	4.35	4.46
323	4.40	4.44	4.55	5.06
323	5.00	5.04	5.15	5.26
323	5.20	5.24	5.35	5.46
323	5.40	5.44	5.55	6.06
323	6.00	6.04	6.15	6.26
323	6.20	6.24	6.34	6.44
323	6.40	6.44	6.54	7.04
323	7.00	7.04	7.13	7.22
323	7.30	7.34	7.43	7.52
323	8.00	8.04	8.13	8.22
323	8.30	8.34	8.43	8.52
323	9.00	9.04	9.13	9.22
323	9.30	9.34	9.43	9.52
323	10.00	10.04	10.13	10.22
323	10.30	10.34	10.43	10.52

Sylvia Park to Otahuhu via Panama Rd

Outbound

Monday to Friday

323

Route	SYLVIA PARK	5 PANAMA RD	OTAHUHU TOWN CENTRE	OTAHUHU INTERCHANGE
AM				
323	6.30	6.40	6.50	6.54
323	6.50	7.00	7.10	7.14
323	7.10	7.20	7.30	7.34
323	7.30	7.40	7.50	7.54
323	7.50	8.00	8.10	8.14
323	8.10	8.20	8.30	8.34
323	8.30	8.40	8.50	8.54
323	8.50	9.00	9.10	9.14
323	9.10	9.20	9.30	9.34
323	9.30	9.40	9.50	9.54
323	10.00	10.10	10.20	10.24
323	10.30	10.40	10.50	10.54
323	11.00	11.10	11.20	11.24
323	11.30	11.40	11.50	11.54
PM				
323	12.00	12.10	12.20	12.24
323	12.30	12.40	12.50	12.54
323	1.00	1.10	1.20	1.24
323	1.30	1.40	1.50	1.54
323	2.00	2.10	2.20	2.24
323	2.30	2.40	2.50	2.54
323	2.50	3.01	3.12	3.16
323	3.10	3.21	3.32	3.36
323	3.30	3.41	3.52	3.56
323	3.50	4.01	4.12	4.16
323	4.10	4.21	4.32	4.36
323	4.30	4.41	4.52	4.56
323	4.50	5.01	5.12	5.16
323	5.10	5.21	5.32	5.36
323	5.30	5.41	5.52	5.56
323	5.50	6.01	6.12	6.16
323	6.10	6.21	6.32	6.36
323	6.30	6.40	6.50	6.54
323	6.50	7.00	7.10	7.14
323	7.10	7.19	7.28	7.32
323	7.30	7.39	7.48	7.52
323	8.00	8.09	8.18	8.22
323	8.30	8.39	8.48	8.52
323	9.00	9.09	9.18	9.22
323	9.30	9.39	9.48	9.52
323	10.00	10.09	10.18	10.22
323	10.30	10.39	10.48	10.52
323	11.00	11.09	11.18	11.22

Otahuhu to Sylvia Park via Panama Rd

Inbound

Saturday & Sunday

323

Route	OTAHUHU INTERCHANGE	OTAHUHU TOWN CENTRE	OPP 5 PANAMA RD	SYLVIA PARK
AM				
323	6.00	6.04	6.13	6.22
323	6.30	6.34	6.43	6.52
323	7.00	7.04	7.14	7.24
323	7.30	7.34	7.44	7.54
323	8.00	8.04	8.14	8.24
323	8.30	8.34	8.44	8.54
323	9.00	9.04	9.14	9.24
323	9.30	9.34	9.44	9.54
323	10.00	10.04	10.14	10.24
323	10.30	10.34	10.44	10.54
323	11.00	11.04	11.14	11.24
323	11.30	11.34	11.44	11.54
PM				
323	12.00	12.04	12.14	12.24
323	12.30	12.34	12.44	12.54
323	1.00	1.04	1.14	1.24
323	1.30	1.34	1.44	1.54
323	2.00	2.04	2.14	2.24
323	2.30	2.34	2.44	2.54
323	3.00	3.04	3.14	3.24
323	3.30	3.34	3.44	3.54
323	4.00	4.04	4.14	4.24
323	4.30	4.34	4.44	4.54
323	5.00	5.04	5.14	5.24
323	5.30	5.34	5.44	5.54
323	6.00	6.04	6.14	6.24
323	6.30	6.34	6.44	6.54
323	7.00	7.04	7.13	7.22
323	7.30	7.34	7.43	7.52
323	8.00	8.04	8.13	8.22
323	8.30	8.34	8.43	8.52
323	9.00	9.04	9.13	9.22
323	9.30	9.34	9.43	9.52
323	10.00	10.04	10.13	10.22
323	10.30	10.34	10.43	10.52

Sylvia Park to Otahuhu via Panama Rd

Outbound

Saturday & Sunday

323

Route	SYLVIA PARK	5 PANAMA RD	OTAHUHU TOWN CENTRE	OTAHUHU INTERCHANGE
AM				
323	6.30	6.40	6.50	6.54
323	7.00	7.10	7.20	7.24
323	7.30	7.40	7.50	7.54
323	8.00	8.10	8.20	8.24
323	8.30	8.40	8.50	8.54
323	9.00	9.10	9.20	9.24
323	9.30	9.40	9.50	9.54
323	10.00	10.10	10.20	10.24
323	10.30	10.40	10.50	10.54
323	11.00	11.10	11.20	11.24
323	11.30	11.40	11.50	11.54
PM				
323	12.00	12.10	12.20	12.24
323	12.30	12.40	12.50	12.54
323	1.00	1.10	1.20	1.24
323	1.30	1.40	1.50	1.54
323	2.00	2.10	2.20	2.24
323	2.30	2.40	2.50	2.54
323	3.00	3.10	3.20	3.24
323	3.30	3.40	3.50	3.54
323	4.00	4.10	4.20	4.24
323	4.30	4.40	4.50	4.54
323	5.00	5.10	5.20	5.24
323	5.30	5.40	5.50	5.54
323	6.00	6.10	6.20	6.24
323	6.30	6.40	6.50	6.54
323	7.00	7.09	7.18	7.22
323	7.30	7.39	7.48	7.52
323	8.00	8.09	8.18	8.22
323	8.30	8.39	8.48	8.52
323	9.00	9.09	9.18	9.22
323	9.30	9.39	9.48	9.52
323	10.00	10.09	10.18	10.22
323	10.30	10.39	10.48	10.52
323	11.00	11.09	11.18	11.22

Onehunga to Glen Innes via Sylvia Park and Tripoli Rd Inbound

Monday to Friday

723

Route	ONEHUNGA	SYLVIA PARK	PANMURE INTERCHANGE	GLEN INNES
AM				
723	5.55	6.15	6.25	6.37
723	6.10	6.33	6.43	6.55
723	6.25	6.48	6.58	7.10
723	6.40	7.03	7.13	7.25
723	6.55	7.18	7.28	7.40
723	7.10	7.33	7.43	7.55
723	7.25	7.48	7.58	8.10
723	7.40	8.03	8.13	8.25
723	7.55	8.18	8.28	8.40
723	8.10	8.33	8.43	8.55
723	8.25	8.48	8.58	9.10
723	8.40	9.03	9.13	9.25
723	9.10	9.33	9.43	9.55
723	9.40	10.03	10.13	10.25
723	10.10	10.33	10.43	10.55
723	10.40	11.03	11.13	11.25
723	11.10	11.33	11.43	11.55
723	11.40	12.03	12.13	12.25
PM				
723	12.10	12.33	12.43	12.55
723	12.40	1.03	1.13	1.25
723	1.10	1.33	1.43	1.55
723	1.40	2.03	2.13	2.25
723	2.10	2.33	2.43	2.55
723	2.40	3.03	3.13	3.25
723	3.10	3.33	3.43	3.55
723	3.40	4.03	4.13	4.25
723	4.10	4.33	4.43	4.55
723	4.40	5.03	5.13	5.25
723	5.10	5.33	5.43	5.55
723	5.40	6.03	6.13	6.25
723	6.10	6.30	6.40	6.50
723	6.40	7.00	7.10	7.20
723	7.10	7.30	7.40	7.50
723	7.40	8.00	8.10	8.20
723	8.10	8.30	8.40	8.50
723	8.40	9.00	9.10	9.20
723	9.10	9.30	9.40	9.50
723	9.40	10.00	10.10	10.20
723	10.10	10.30	10.40	10.50

Glen Innes to Onehunga via Tripoli Rd and Sylvia Park

Monday to Friday

723

Route	GLEN INNES	PANMUIRE INTERCHANGE	SYLVIA PARK	ONEHUNGA
AM				
723	6.20	6.30	6.40	7.00
723	6.50	7.00	7.10	7.30
723	7.15	7.25	7.35	8.00
723	7.45	7.57	8.07	8.30
723	8.15	8.27	8.37	9.00
723	8.45	8.57	9.07	9.30
723	9.15	9.27	9.37	10.00
723	9.45	9.57	10.07	10.30
723	10.15	10.27	10.37	11.00
723	10.45	10.57	11.07	11.30
723	11.15	11.27	11.37	12.00
723	11.45	11.57	12.07	12.30
PM				
723	12.15	12.27	12.37	1.00
723	12.45	12.57	1.07	1.30
723	1.15	1.27	1.37	2.00
723	1.45	1.57	2.07	2.30
723	2.15	2.27	2.37	3.00
723	2.45	2.57	3.07	3.30
723	3.15	3.27	3.37	4.00
723	3.30	3.42	3.52	4.17
723	3.45	3.57	4.07	4.32
723	4.00	4.12	4.22	4.47
723	4.15	4.27	4.37	5.02
723	4.30	4.42	4.52	5.17
723	4.45	4.57	5.07	5.32
723	5.00	5.12	5.22	5.47
723	5.15	5.27	5.37	6.02
723	5.30	5.42	5.52	6.17
723	5.45	5.57	6.07	6.32
723	6.00	6.12	6.22	6.47
723	6.15	6.27	6.37	7.00
723	6.35	6.47	6.57	7.18
723	6.55	7.05	7.15	7.35
723	7.25	7.35	7.45	8.05
723	7.55	8.05	8.15	8.35
723	8.25	8.35	8.45	9.05
723	8.55	9.05	9.15	9.35
723	9.25	9.35	9.45	10.05
723	9.55	10.05	10.15	10.35
723	10.25	10.35	10.45	11.05
723	10.55	11.05	11.15	11.35

Onehunga to Glen Innes via Sylvia Park and Tripoli Rd Inbound

Saturday & Sunday

723

Route	ONEHUNGA	SYLVIA PARK	PANMURE INTERCHANGE	GLEN INNES
AM				
723	6.00	6.18	6.26	6.38
723	6.30	6.48	6.56	7.08
723	7.00	7.18	7.26	7.38
723	7.30	7.48	7.56	8.08
723	8.00	8.20	8.30	8.40
723	8.30	8.50	9.00	9.10
723	9.00	9.20	9.30	9.40
723	9.30	9.50	10.00	10.10
723	10.00	10.20	10.30	10.40
723	10.30	10.50	11.00	11.10
723	11.00	11.20	11.30	11.40
723	11.30	11.50	12.00	12.10
PM				
723	12.00	12.20	12.30	12.40
723	12.30	12.50	1.00	1.10
723	1.00	1.20	1.30	1.40
723	1.30	1.50	2.00	2.10
723	2.00	2.20	2.30	2.40
723	2.30	2.50	3.00	3.10
723	3.00	3.20	3.30	3.40
723	3.30	3.50	4.00	4.10
723	4.00	4.20	4.30	4.40
723	4.30	4.50	5.00	5.10
723	5.00	5.20	5.30	5.40
723	5.30	5.50	6.00	6.10
723	6.00	6.20	6.30	6.40
723	6.30	6.48	6.56	7.08
723	7.00	7.18	7.26	7.38
723	7.30	7.48	7.56	8.08
723	8.00	8.18	8.26	8.38
723	8.30	8.48	8.56	9.08
723	9.00	9.18	9.26	9.38
723	9.30	9.48	9.56	10.08
723	10.00	10.18	10.26	10.38

Glen Innes to Onehunga via Tripoli Rd and Sylvia Park

Saturday & Sunday

723

Route	GLEN INNES	PANMURE INTERCHANGE	SYLVIA PARK	ONEHUNGA
AM				
723	6.45	6.55	7.05	7.23
723	7.15	7.25	7.35	7.53
723	7.45	7.55	8.05	8.25
723	8.15	8.25	8.35	8.55
723	8.45	8.55	9.05	9.25
723	9.15	9.25	9.35	9.55
723	9.45	9.55	10.05	10.25
723	10.15	10.25	10.35	10.55
723	10.45	10.55	11.05	11.25
723	11.15	11.25	11.35	11.55
723	11.45	11.55	12.05	12.25
723	12.15	12.25	12.35	12.55
PM				
723	12.45	12.55	1.05	1.25
723	1.15	1.25	1.35	1.55
723	1.45	1.55	2.05	2.25
723	2.15	2.25	2.35	2.55
723	2.45	2.55	3.05	3.25
723	3.15	3.25	3.35	3.55
723	3.45	3.55	4.05	4.25
723	4.15	4.25	4.35	4.55
723	4.45	4.55	5.05	5.25
723	5.15	5.25	5.35	5.55
723	5.45	5.55	6.05	6.25
723	6.15	6.25	6.35	6.53
723	6.45	6.55	7.05	7.23
723	7.15	7.25	7.35	7.53
723	7.45	7.55	8.05	8.23
723	8.15	8.25	8.35	8.53
723	8.45	8.55	9.05	9.23
723	9.15	9.25	9.35	9.53
723	9.45	9.55	10.05	10.23
723	10.15	10.25	10.35	10.53
723	10.45	10.55	11.05	11.23

Panmure to Glen Innes via Stonefields

Inbound

Monday to Friday

725

Route	PANMURE INTERCHANGE	STONEFIELDS	GLEN INNES
AM			
725	6.05	6.15	6.27
725	6.25	6.35	6.47
725	6.45	6.55	7.07
725	7.05	7.15	7.27
725	7.25	7.35	7.47
725	7.45	7.55	8.07
725	8.05	8.15	8.27
725	8.25	8.35	8.47
725	8.45	8.55	9.07
725	9.05	9.15	9.27
725	9.25	9.35	9.47
725	9.45	9.55	10.07
725	10.05	10.15	10.27
725	10.35	10.45	10.57
725	11.05	11.15	11.27
725	11.35	11.45	11.57
PM			
725	12.05	12.15	12.27
725	12.35	12.45	12.57
725	1.05	1.15	1.27
725	1.35	1.45	1.57
725	2.05	2.15	2.27
725	2.35	2.45	2.57
725	2.55	3.05	3.17
725	3.15	3.25	3.37
725	3.35	3.45	3.57
725	3.55	4.05	4.17
725	4.15	4.25	4.37
725	4.35	4.45	4.57
725	4.55	5.05	5.17
725	5.15	5.25	5.37
725	5.35	5.45	5.57
725	5.55	6.05	6.17
725	6.15	6.25	6.37
725	6.35	6.45	6.57
725	6.55	7.05	7.17
725	7.15	7.25	7.37
725	7.35	7.45	7.57
725	8.05	8.15	8.27
725	8.35	8.45	8.57
725	9.05	9.15	9.27
725	9.35	9.45	9.57
725	10.05	10.15	10.27
725	10.35	10.45	10.57

Glen Innes to Panmure via Stonefields

Outbound

Monday to Friday

725

Route	GLEN INNES	COLLEGE RD NEAR SEARLE ST	PANMURE INTERCHANGE
AM			
725	6.35	6.47	6.57
725	6.55	7.07	7.17
725	7.15	7.27	7.37
725	7.35	7.47	7.57
725	7.55	8.07	8.17
725	8.15	8.27	8.37
725	8.35	8.47	8.57
725	8.55	9.07	9.17
725	9.15	9.27	9.37
725	9.35	9.47	9.57
725	10.05	10.17	10.27
725	10.35	10.47	10.57
725	11.05	11.17	11.27
725	11.35	11.47	11.57
PM			
725	12.05	12.17	12.27
725	12.35	12.47	12.57
725	1.05	1.17	1.27
725	1.35	1.47	1.57
725	2.05	2.17	2.27
725	2.25	2.37	2.47
725	2.45	2.57	3.07
725	3.05	3.17	3.27
725	3.25	3.37	3.47
725	3.45	3.57	4.07
725	4.05	4.17	4.27
725	4.25	4.37	4.47
725	4.45	4.57	5.07
725	5.05	5.17	5.27
725	5.25	5.37	5.47
725	5.45	5.57	6.07
725	6.05	6.17	6.27
725	6.25	6.37	6.47
725	6.45	6.57	7.07
725	7.05	7.17	7.27
725	7.35	7.47	7.57
725	8.05	8.17	8.27
725	8.35	8.47	8.57
725	9.05	9.17	9.27
725	9.35	9.47	9.57
725	10.05	10.17	10.27
725	10.35	10.47	10.57
725	11.05	11.17	11.27

Panmure to Glen Innes via Stonefields

Inbound

Saturday & Sunday

725

Route	PANMURE INTERCHANGE	STONEFIELDS	GLEN INNES
AM			
725	6.05	6.15	6.27
725	6.35	6.45	6.57
725	7.05	7.15	7.27
725	7.35	7.45	7.57
725	8.05	8.15	8.27
725	8.35	8.45	8.57
725	9.05	9.15	9.27
725	9.35	9.45	9.57
725	10.05	10.15	10.27
725	10.35	10.45	10.57
725	11.05	11.15	11.27
725	11.35	11.45	11.57
PM			
725	12.05	12.15	12.27
725	12.35	12.45	12.57
725	1.05	1.15	1.27
725	1.35	1.45	1.57
725	2.05	2.15	2.27
725	2.35	2.45	2.57
725	3.05	3.15	3.27
725	3.35	3.45	3.57
725	4.05	4.15	4.27
725	4.35	4.45	4.57
725	5.05	5.15	5.27
725	5.35	5.45	5.57
725	6.05	6.15	6.27
725	6.35	6.45	6.57
725	7.05	7.15	7.27
725	7.35	7.45	7.57
725	8.05	8.15	8.27
725	8.35	8.45	8.57
725	9.05	9.15	9.27
725	9.35	9.45	9.57
725	10.05	10.15	10.27
725	10.35	10.45	10.57

Glen Innes to Panmure via Stonefields

Outbound

Saturday & Sunday

725

Route	GLEN INNES	COLLEGE RD NEAR SEARLE ST	PANMURE INTERCHANGE
AM			
725	6.35	6.47	6.57
725	7.05	7.17	7.27
725	7.35	7.47	7.57
725	8.05	8.17	8.27
725	8.35	8.47	8.57
725	9.05	9.17	9.27
725	9.35	9.47	9.57
725	10.05	10.17	10.27
725	10.35	10.47	10.57
725	11.05	11.17	11.27
725	11.35	11.47	11.57
PM			
725	12.05	12.17	12.27
725	12.35	12.47	12.57
725	1.05	1.17	1.27
725	1.35	1.47	1.57
725	2.05	2.17	2.27
725	2.35	2.47	2.57
725	3.05	3.17	3.27
725	3.35	3.47	3.57
725	4.05	4.17	4.27
725	4.35	4.47	4.57
725	5.05	5.17	5.27
725	5.35	5.47	5.57
725	6.05	6.17	6.27
725	6.35	6.47	6.57
725	7.05	7.17	7.27
725	7.35	7.47	7.57
725	8.05	8.17	8.27
725	8.35	8.47	8.57
725	9.05	9.17	9.27
725	9.35	9.47	9.57
725	10.05	10.17	10.27
725	10.35	10.47	10.57
725	11.05	11.17	11.27

Glen Innes to Sylvia Park via Meadowbank and Ellerslie Inbound

Monday to Friday

729

Route	GLEN INNIES	MEADOWBANK	ELLERSLIE	SYLVIA PARK
AM				
729	5.40	5.55	6.11	6.26
729	6.10	6.25	6.41	6.56
729	6.40	6.55	7.11	7.26
729	7.10	7.25	7.41	7.56
729	7.40	7.55	8.11	8.26
729	8.10	8.25	8.41	8.56
729	8.40	8.55	9.11	9.26
729	9.10	9.25	9.41	9.56
729	10.10	10.25	10.41	10.56
729	11.10	11.25	11.41	11.56
PM				
729	12.10	12.25	12.41	12.56
729	1.10	1.25	1.41	1.56
729	2.10	2.25	2.41	2.56
729	2.40	2.55	3.11	3.26
729	3.10	3.25	3.41	3.56
729	3.40	3.55	4.11	4.26
729	4.10	4.25	4.41	4.56
729	4.40	4.55	5.11	5.26
729	5.10	5.25	5.41	5.56
729	5.40	5.55	6.11	6.26
729	6.10	6.25	6.41	6.56
729	7.10	7.25	7.41	7.56
729	8.10	8.25	8.41	8.56

Sylvia Park to Glen Innes via Meadowbank and Ellerslie Outbound

Monday to Friday

729

Route	SYLVIA PARK	ELLERSLIE	MEADOWBANK	GLEN INNES
AM				
729	5.40	5.55	6.06	6.26
729	6.10	6.25	6.36	6.56
729	6.40	6.55	7.06	7.26
729	7.10	7.25	7.36	7.56
729	7.40	7.55	8.06	8.26
729	8.10	8.25	8.36	8.56
729	9.10	9.25	9.36	9.56
729	10.10	10.25	10.36	10.56
729	11.10	11.25	11.36	11.56
PM				
729	12.10	12.25	12.36	12.56
729	1.10	1.25	1.36	1.56
729	2.10	2.25	2.36	2.56
729	3.10	3.25	3.36	3.56
729	3.40	3.55	4.06	4.26
729	4.10	4.25	4.36	4.56
729	4.40	4.55	5.06	5.26
729	5.10	5.25	5.36	5.56
729	5.40	5.55	6.06	6.26
729	6.10	6.25	6.36	6.56
729	7.10	7.25	7.36	7.56
729	8.10	8.25	8.36	8.56

Glen Innes to Sylvia Park via Meadowbank and Ellerslie Inbound

Saturday & Sunday

729

Route	GLEN INNES	MEADOWBANK	ELLERSLIE	SYLVIA PARK	
AM ▼	729	6.10	6.25	6.41	6.56
	729	7.10	7.25	7.41	7.56
	729	8.10	8.25	8.41	8.56
	729	9.10	9.25	9.41	9.56
	729	10.10	10.25	10.41	10.56
	729	11.10	11.25	11.41	11.56
PM ▼	729	12.10	12.25	12.41	12.56
	729	1.10	1.25	1.41	1.56
	729	2.10	2.25	2.41	2.56
	729	3.10	3.25	3.41	3.56
	729	4.10	4.25	4.41	4.56
	729	5.10	5.25	5.41	5.56
	729	6.10	6.25	6.41	6.56

Sylvia Park to Glen Innes via Meadowbank and Ellerslie Outbound

Saturday & Sunday

729

Route	SYLVIA PARK	ELLERSLIE	MEADOWBANK	GLEN INNES	
AM ▼	729	6.10	6.25	6.36	6.56
	729	7.10	7.25	7.36	7.56
	729	8.10	8.25	8.36	8.56
	729	9.10	9.25	9.36	9.56
	729	10.10	10.25	10.36	10.56
	729	11.10	11.25	11.36	11.56
PM ▼	729	12.10	12.25	12.36	12.56
	729	1.10	1.25	1.36	1.56
	729	2.10	2.25	2.36	2.56
	729	3.10	3.25	3.36	3.56
	729	4.10	4.25	4.36	4.56
	729	5.10	5.25	5.36	5.56
	729	6.10	6.25	6.36	6.56

Panmure to St Heliers via Glen Innes

Inbound

Monday to Friday

752

Route	PANMURE INTERCHANGE	GLEN INNES	ST HELIERS BAY
AM			
752	5.50	6.00	6.13
752	6.20	6.30	6.43
752	6.50	7.00	7.13
752	7.20	7.30	7.43
752	7.50	8.00	8.13
752	8.20	8.30	8.43
752	8.50	9.00	9.13
752	9.20	9.30	9.43
752	9.50	10.00	10.13
752	10.20	10.30	10.43
752	10.50	11.00	11.13
752	11.20	11.30	11.43
752	11.50	12.00	12.13
PM			
752	12.20	12.30	12.43
752	12.50	1.00	1.13
752	1.20	1.30	1.43
752	1.50	2.00	2.13
752	2.20	2.30	2.43
752	2.50	3.00	3.13
752	3.20	3.30	3.43
752	3.50	4.00	4.13
752	4.20	4.30	4.43
752	4.50	5.00	5.13
752	5.20	5.30	5.43
752	5.50	6.00	6.13
752	6.20	6.30	6.43
752	6.50	7.00	7.13
752	7.20	7.30	7.43
752	7.50	8.00	8.13
752	8.20	8.30	8.43
752	8.50	9.00	9.13
752	9.20	9.30	9.43

St Heliers to Panmure via Glen Innes

Outbound

Monday to Friday

752

Route	ST HELIERS BAY	GLEN INNES	PANMURE INTERCHANGE
AM			
752	6.20	6.33	6.45
752	6.50	7.03	7.15
752	7.20	7.33	7.45
752	7.50	8.03	8.15
752	8.20	8.33	8.45
752	8.50	9.03	9.15
752	9.20	9.33	9.45
752	9.50	10.03	10.15
752	10.20	10.33	10.45
752	10.50	11.03	11.15
752	11.20	11.33	11.45
752	11.50	12.03	12.15
PM			
752	12.20	12.33	12.45
752	12.50	1.03	1.15
752	1.20	1.33	1.45
752	1.50	2.03	2.15
752	2.20	2.33	2.45
752	2.50	3.03	3.15
752	3.20	3.33	3.45
752	3.50	4.03	4.15
752	4.20	4.33	4.45
752	4.50	5.03	5.15
752	5.20	5.33	5.45
752	5.50	6.03	6.15
752	6.20	6.33	6.45
752	6.50	7.03	7.15
752	7.20	7.33	7.45
752	7.50	8.03	8.15
752	8.20	8.33	8.45
752	8.50	9.03	9.15
752	9.20	9.33	9.45
752	9.50	10.03	10.15

Panmure to St Heliers via Glen Innes

Inbound

Saturday & Sunday

752

Route	PANMURE INTERCHANGE	GLEN INNES	ST HELIERS BAY
AM			
752	6.20	6.30	6.43
752	6.50	7.00	7.13
752	7.20	7.30	7.43
752	7.50	8.00	8.13
752	8.20	8.30	8.43
752	8.50	9.00	9.13
752	9.20	9.30	9.43
752	9.50	10.00	10.13
752	10.20	10.30	10.43
752	10.50	11.00	11.13
752	11.20	11.30	11.43
752	11.50	12.00	12.13
PM			
752	12.20	12.30	12.43
752	12.50	1.00	1.13
752	1.20	1.30	1.43
752	1.50	2.00	2.13
752	2.20	2.30	2.43
752	2.50	3.00	3.13
752	3.20	3.30	3.43
752	3.50	4.00	4.13
752	4.20	4.30	4.43
752	4.50	5.00	5.13
752	5.20	5.30	5.43
752	5.50	6.00	6.13
752	6.20	6.30	6.43
752	6.50	7.00	7.13
752	7.20	7.30	7.43
752	7.50	8.00	8.13
752	8.20	8.30	8.43
752	8.50	9.00	9.13
752	9.20	9.30	9.43

St Heliers to Panmure via Glen Innes

Outbound

Saturday & Sunday

752

Route	ST HELIERS BAY	GLEN INNES	PANMURE INTERCHANGE
AM			
752	6.50	7.03	7.15
752	7.20	7.33	7.45
752	7.50	8.03	8.15
752	8.20	8.33	8.45
752	8.50	9.03	9.15
752	9.20	9.33	9.45
752	9.50	10.03	10.15
752	10.20	10.33	10.45
752	10.50	11.03	11.15
752	11.20	11.33	11.45
752	11.50	12.03	12.15
PM			
752	12.20	12.33	12.45
752	12.50	1.03	1.15
752	1.20	1.33	1.45
752	1.50	2.03	2.15
752	2.20	2.33	2.45
752	2.50	3.03	3.15
752	3.20	3.33	3.45
752	3.50	4.03	4.15
752	4.20	4.33	4.45
752	4.50	5.03	5.15
752	5.20	5.33	5.45
752	5.50	6.03	6.15
752	6.20	6.33	6.45
752	6.50	7.03	7.15
752	7.20	7.33	7.45
752	7.50	8.03	8.15
752	8.20	8.33	8.45
752	8.50	9.03	9.15
752	9.20	9.33	9.45
752	9.50	10.03	10.15

Eastern Bays Circuit

Clockwise

Monday to Friday

766

Route	ST HELIERS BAY	GLENDOWIE	EASTRIDGE KEPA RD	MISSION BAY	ST HELIERS BAY	
AM ▼	766	6.00	6.07	6.20	6.30	6.40
	766	7.00	7.07	7.20	7.30	7.40
	766	8.00	8.07	8.20	8.30	8.40
	766	9.00	9.07	9.20	9.30	9.40
	766	10.00	10.07	10.20	10.30	10.40
	766	11.00	11.07	11.20	11.30	11.40
PM ▼	766	12.00	12.07	12.20	12.30	12.40
	766	1.00	1.07	1.20	1.30	1.40
	766	2.00	2.07	2.20	2.30	2.40
	766	3.00	3.07	3.20	3.30	3.40
	766	4.00	4.07	4.20	4.30	4.40
	766	5.00	5.07	5.20	5.30	5.40
	766	6.00	6.07	6.20	6.30	6.40
	766	7.00	7.07	7.20	7.30	7.40

Eastern Bays Circuit

Anticlockwise

Monday to Friday

766

Route	ST HELIERS BAY	MISSION BAY	EASTRIDGE	GLENDOWIE	ST HELIERS BAY	
AM ▼	766	6.50	7.00	7.10	7.23	7.30
	766	7.50	8.00	8.10	8.23	8.30
	766	8.50	9.00	9.10	9.23	9.30
PM ▼	766	9.50	10.00	10.10	10.23	10.30
	766	10.50	11.00	11.10	11.23	11.30
	766	11.50	12.00	12.10	12.23	12.30
	766	12.50	1.00	1.10	1.23	1.30
	766	1.50	2.00	2.10	2.23	2.30
	766	2.50	3.00	3.10	3.23	3.30
	766	3.50	4.00	4.10	4.23	4.30
	766	4.50	5.00	5.10	5.23	5.30
	766	5.50	6.00	6.10	6.23	6.30
	766	6.50	7.00	7.10	7.23	7.30

Eastern Bays Circuit

Clockwise

Saturday & Sunday

766

Route	ST HELIERS BAY	GLENDOWIE	EASTRIDGE KEPA RD	MISSION BAY	ST HELIERS BAY	
AM ▼	766	7.00	7.07	7.20	7.30	7.40
	766	8.00	8.07	8.20	8.30	8.40
	766	9.00	9.07	9.20	9.30	9.40
PM ▼	766	10.00	10.07	10.20	10.30	10.40
	766	11.00	11.07	11.20	11.30	11.40
	766	12.00	12.07	12.20	12.30	12.40
	766	1.00	1.07	1.20	1.30	1.40
	766	2.00	2.07	2.20	2.30	2.40
	766	3.00	3.07	3.20	3.30	3.40
	766	4.00	4.07	4.20	4.30	4.40
	766	5.00	5.07	5.20	5.30	5.40
	766	6.00	6.07	6.20	6.30	6.40
	766	7.00	7.07	7.20	7.30	7.40

Eastern Bays Circuit

Anticlockwise

Saturday & Sunday

766

Route	ST HELIERS BAY	MISSION BAY	EASTRIDGE	GLENDOWIE	ST HELIERS BAY	
AM ▼	766	6.50	7.00	7.10	7.23	7.30
	766	7.50	8.00	8.10	8.23	8.30
	766	8.50	9.00	9.10	9.23	9.30
PM ▼	766	9.50	10.00	10.10	10.23	10.30
	766	10.50	11.00	11.10	11.23	11.30
	766	11.50	12.00	12.10	12.23	12.30
	766	12.50	1.00	1.10	1.23	1.30
	766	1.50	2.00	2.10	2.23	2.30
	766	2.50	3.00	3.10	3.23	3.30
	766	3.50	4.00	4.10	4.23	4.30
	766	4.50	5.00	5.10	5.23	5.30
	766	5.50	6.00	6.10	6.23	6.30
	766	6.50	7.00	7.10	7.23	7.30

3.2 School Timetables

Not applicable

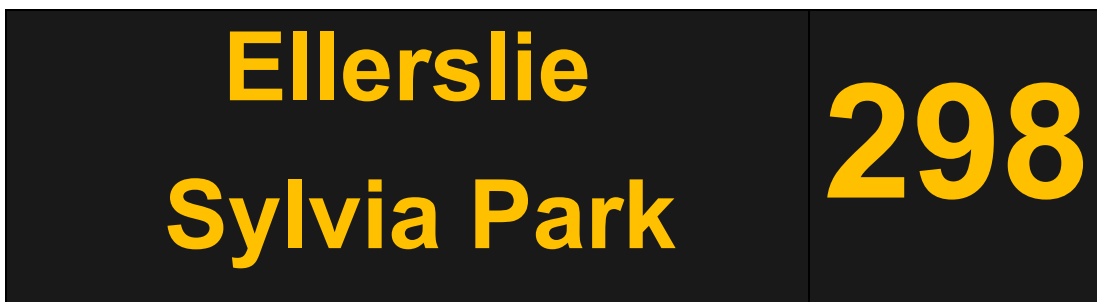
4. Destination Signage (Indicative)

4.1 Buses will have consistent wording on the electronic signs for easy Route identification by passengers who are unfamiliar with the Route.

4.2 While the panels on the side of the bus may show a variety of scrolling information, the rear display (if available) will show the Route number at a minimum and the front facing display will show only the following:

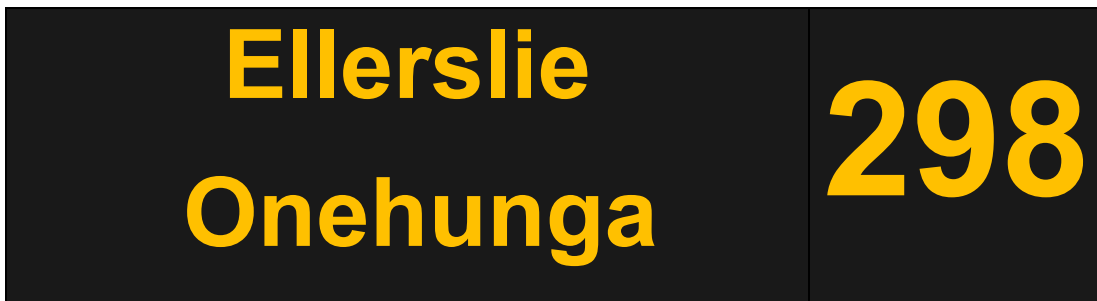
298 – ONEHUNGA TO SYLVIA PARK VIA ELLERSLIE

Route UID: 29801



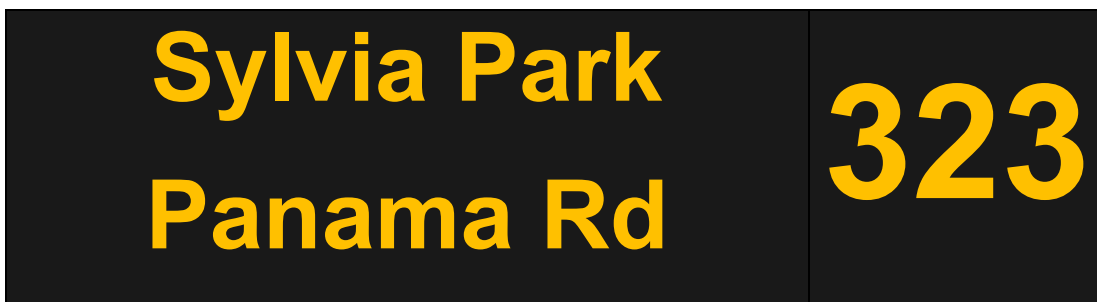
298 – SYLVIA PARK TO ONEHUNGA VIA ELLERSLIE

Route UID: 29802



323 – OTAHUHU TO SYLVIA PARK VIA PANAMA RD

Route UID: 32301



323 –SYLVIA PARK TO OTAHUHU VIA PANAMA RD
Route UID: 32302

Otahuhu Panama Rd	323
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723 – ONEHUNGA TO GLEN INNES VIA SYLVIA PARK AND TRIPOLI RD
Route UID: 72301

Glen Innes Sylvia Park	723
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Glen Innes Tripoli Rd	723
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723 – GLEN INNES TO ONEHUNGA VIA TRIPOLI RD AND SYLVIA PARK
Route UID: 72302

Onehunga Tripoli Rd	723
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**Onehunga
Sylvia Park**

723

725 – PANMURE TO GLEN INNES VIA STONEFIELDS
Route UID: 72501

**Stonefields
Glen Innes**

725

725 – GLEN INNES TO PANMURE VIA STONEFIELDS
Route UID: 72502

**Stonefields
Panmure**

725

729 – GLEN INNES TO SYLVIA PARK VIA MEADOWBANK AND ELLERSLIE
Route UID: 72901

**Sylvia Park
Meadowbank**

729

**Sylvia Park
Ellerslie**

729

729 – SYLVIA PARK TO GLEN INNES VIA ELLERSLIE AND MEADOWBANK
Route UID: 72902

**Glen Innes
Meadowbank**

729

**Glen Innes
Ellerslie**

729

752 – PANMURE TO ST HELIERS VIA GLEN INNES
Route UID: 75201

**St Heliers
Glen Innes**

752

752 – ST HELIERS TO PANMURE VIA GLEN INNES
Route UID: 75202

Panmure Glen Innes	752
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766 – EASTERN BAYS CIRCUIT CLOCKWISE
Route UID: 76601

Glendowie Eastridge	766
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Mission Bay St Heliers	766
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766 – EASTERN BAYS CIRCUIT ANTICLOCKWISE
Route UID: 76602

Mission Bay Eastridge	766
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**Glendowie
St Heliers**

766

5. Bus Size

PTOM	Route #	Route Description	City Centre (Route TBC)	Expected Demand	RUB Vehicle size
14	298	298 - SYLVIA PARK TO ONEHUNGA VIA ELLERSLIE	No	Low	Standard
	323	323 - OTAHUHU TO SYLVIA PARK VIA PANAMA RD	No	Low	Standard
	723	723 - ONEHUNGA TO GLEN INNES VIA SYLVIA PARK AND PANMURE	No	Low	Standard
	725	725 - PANMURE TO GLEN INNES VIA STONEFIELDS	No	Low	Standard
	729	729 - GLEN INNES TO SYLVIA PARK VIA MEADOWBANK AND ELLERSLIE	No	Low	Standard
	752	752 - PANMURE TO ST HELIERS VIA GLEN INNES	No	Low	Standard
	766	766 - EASTERN CIRCUIT	No	Low	Standard

6. Unit Statistics (Estimate)

Peak Vehicle Requirements

Standard PVR	26
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Weekdays

ROUTE NUMBER	NUMBER OF TRIPS		IN SERVICE KILOMETRES	IN SERVICE HOURS
	IN	OUT		
298	39	41	979.483	46:40
323	41	42	711.175	33:20
723	39	41	1090.987	58:37
725	43	42	567.189	31:10
729	23	21	686.449	33:44
752	32	32	559.328	25:36
766	14	13	419.958	18:00
TOTALS				
7	231	232	5014.569	247:07

Weekend

ROUTE NUMBER	NUMBER OF TRIPS		IN SERVICE KILOMETRES	IN SERVICE HOURS
	IN	OUT		
298	16	17	404.037	19:15
323	34	34	582.726	26:34
723	33	33	900.339	43:12
725	34	34	453.730	24:56
729	13	13	405.587	19:56
752	31	31	541.849	24:48
766	13	13	404.417	17:20
TOTALS				
7	174	175	3692.685	176:01

Schedule 3: Performance Regime

Area	Data Source	Definition	Default Event trigger for Cure Plan	Deduction regime	Expected Deliverable	Bonus Regime	Reporting Services	Reporting Services Deduction	Performance Deduction/Performance Bonus
KPIs									
Punctuality at First Stop <i>Non-headway managed Routes only</i>	EDW	<p>Defined as percentage of sighted trips departing origin within -59 seconds to + four minutes, 59 seconds late compared to scheduled departure time (calculated for the previous calendar month). Separate targets exist:</p> <ol style="list-style-type: none"> 1. First trip of a duty 2. Other trips run on rapid transit network 3. All remaining trips <p>The first trip in a duty will be identified using HOP data. Any trips run on the rapid transit network will be clearly articulated within the appropriate Unit Agreement(s). All trip departure times will be based on RAPID.</p>	<ol style="list-style-type: none"> 1. Below 97.5% 2. Below 96% 3. Below 93% 	<ol style="list-style-type: none"> 1. Below 99.0% 2. Below 98% 3. Below 95% 	<ol style="list-style-type: none"> 1. 99.0% 2. 98% 3. 95% 	<ol style="list-style-type: none"> 1. Above 99.4% 2. Above 98.4% 3. above 95.4% 	Monthly reporting. Data available at all times through EDW	N/A	<p>Upside and Downside. At or below the defined default event threshold requiring a Cure Plan be developed or above the bonus regime threshold (whichever shall be applicable).</p> <p>For first trip of a duty (1) if 99.5% or above is achieved 1% of AGP p.a. divided by twelve payable monthly.</p> <p>For all other trips (2 and 3) 0.5% of AGP for every 0.5% above the expected deliverable up to a max of 2.5% of AGP p.a. divided by twelve payable monthly.</p> <p>For all trips (1, 2, and 3) 0.5% of AGP for every 0.5% below expected deliverable up to a max of 2.5% of AGP p.a. divided by twelve deducted monthly in arrears.</p>



Area	Data Source	Definition	Default Event trigger for Cure Plan	Deduction regime	Expected Deliverable	Bonus Regime	Reporting Services	Reporting Services Deduction	Performance Deduction/Performance Bonus
Reliability	EDW	<p>Defined as percentage of sighted trips departing origin either: (A) within -59 seconds to + nine minutes, 59 seconds late compared to scheduled departure time (calculated for the previous calendar month), or (B) which are not seen at all in the EDW.</p> <p>Headway managed services are only measured using (B), above.</p> <p>Trips that operate outside of the defined timeframes, or which are not seen at all in the EDW are deemed to have been missed – these trips will not be paid for. For the avoidance of doubt Service Trips not run, i.e., any Service Trip that does not appear on the reports, will be deemed to have been identified by Auckland Transport as not having operated for the purposes of the Operational Performance Regime and will be subject to a Performance Deduction.</p>	<p>Non Headway Services: Below 96.5%</p> <p>Headway Services: 98%</p>	<p>Non Headway Services: Below 98%</p> <p>Headway Services: Below 100%</p>	<p>Non Headway Services: 98%</p> <p>Headway Services: 100%</p>	All Services: None	Monthly reporting. Data available at all times through EDW	N/A	<p>Between 98% to 100%:</p> <ol style="list-style-type: none"> deduct value of the trip if not operated deduct half the value of the trip if greater than 10 minutes late but still operated within 20 minutes from scheduled departure time. Trip value equals AGP divided by total annual unit trips. <p>Below 96.5%/98% (as appropriate) a Cure Plan is instigated. In addition to non-payment for each missed trip, a negative financial consequence is also imposed of 0.5% of AGP as abatement for every 0.5% below 98% up to a maximum of 1.5% of AGP p.a. divided by twelve payable/deducted monthly in arrears.</p>

Area	Data Source	Definition	Default Event trigger for Cure Plan	Deduction regime	Expected Deliverable	Bonus Regime	Reporting Services	Reporting Services Deduction	Performance Deduction/Performance Bonus
Punctuality at Timing Points <i>Non-headway managed Routes only</i>	EDW	Defined as percentage of sighted instances of trips leaving the Timing Points more than 59 seconds before the scheduled departure time compared to the scheduled departure time of the timing point. (Calculated for the previous calendar month)	Above 2%	Above 0%	0%	None	Monthly reporting. Data available at all times through EDW	N/A	Downside only. At 2% and above a Cure Plan is developed. Above 0.1% an abatement of 0.25% of AGP to a maximum of 1% AGP p.a. divided by twelve for every 0.5% above.
Punctuality at Timing Points <i>Headway managed Routes only</i>	EDW	Defined as the sightings of Service Trips at timing points being within [To be defined] of the scheduled Service frequency when compared to the previous trips sighting at the same timing point. (calculated for the previous calendar month)	Below 93%	Below 95%	95%	Above 95.4%	Monthly reporting. Data available at all times through EDW	N/A	Upside and Downside. Below 93% a Cure Plan is developed. 0.5% of AGP for every 0.5% above or below target up to a maximum of 2.5% of AGP p.a. divided by twelve payable/deducted monthly in arrears.
Real Time Registration	EDW	Defined as the percentage of trips which failed to register with the Real Time system owing to errors by the operator (e.g. driver failing to log on properly, or a vehicle with a faulty BDC)	Above 2.0%	Above 1.0%	1.0%	0.9%	Monthly reporting. Data available at all times through EDW	N/A	Upside and Downside. Above 2% a Cure Plan is developed. 0.10% of AGP per 0.1% above or below target up to a maximum of 1% of AGP p.a. divided by twelve payable/deducted monthly in arrears.

Area	Data Source	Definition	Default Event trigger for Cure Plan	Deduction regime	Expected Deliverable	Bonus Regime	Reporting Services	Reporting Services Deduction	Performance Deduction/Performance Bonus
Customer Satisfaction	CS Survey	Defined as the percentage score identified through AT's Customer Satisfaction Survey for operator controlled attributes for the previous period covered by the previous Customer Satisfaction Survey	Below 82%	Below 84.9%	85%	86%	Measured Quarterly	N/A	Upside and Downside. At 82% and below a Cure Plan is developed 0.1% of AGP as abatement for every 1% above and below performance target up to a maximum of 0.5% of AGP p.a. divided by four payable/deducted quarterly in arrears.

Performance Indicators (Service Delivery)									
Number of customer complaints	EDW	Defined as the number of operator-accountable complaints received per 100,000 passenger trips for the previous calendar month	TBC	None	Unit based targets to be set 6 months post the start of new units, with an expected 10% reduction each year	None	Monthly reporting. Data available at all times through EDW	N/A	None
Resolution of Customer complaints	EDW	Defined as percentage of customer feedback responded to within 4 business days for the previous calendar month	Less than 95%	None	95%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Accidents in or out of service	Operator Reported	Defined as non reporting within agreed timeframes of accidents or incidents over the previous calendar month whilst the vehicle is delivering AT trips.	Above 0	None	Nil	None	Reported monthly	N/A	None
Revenue Protection	EDW	Defined as the percentage of checks using HHDCs of passenger trips, proportional to Unit patronage	Less than 2%	None	2%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Fleet Conformity to Contract Specifications	AT Audit	Defined as the number of scheduled trips that operate using vehicles that conform to Vehicle Quality Standards and any additional specifications identified in the Unit Agreement (such as vehicle size)	Less than 98.5%	None	100%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Provision of Reports/ Data	AT Records	Defined as the number of reports or data that are complete and provided to AT by the operator by the stated timeline.	Any three late reports in a 24 month period	None	100%	None	Reported monthly	\$1,000 for each month	None



Operator Safety Rating	Public Domain	Defined as the current grading allocated to an Operator by the Transport Agency	Less than 4 stars	None	4 stars, or above	None	Reported monthly	\$500 per incident	None
Vehicle Quality Standards	AT Audit	Defined as the number of vehicles in an operator's fleet that comply with the current vehicle quality standards as identified by AT	Less than 100%	None	100%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Arrival at Final Stop	EDW	Defined as percentage of sighted instances of trips arriving at final destination less than 4 minutes, 59 seconds late compared to scheduled arrival time	Less than 90%	None	95%	None	Monthly reporting. Data available at all times through EDW	N/A	None
BDC Exception Interrupted Trips	EDW	Defined as the percentage of trips on which customers were charged an incorrect amount owing to the driver failing to properly correct errors on Interrupted trips through the BDC	Greater than 0.25%	None	0%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Bus Idling	EDW	Defined as the number of events that a bus idles for more than 3 minutes 59 second at any bus stop or layover (formal or informal) compared to the number of trips for that unit expressed as a percentage (calculated for the previous calendar month) (i.e. if there are 4,200 trips per month, and the threshold is 1%, then the target is triggered after 42 specific events)	Above 0.5%	None	0%	None	Monthly reporting. Data available at all times through EDW	N/A	None



Schedule 4: Unit Obligations

The following obligations are operational requirements for this Unit in relation to the proposals or commitments outlined in the Response and final negotiation bid agreed to as the basis for this Service Contract

Schedule 5: Fleet Specifications

This section details any variations to the Vehicle Quality Standards, including, but not limited to:

- Vehicle size
- Max vehicle age
- Specific branding requirements

PTOM UNIT AGREEMENT

UNIT 52 – HOWICK TO PANMURE

Procurement Number: 442-16-1051-PT

Between

Auckland Transport

And

"[the Operator]"

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Unit Agreement Page

Relating to Unit: **Unit 52 – Howick to Panmure**

This Unit agreement is made the _____ day of _____ (year) _____

BETWEEN **Auckland Transport**, a council-controlled organisation established under the Local Government (Auckland Council) Act 2009 (“AT”);

AND **[Full Legal Name A]**, company number [●] with its registered office at [address] (“Operator”), -

(each, a “**Party**” and together, the “**Parties**”).

Executed as an agreement.

SIGNED for **Auckland Transport** by:

 Print Name:
 Position/ title:
 Date:

 Print Name:
 Position/ title:
 Date:

SIGNED for **[Operator]** by:

 Print Name:
 Position/ title:
 Date:

 Print Name:
 Position/ title:
 Date:

Introduction

- A. Auckland Transport and the Operator have entered into the Regional Partnering Agreement for the provision of public transport bus services in Auckland dated [date] (the **Regional Partnering Agreement**).
- B. This Agreement is a Unit Agreement as defined in the Regional Partnering Agreement and, together with the Regional Partnering Agreement, comprises the Service Contract between Auckland Transport and the Operator for the Unit.
- C. The Operator will provide bus services as specified in the Unit, and the Operator and Auckland Transport will perform their respective functions and responsibilities in relation to that Unit, under the Service Contract.

It is agreed

1. Interpretation

Definitions:

In this Agreement, unless the context otherwise requires words and expressions defined in the Regional Partnering Agreement but not in this Agreement have the same meaning in this Agreement, and:

PTOM Business Plan requirements Guidelines means the business plan requirements guidelines published by Auckland Transport, as amended from time to time.

Unit means the Unit described in paragraph 1, with the Routes and Timetable specified in paragraph 2, of schedule 1 to this Agreement; and

Service Contract means, in relation to the Unit, this Agreement (including the schedules to this Agreement), together with the Regional Partnering Agreement.

Schedule 1: Unit

1. Description

Unit name: Howick to Panmure	
Unit identifier: 52	

2. Contract details

For the Service Contract:

Routes:	Refer to schedule 2.
Timetable:	Refer to schedule 2.
Indicative Service Commencement Date:	November 2017
Term:	9 years.
a) In-service kilometre rate b) In-service hour rate c) Peak vehicle requirement rate Annual Gross Price (a)*annual in-service kilometres+ (b) *annual in-service hours+ (c)* number of peak vehicles employed (as at Commencement Date).	\$[●]/km \$[●]/hr \$[●]/ vehicle [\$(●).]
AGP Components Variation Rates: <ul style="list-style-type: none"> • In-service kilometre rate • In-service hour rate • Peak vehicle requirement rate 	\$[●]/km \$[●]/hr \$[●]/ vehicle

Financial incentive mechanism:	
<ul style="list-style-type: none"> [Revenue as at Commencement Date:] 	[\$[●].]
Non Commercial Unit share proportions: <ul style="list-style-type: none"> Auckland Transport: Operator: 	75% 25%
Commercial Unit share proportions: <ul style="list-style-type: none"> Auckland Transport: Operator: 	20% 80%
Guarantee:	[Not required / Guarantee is required from [parent company name].]
Performance regime:	Refer to schedule 3.
Fleet list as at Commencement Date:	Refer to schedule 4.
Bond	
Insurance	

3. Business Plan

Specific requirements to be included in the business plan for the Unit are:

- a) a commencement/mobilisation plan inclusive of a detailed implementation plan and timeline;
- b) a customer service plan;
- c) a service delivery operations plan and supporting procedural documents;
- d) an environmental management plan;
- e) a business continuity plan; and
- f) an exit plan, -

the details of which are more particularly described in the PTOM Business Plan Requirements Guidelines.

4. Modifications to Regional Partnering Agreement

The Regional Partnering Agreement is, for the purposes of the Services Contract, amended as follows:

545 Bucklands Beach to Botany via Highland Park has no recovery opposite 138 Clovelly Road. This route is to operate as a continuous loop off-peak

562 Bucklands Beach to Panmure has no recovery opposite 138 Clovelly Road. This route is to operate as a continuous loop off-peak

563, 566, 567 These routes are intended to operate as ferry-feeder services, which will meet every public ferry sailing at Half Moon Bay. As such, final timetables are indicative only, and subject to variation based on the outcome of final timetables for the ferry service being developed, based on the outcome of the ferry PTOM tender.

589 This service is subject to finalisation, based on further consultation with the communities that it will serve. The indicative timetable and service statistics are including for pricing purposes, and are subject to variation once future services have been determined,

Schedule 2: Service Specifications

1. Route Descriptions

1.1 Public Routes

543 - Howick to Panmure via Cascades Road

Route UID: 54301

Picton Street near Uxbridge Road, (R) Cook Street, (L) Minerva Terrace, Cook Street, (R) Union Road, Bradbury Road, (L) Aviemore Drive, (R) Cascades Road, (L) Pakuranga Road, (L) Gossamer Drive, (R) Reeves Road, (R) Ti Rakau Drive, (L) Pakuranga Road, Panmure Bridge, Lagoon Drive, (R) Church Crescent, (L) Queens Road, (R) Potaka Lane, (L) Mountain Road, (L) Quinlan Street, **Panmure Interchange**

543 - Panmure to Howick via Cascades Road

Route UID: 54302

Panmure Interchange, Ellerslie Panmure Highway, Queens Road, (R) Church Crescent, (L) Lagoon Drive, Panmure Bridge, Pakuranga Road, (R) Ti Rakau Drive, (L) Reeves Road, (L) Gossamer Drive, (R) Pakuranga Road, (R) Cascades Road, (L) Aviemore Drive, (R) Bradbury Road, Union Road, (L) Cook Street (L) **111 Picton Street**

545 - Botany to Bucklands Beach via Highland Park

Route UID: 54501

Botany Town Centre, (R) Te Irirangi Drive, Botany Road, (L), Cascades Road, (R) Aviemore Drive, (R) Highland Park Drive, (L) Aberfeldy Avenue, (L), Pakuranga Road, (R) Bucklands Beach Road, (R) Priestley Drive, (L) Macleans Road, (R) Bucklands Beach Road, (R) Clovelly Road, (L) Musick Point Road, (R) The Parade, (L) Hattaway Avenue, (R) Devon Road, (L) **49 The Parade**

545 - Bucklands Beach to Botany via Highland Park

Route UID: 54502

Opposite 138 Clovelly Road, (L), Musick Point Road, (R) The Parade, (L) Hattaway Avenue, (R) Devon Road, (L), The Parade, (L) Whitcombe Road, (R) Bucklands Beach Road, (L) Macleans Road, (R) Priestley Drive, (L) Bucklands Beach Road, (L) Pakuranga Road, (R) Aberfeldy Avenue, (R) Highland Park Drive, (L) Aviemore Drive, (L) Cascades Road, (R) Botany Road, Te Irirangi Drive, (L) **Botany Town Centre**

545 - Botany to Bucklands Beach via Highland Park

Route UID: 54503

Botany Town Centre, (R) Te Irirangi Drive, Botany Road, (L) Cascades Road, (R) Aviemore Drive, (R) Highland Park Drive, (L) Aberfeldy Avenue, (L) Pakuranga Road, (R) Bucklands Beach Road, (R) Priestley Drive, (L) Macleans Road, (R) Bucklands Beach Road, (R) Clovelly Road to **Opposite 138 Clovelly Road**

562 - Bucklands Beach to Panmure

Route UID: 56201

Opposite 138 Clovelly Road, (L) Musick Point Road, (R) The Parade, (L) Hattaway Avenue, (R) Devon Road, (L) The Parade, (L) Whitcombe Road, (R) Bucklands Beach Road, (L) Macleans Road, (R) Priestley Drive, (L) Bucklands Beach Road, (R) Casuarina Road, Fortunes Road, (R) Butley Drive, (L) Glenmore Road, (R) Pakuranga Road, Panmure Bridge, Lagoon Drive, (R) Church Crescent, (L) Queens Road, (R) Potaka Lane, (L) Mountain Road, (L) Quinlan Street, **Panmure Interchange**

562 – Panmure to Bucklands Beach

Route UID: 56202

Panmure Interchange, Ellerslie Panmure Highway, Queens Road, (R) Church Crescent, (L) Lagoon Drive, Panmure Bridge, Pakuranga Road, (L), Glenmore Road, (R) Butley Drive, (L) Fortunes Road, Casuarina Road, (L) Bucklands Beach Road, (R) Priestley Drive, (L) Macleans Road, (R) Bucklands Beach Road, (R) Clovelly Road, (L) Musick Point Road, (R) The Parade, (L) Hattaway Avenue, (R) Devon Road, (L) **49 The Parade**

562 - Panmure to Bucklands Beach loop

Route UID: 56203

Panmure Interchange, Ellerslie Panmure Highway, Queens Road, (R) Church Crescent, (L) Lagoon Drive, Panmure Bridge, Pakuranga Road, (L), Glenmore Road, (R) Butley Drive, (L) Fortunes Road, Casuarina Road, (L) Bucklands Beach Road, (R) Priestley Drive, (L) Macleans Road, Bucklands Beach Road, (R) Clovelly Road, (L) Musick Point Road, (R) The Parade, (L) Hattaway Avenue, (R) Devon Road, (L) The Parade, (L) Whitcombe Road, (R) Bucklands Beach Road, (L) Macleans Road, (R) Priestley Drive, (L) Bucklands Beach Road, (R) Casuarina Road, Fortunes Road, (R) Butley Drive, (L) Glenmore Road, (R) Pakuranga Road, (R) Pakuranga Road, Panmure Bridge, Lagoon Drive, (R) Church Crescent, (L) Queens Road, (R) Potaka Lane, (L) Mountain Road, (L) Quinlan Street, **Panmure Interchange**

563 - Bucklands Beach to Half Moon Bay

Route UID: 56301

Opposite 138 Clovelly Road, (L) Musick Point Road, (R) The Parade , (L) Hattaway Avenue, (R) Devon Road, (L) The Parade , (L) Whitcombe Road, (R) Bucklands Beach Road, (R) Sunderlands Road, (R) Pigeon Mountain Road, Ara-tai, **Half Moon Bay Ferry Terminal**

563 - Half Moon Bay to Bucklands Beach

Route UID: 56302

Half Moon Bay Ferry Terminal, Ara-tai, Pigeon Mountain Road, (L) Sunderlands Road, (L) Bucklands Beach Road, (R) Clovelly Road, (L) Musick Point Road, (R) The Parade, (L) Hattaway Avenue, (R) Devon Road, (L) **49 The Parade**

566 - Botany to Half Moon Bay via Highland Park

Route UID: 56601

Botany Town Centre, (R) Te Irirangi Drive, Botany Road, (L) Pakuranga Road, (R) Fortunes Road, (L) Prince Regent Drive, (L) Pigeon Mountain Road, Ara-tai, **Half Moon Bay Ferry Terminal**

566 - Half Moon Bay to Botany via Highland Park

Route UID: 56602

Half Moon Bay Ferry Terminal, Ara-tai, Pigeon Mountain Road, (R) Prince Regent Drive, (R) Fortunes Road, (L) Pakuranga Road, (R) Botany Road, Te Irirangi Drive, (L) **Botany Town Centre**

567 Botany to Half Moon Bay via Cackle Bay and Howick

Route UID: 56701

Botany Town Centre, (R) Te Irirangi Drive, Botany Road, (R) Millhouse Drive, Meadowland Drive, (R) Sandspit Road, (L) View Road, (L) Pah Road, Cackle Bay Road, (R) Granger Road, Selwyn Road, (R) Picton Street, (L) Ridge Road, (R) Bleakhouse Road, (L) Macleans Road, (L) Priestley Drive, (L) Bucklands Beach Road, (R) Sunderlands Road, (R) Pigeon Mountain Road, Ara-tai, **Half Moon Bay Ferry Terminal**

567 - Half Moon Bay to Botany via Howick and Cackle Bay

Route UID: 56702

Half Moon Bay Ferry Terminal, Ara-tai, Pigeon Mountain Road, (L) Sunderlands Road, (L) Bucklands Beach Road, (R) Priestley Drive, (R) Macleans Road, (R) Bleakhouse Road, (L) Ridge

Road, (R) Picton Street, (L) Selwyn Road, Granger Road, (L) Cockle Bay Road, Pah Road, (R) View Road, (R) Sandspit Road, (L) Meadowland Drive, Millhouse Drive, (L) Botany Road, Te Irirangi Drive, (L) **Botany Town Centre**

589 - Maraetai and Beachlands to Botany via Whitford and Ormiston

Route UID: 58901

Opposite 256 Maraetai Drive, (U-turn) Maraetai Drive, (L) Maraetai School Road, (L) Maraetai Drive, Whitford-Maraetai Road, (R) Beachlands Road, (R) Shelly Bay Road, (L) Second View, Avenue, (L) Sunkist Bay Road, (L) Beachlands Road, (R) Whitford-Maraetai Road, (L), Whitford Park Road, (R) Sandstone Road, (L) Ormiston Road, (R) Chapel Road, (L) Ti Rakau Drive, (L) Te Irirangi Drive, (L) **Botany Town Centre**

589 - Botany to Beachlands and Maraetai via Ormiston and Whitford

Route UID: 58902

Botany Town Centre, (R) Te Irirangi Drive, (R) Ti Rakau Drive, (R) Chapel Road, (L) Ormiston Road, (R) Sandstone Road, (L) Whitford Park Road, (R) Whitford-Maraetai Road, (L) Beachlands Road, (R) Shelly Bay Road, (L) Second View Avenue, (L) Sunkist Bay Road, (L) Beachlands Road, (L) Whitford-Maraetai Road, Maraetai Drive, (R) Maraetai School Road, (R) Maraetai Drive, **Opposite 256 Maraetai Drive**

Note: Once Bellingham Rd in Ormiston Town Centre is opened, 589 services will travel between Ormiston and Chapel Rds via Bellingham and Stancombe Rds. Bellingham Rd is currently expected to be completed in early 2018.

1.2 School Routes

420 – PAKURANGA TO FARM COVE INTERMEDIATE

Route UID: 42051

Pakuranga Plaza, (U-turn) Brampton Court, Pennell Place, (L) Aylesbury Street, (L) Reeves Road, (L) Gossamer Drive, (R) Pakuranga Road, (L) Fortunes Road, **St Marks Catholic School**, Fortunes Road, (L) Butley Drive, **Farm Cove Intermediate**

420 – FARM COVE INTERMEDIATE TO PAKURANGA

Route UID: 42052

Farm Cove Intermediate, Butley Drive, (R) Fortunes Road, **St Marks Catholic School**, Fortunes Road, (R) Pakuranga Road, (L) Gossamer Drive, (R) Reeves Road, (R) Aylesbury Street, (R) Pennell Place, Brampton Court, **Pakuranga Plaza**

421 – BURSWOOD TO FARM COVE INTERMEDIATE

Route UID: 42151

Burswood Drive opposite Torrens Road, (L) Ti Rakau Drive, (L) Botany Road, (L) Golfland Drive, (L) Botany Road, (L) Cascades Road, (L) Hope Farm Avenue, (R) Walworth Avenue, (L) Cascades Road, (R) Pakuranga Road, (L) Fortunes Road, **St Marks Catholic School**, Fortunes Road, (L) Butley Drive, **Farm Cove Intermediate**

421 – FARM COVE INTERMEDIATE TO BURSWOOD

Route UID: 42152

Farm Cove Intermediate, Butley Drive, (R) Fortunes Road, **St Marks Catholic School**, Fortunes Road (R) Pakuranga Road, (L) Cascades Road, (R) Walworth Avenue, (L) Hope Farm Avenue, (R) Cascades Road, (R) Botany Road, (R) Golfland Drive, (R) Botany Road, (R) Ti Rakau Drive, (R) Burswood Drive to **212 Burswood Drive**

425 – BOTANY TO MACLEANS COLLEGE AND BUCKLANDS BEACH INTERMEDIATE

Route UID: 42551

Botany Town Centre, (R) Te Irirangi Drive, Botany Road, (R) Ridge Road, (L) Bleakhouse Road, (L) Macleans Road, **Macleans College**, Macleans Road, (L) Bucklands Beach Road, **Bucklands Beach Intermediate**

425 – BUCKLANDS BEACH INTERMEDIATE AND MACLEANS COLLEGE TO BOTANY

Route UID: 42552

Bucklands Beach Intermediate, Bucklands Beach Road, (R) Macleans Road, **Macleans College**, Macleans Road, (R) Bleakhouse Road, (R) Ridge Road, (L) Botany Road, Te Irirangi Drive, (L) **Botany Town Centre**

426 – BOTANY TO MACLEANS COLLEGE

Route UID: 42651

Botany Town Centre, (R) Te Irirangi Drive, Botany Road, (R) Millhouse Drive, Meadowland Drive, (R) Sandspit Road, (L) View Road, (L) Pah Road, Cockle Bay Road, (R) Granger Road, Selwyn Road, (R) Picton Street, (L) Ridge Road, (R) Bleakhouse Road, (L) Macleans Road, **Macleans College**

426 – MACLEANS COLLEGE TO BOTANY

Route UID: 42652

Macleans College, Macleans Road, (R) Bleakhouse Road, (L) Ridge Road, (R) Picton Street, (L) Selwyn Road, Granger Road, (L) Cockle Bay Road, Pah Road, (R) View Road, (R) Sandspit Road, (L) Meadowland Drive, Millhouse Drive, (L) Botany Road, Te Irirangi Drive, (L) **Botany Town Centre**

427 – FLAT BUSH TO MACLEANS COLLEGE AND BUCKLANDS BEACH INTERMEDIATE

Route UID: 42751

Opposite 96 Stancombe Road, (R) Chapel Road, (R) Kilkenny Drive, (R) Chapel Road, Whitford Road, Cook Street, (L) Picton Street, (L) Ridge Road, (R) Bleakhouse Road, (L) Macleans Road, **Macleans College**, Macleans Road, (L) Bucklands Beach Road, **Bucklands Beach Intermediate**

427 - BUCKLANDS BEACH INTERMEDIATE AND MACLEANS COLLEGE TO FLAT BUSH

Route UID: 42752

Bucklands Beach Intermediate, Bucklands Beach Road, (R) Macleans Road, **Macleans College**, Macleans Road, (R) Bleakhouse Road, (L) Ridge Road, (R) Picton Street, (R) Cook Street, (L) Minerva Terrace, Cook Street, Whitford Road, (R) Chapel Road, (L) Kilkenny Drive, (L) Chapel Road, (L) **86 Stancombe Road**

430 – MEADOWLANDS TO OWAIROA PRIMARY

Route UID: 43051

115 Whitford Road, (R) Chapel Road, (R) Ti Rakau Drive, (R) Botany Road, (L) Golfland Drive, (L) Botany Road, (L) Lexington Drive, (R) Bradbury Road, (L) Botany Road, (R) Ridge Road, (R) Nelson Street, **Owairoa Primary**

430 – OWAIROA PRIMARY TO MEADOWLANDS

Route UID: 43052

Owairoa Primary, Nelson Street, (L) Ridge Road, (L) Botany Road, (R) Bradbury Road, (L) Lexington Drive, (R) Botany Road, (R) Golfland Drive, (R) Botany Road, (L) Ti Rakau Drive, (L) Chapel Road, (L) Whitford Road, **111 Whitford Road**

431 – BOTANY TO HOWICK COLLEGE AND SOMERVILLE INTERMEDIATE

Route UID: 43151

Botany Town Centre, (R) Te Irirangi Drive, Botany Road, (L) Golfland Drive, (L) Botany Road, (L) Cascades Road, (R) Aviemore Drive, (R) Bradbury Road, (R) Union Road, (L) Cook Street, Minerva Terrace, (R) Paparoa Road, (R) Sandspit Road, **Howick College**, Sandspit Road, Somerville Road, **Somerville Intermediate**

431 – SOMERVILLE INTERMEDIATE AND HOWICK COLLEGE TO BOTANY

Route UID: 43152

Somerville Intermediate, Somerville Road, Sandspit Road, **Howick College**, Sandspit Road (L) Paparoa Road, (L) Minerva Terrace, Cook Street, (R) Union Road, (L) Bradbury Road, (L) Aviemore Drive, (L) Cascades Road, (R) Botany Road, (R) Golfland Drive, (R) Botany Road, Te Irirangi Drive, (L) **Botany Town Centre**

432 – DANNEMORA TO HOWICK COLLEGE

Route UID: 43251

259 Kilkenny Drive, (R) Chapel Road, (L) Whitford Road, Cook Street, Minerva Terrace, (R) Paparoa Road, (R) Sandspit Road, **Howick College**

432 – HOWICK COLLEGE TO DANNEMORA

Route UID: 43252

Howick College, Sandspit Road, (L) Paparoa Road, (L) Minerva Terrace, Cook Street, Whitford Road, (R) Chapel Road, (L) **Kilkenny Drive near Chapel Road**

433 – REDCASTLE DRIVE TO SOMERVILLE INTERMEDIATE AND HOWICK COLLEGE

Route UID: 43351

Redcastle Drive near Shave Place, Redcastle Drive, (R) Shrute Place, (R) Smales Road, (L) Chapel Road, (R) Whitford Road, (L) Somerville Road, **Somerville Intermediate**, Somerville Road, Sandspit Road, **Howick College**

433 – HOWICK COLLEGE AND SOMERVILLE INTERMEDIATE TO REDCASTLE DRIVE

Route UID: 43352

Howick College, Sandspit Road, Somerville Road, **Somerville Intermediate**, Somerville Road, (R) Whitford Road, (L) Chapel Road, (R) Smales Road, (L) Shrule Place, (L) Redcastle Drive to **Redcastle Drive near Shave Place**

434 – FLAT BUSH TO SOMERVILLE INTERMEDIATE AND HOWICK COLLEGE

Route UID: 43451

Opposite 96 Stancombe Road, (R) Kensway Drive, (L) Baverstock Road, (R) Middlefield Drive, (L) Gracechurch Drive, (R) Chapel Road, (R) Kilkenny Drive, (R) Chapel Road, (R) Whitford Road, (L) Somerville Road, **Somerville Intermediate**, Somerville Road, Sandspit Road, **Howick College**

434 – HOWICK COLLEGE AND SOMERVILLE INTERMEDIATE TO FLAT BUSH

Route UID: 43452

Howick College, Sandspit Road, Somerville Road, **Somerville Intermediate**, Somerville Road, (R) Whitford Road, (L) Chapel Road, (L) Kilkenny Drive, (L) Chapel Road, (L) Gracechurch Drive, (R) Middlefield Drive, (L) Baverstock Road, (R) Kensway Drive, (L) **86 Stancombe Road**

2. Service Maps

2.1 Public Maps

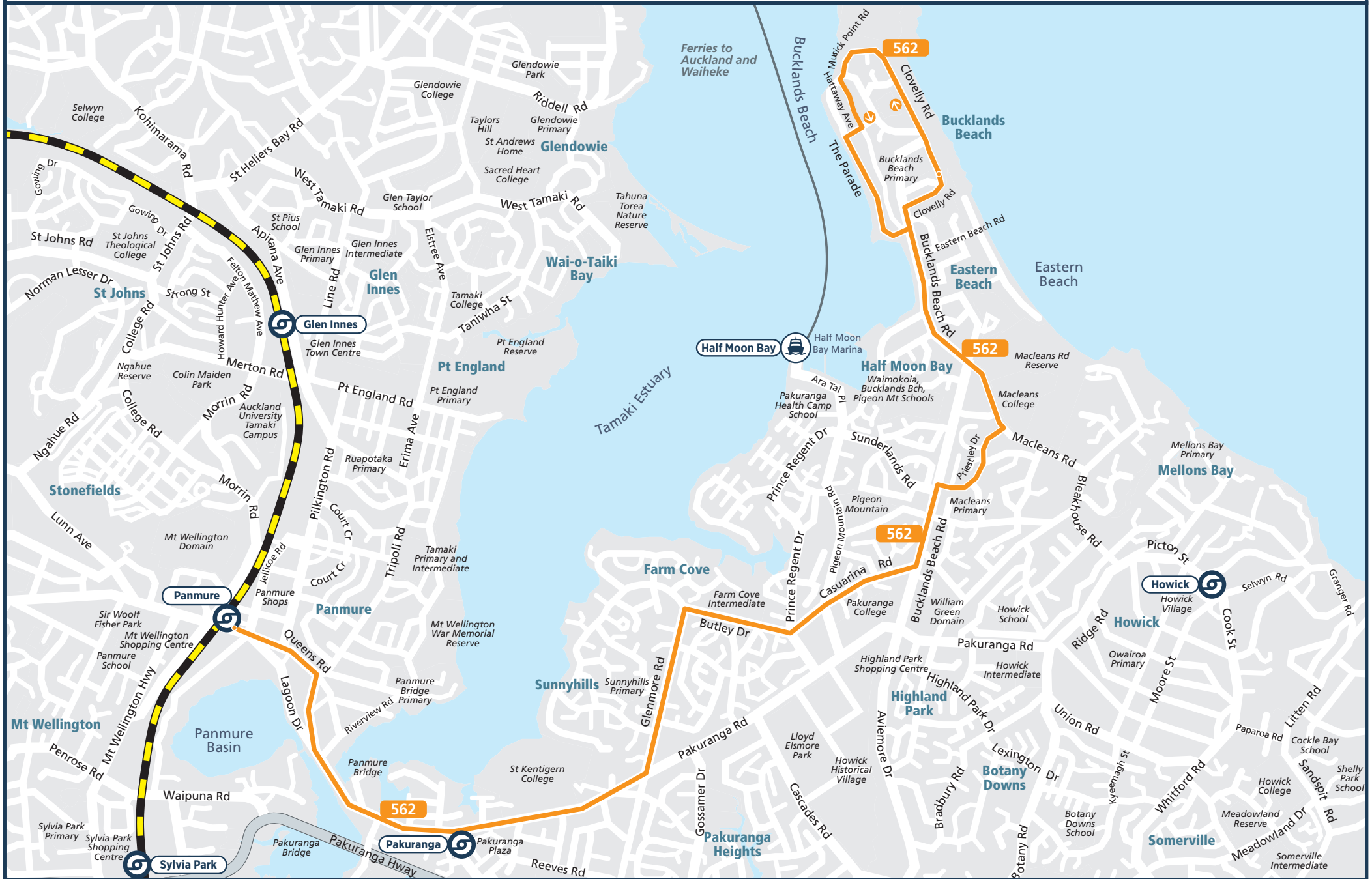
ROUTE 543 – HOWICK TO PANMURE VIA CASCADES RD



ROUTE 545 – BUCKLANDS BEACH TO BOTANY VIA HIGHLAND PARK



ROUTE 562 - BUCKLANDS BEACH TO PANMURE



ROUTE 563 – BUCKLANDS BEACH TO HALF MOON BAY

Ferries to
Auckland and
Waiheke



ROUTE 566 - BOTANY TO HALF MOON BAY VIA HIGHLAND PARK



ROUTE 567 - BOTANY TO HALF MOON BAY VIA COCKLE BAY AND HOWICK



ROUTE 589 - MARAETAI AND BEACHLANDS TO BOTANY VIA WHITFORD AND ORMISTON



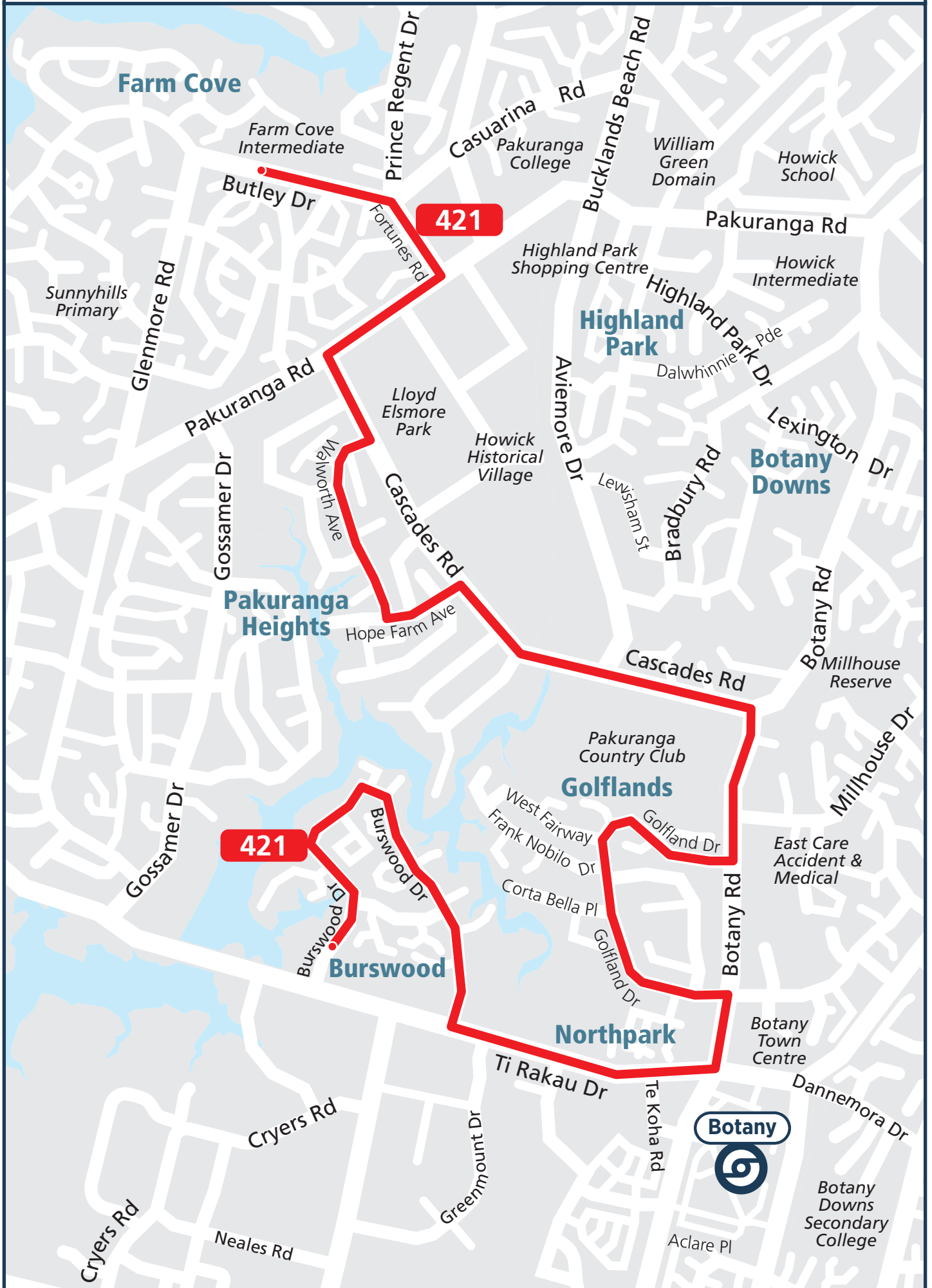
Services to operate via Bellingham Rd once road is complete. Currently expected to open in early 2018

2.2 School Maps

SCHOOL BUS ROUTE 420 - PAKURANGA TO FARM COVE INTERMEDIATE



SCHOOL BUS ROUTE 421 - BURSWOOD TO FARM COVE INTERMEDIATE



SCHOOL BUS ROUTE 425 - BOTANY TO MACLEANS COLLEGE & BUCKLANDS BEACH INTERMEDIATE



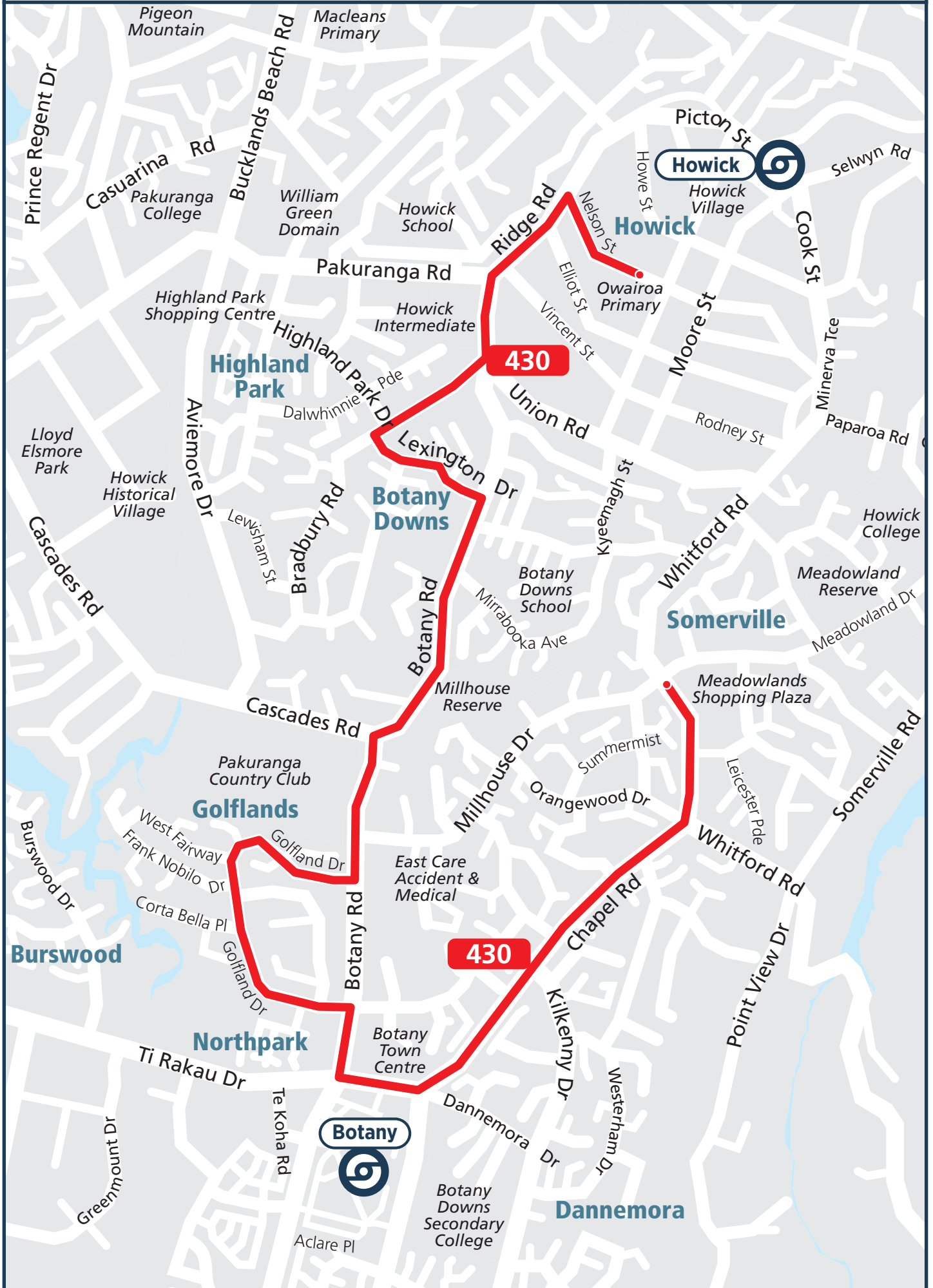
SCHOOL BUS ROUTE 426 - BOTANY TO MACLEANS COLLEGE



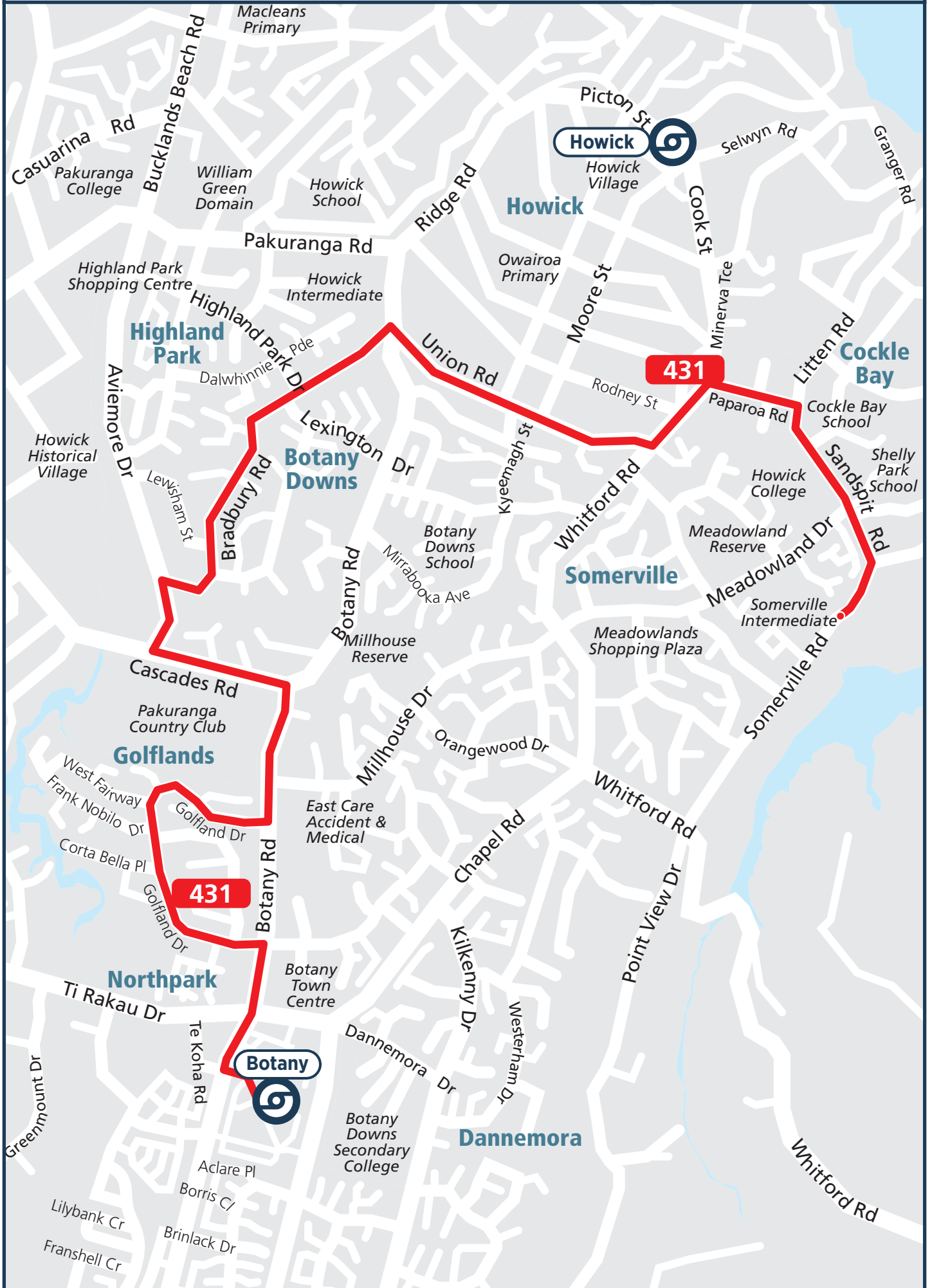
SCHOOL BUS ROUTE 427 - FLAT BUSH TO MACLEANS COLLEGE & BUCKLANDS BEACH INTERMEDIATE



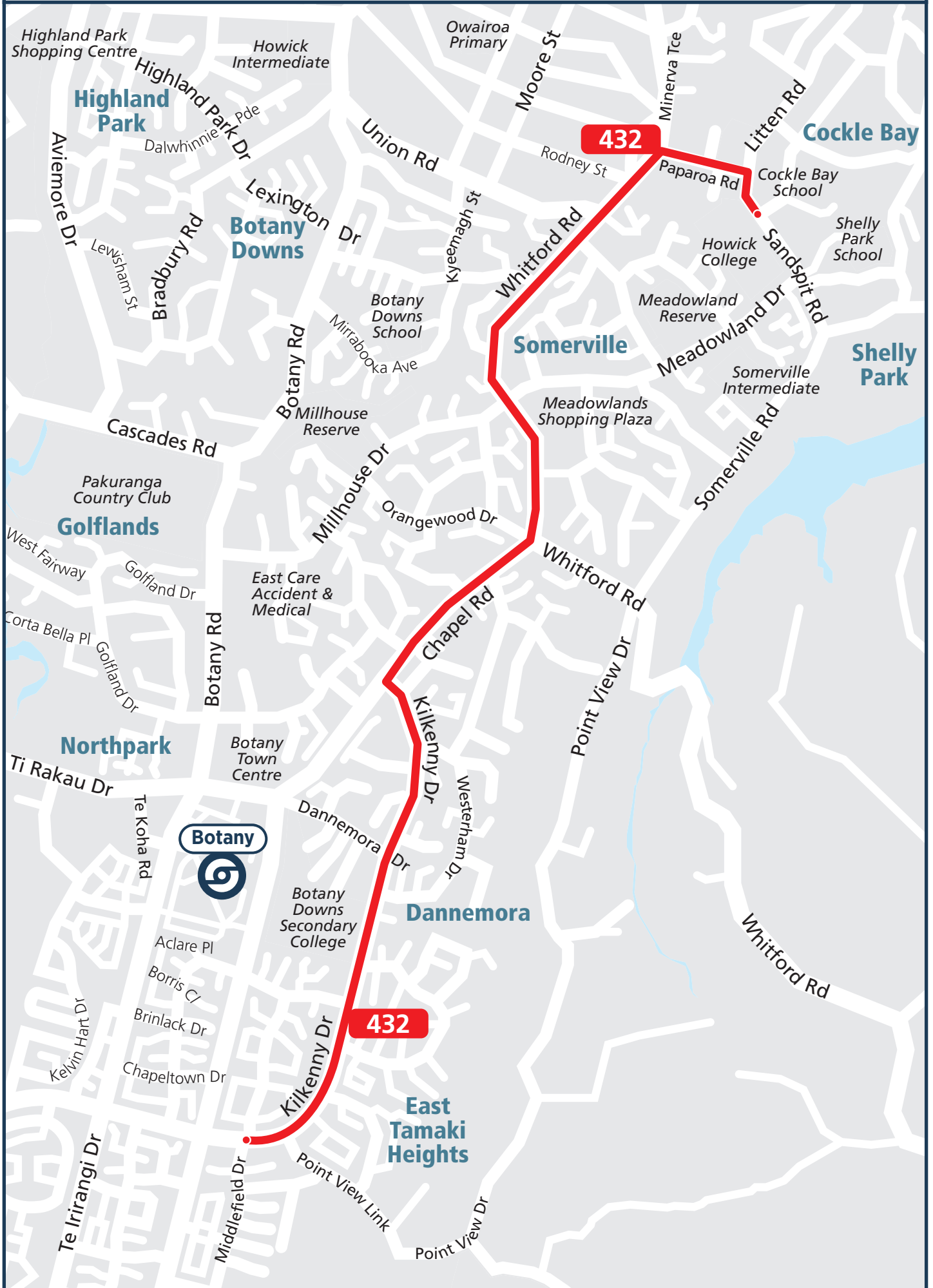
SCHOOL BUS ROUTE 430 - MEADOWLANDS TO OWAIROA PRIMARY



SCHOOL BUS ROUTE 431 - BOTANY TO HOWICK COLLEGE & SOMERVILLE INTERMEDIATE



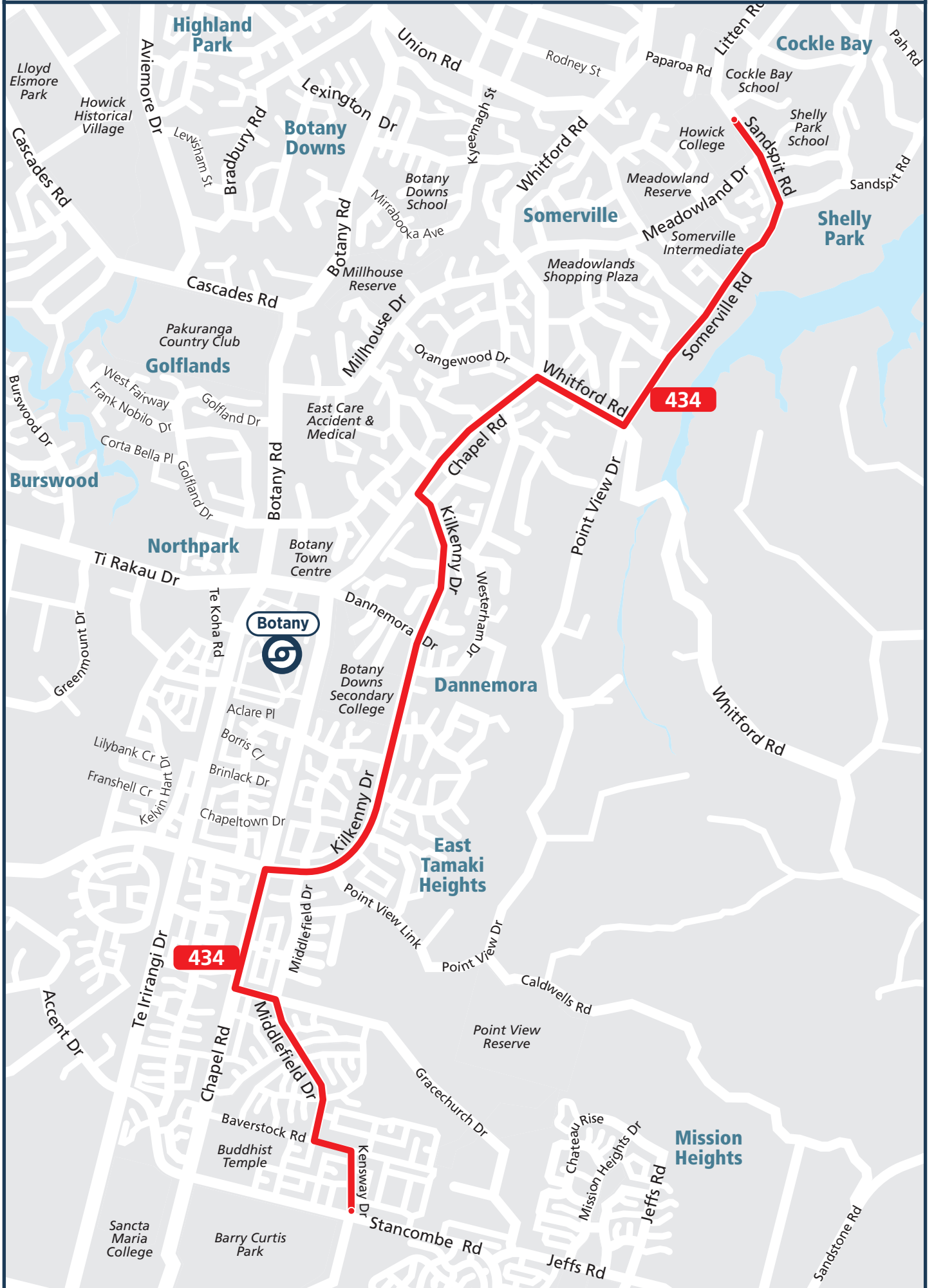
SCHOOL BUS ROUTE 432 - DANNEMORA TO HOWICK COLLEGE



SCHOOL BUS ROUTE 433 - REDCASTLE DR TO HOWICK COLLEGE



SCHOOL BUS ROUTE 434 - FLAT BUSH TO HOWICK COLLEGE



3. Route Timetables (Indicative)

3.1 Public Timetables

Howick to Panmure via Cascades Rd

Inbound

Monday to Friday

543

	Route	Howick	Panmure Interchange
AM ▼	543	6.00	6.25
	543	6.30	7.05
	543	7.00	7.40
	543	7.20	8.00
	543	7.40	8.20
	543	8.00	8.35
	543	8.20	8.55
	543	8.40	9.15
	543	9.00	9.30
	543	10.00	10.30
PM ▼	543	11.00	11.30
	543	12.00	12.30
	543	1.00	1.30
	543	2.00	2.30
	543	3.00	3.35
	543	4.00	4.35
	543	5.00	5.35
	543	6.00	6.35
	543	7.00	7.25
	543	8.00	8.25

Panmure to Howick via Cascades Rd

Outbound

Monday to Friday

543

	Route	Panmure Interchange	Howick
AM ▼	543	6.20	6.50
	543	7.20	7.55
	543	8.20	8.55
	543	9.20	9.50
	543	10.20	10.50
PM ▼	543	11.20	11.50
	543	12.20	12.50
	543	1.20	1.50
	543	2.20	2.50
	543	3.20	3.55
	543	3.40	4.15
	543	4.00	4.35
	543	4.20	4.55
	543	4.40	5.15
	543	5.00	5.40
	543	5.20	6.00
	543	5.40	6.20
	543	6.00	6.35
	543	6.20	6.55
	543	6.40	7.15
	543	7.00	7.30
	543	7.20	7.50
	543	8.20	8.50

Howick to Panmure via Cascades Rd

Inbound

Saturday

543

	Route	Howick	Panmure Interchange
AM ▼	543	6.00	6.25
	543	7.00	7.30
	543	8.00	8.30
	543	9.00	9.30
	543	10.00	10.30
	543	11.00	11.30
PM ▼	543	12.00	12.30
	543	1.00	1.30
	543	2.00	2.30
	543	3.00	3.30
	543	4.00	4.30
	543	5.00	5.30
	543	6.00	6.30
	543	7.00	7.25
	543	8.00	8.25

Panmure to Howick via Cascades Rd

Outbound

Saturday

543

	Route	Panmure Interchange	Howick
AM ▼	543	6.20	6.45
	543	7.20	7.45
	543	8.20	8.50
	543	9.20	9.50
	543	10.20	10.50
PM ▼	543	11.20	11.50
	543	12.20	12.50
	543	1.20	1.50
	543	2.20	2.50
	543	3.20	3.50
	543	4.20	4.50
	543	5.20	5.50
	543	6.20	6.45
	543	7.20	7.45
	543	8.20	8.45

Howick to Panmure via Cascades Rd

Inbound

Sunday

543

	Route	Howick	Panmure Interchange
AM ▼	543	6.00	6.25
	543	7.00	7.25
	543	8.00	8.30
	543	9.00	9.30
	543	10.00	10.30
	543	11.00	11.30
PM ▼	543	12.00	12.30
	543	1.00	1.30
	543	2.00	2.30
	543	3.00	3.30
	543	4.00	4.30
	543	5.00	5.30
	543	6.00	6.30
	543	7.00	7.25
	543	8.00	8.25

Panmure to Howick via Cascades Rd

Outbound

Sunday

543

	Route	Panmure Interchange	Howick
AM ▼	543	6.20	6.45
	543	7.20	7.45
	543	8.20	8.50
	543	9.20	9.50
	543	10.20	10.50
	543	11.20	11.50
PM ▼	543	12.20	12.50
	543	1.20	1.50
	543	2.20	2.50
	543	3.20	3.50
	543	4.20	4.50
	543	5.20	5.50
	543	6.20	6.45
	543	7.20	7.45
	543	8.20	8.45

Botany to Bucklands Beach

Inbound

Monday to Friday

545

Route	Botany Town Centre	Opposite 134 Clovelly Rd	49 The Parade	
AM ▼	545	6.30	6.50	-
	545	7.00	7.20	-
	545	7.30	-	8.05
	545	8.00	-	8.35
	545	8.30	-	9.05
	545	9.30	9.50	-
	545	10.30	10.50	-
PM ▼	545	11.30	11.50	-
	545	12.30	12.50	-
	545	1.30	1.50	-
	545	2.30	2.50	-
	545	3.00	3.20	-
	545	3.30	3.50	-
	545	4.00	4.20	-
	545	4.30	4.50	-
	545	5.00	-	5.35
	545	5.30	-	6.05
	545	6.00	-	6.35
	545	6.30	-	7.05
	545	7.30	7.50	-
	545	8.30	8.50	-
	545	9.30	-	9.55
	545	10.30	-	10.55

Buckland's Beach to Botany

Outbound

Monday to Friday

545

Route	Opposite 134 Clovelly Rd	Botany Town Centre
AM ▼		
545	5.50	6.15
545	6.20	6.45
545	6.50	7.15
545	7.20	7.50
545	7.50	8.20
545	8.20	8.45
545	8.50	9.15
545	9.50	10.15
545	10.50	11.15
545	11.50	12.15
PM ▼		
545	12.50	1.15
545	1.50	2.15
545	2.50	3.15
545	3.20	3.45
545	3.50	4.15
545	4.20	4.45
545	4.50	5.20
545	5.20	5.50
545	5.50	6.20
545	6.50	7.15
545	7.50	8.15
545	8.50	9.15

Botany to Bucklands Beach

Inbound

Saturday

545

Route	Botany Town Centre	Opposite 134 Clovelly Rd	49 The Parade
AM			
545	7.30	7.50	-
545	8.30	8.50	-
545	9.30	9.50	-
545	10.30	10.50	-
545	11.30	11.50	-
PM			
545	12.30	12.50	-
545	1.30	1.50	-
545	2.30	2.50	-
545	3.30	3.50	-
545	4.30	4.50	-
545	5.30	5.50	-
545	6.30	6.50	-
545	7.30	7.50	-
545	8.30	8.50	-
545	9.30	-	9.55
545	10.30	-	10.55

Buckland's Beach to Botany

Outbound

Saturday

545

	Route	Opposite 134 Clovelly Rd	Botany Town Centre
AM ▼	545	6.50	7.15
	545	7.50	8.15
	545	8.50	9.15
	545	9.50	10.15
	545	10.50	11.15
PM ▼	545	11.50	12.15
	545	12.50	1.15
	545	1.50	2.15
	545	2.50	3.15
	545	3.50	4.15
	545	4.50	5.15
	545	5.50	6.15
	545	6.50	7.15
	545	7.50	8.15
	545	8.50	9.15

Botany to Bucklands Beach

Inbound

Sunday

545

Route	Botany Town Centre	Opposite 134 Clovelly Rd	49 The Parade
AM			
545	7.30	7.50	-
545	8.30	8.50	-
545	9.30	9.50	-
545	10.30	10.50	-
545	11.30	11.50	-
PM			
545	12.30	12.50	-
545	1.30	1.50	-
545	2.30	2.50	-
545	3.30	3.50	-
545	4.30	4.50	-
545	5.30	5.50	-
545	6.30	6.50	-
545	7.30	7.50	-
545	8.30	8.50	-
545	9.30	-	9.55
545	10.30	-	10.55

Buckland's Beach to Botany

Outbound

Sunday

545

Route	Opposite 134 Clovelly Rd	Botany Town Centre
AM ▼ 545	6.50	7.15
545	7.50	8.15
545	8.50	9.15
545	9.50	10.15
545	10.50	11.15
545	11.50	12.15
PM ▼ 545	12.50	1.15
545	1.50	2.15
545	2.50	3.15
545	3.50	4.15
545	4.50	5.15
545	5.50	6.15
545	6.50	7.15
545	7.50	8.15
545	8.50	9.15

Bucklands Beach to Panmure

Monday to Friday

562

Route	Panmure Interchange	Opposite 134 Clovelly Rd	49 The Parade	Panmure Interchange
562	-	5.40	5.45	6.10
562	-	6.10	6.15	6.40
562	-	6.30	6.35	7.05
562	6.15	6.40	6.45	-
562	-	6.50	6.55	7.25
562	6.45	7.10	7.15	7.40
562	-	7.30	7.35	8.05
562	7.15	7.40	7.45	-
562	-	7.50	7.55	8.25
562	7.45	8.10	8.15	8.40
562	8.15	8.40	8.45	9.10
562	8.45	9.10	9.15	9.40
562	9.15	9.40	9.45	10.10
562	9.45	10.10	10.15	10.40
562	10.15	10.40	10.45	11.10
562	10.45	11.10	11.15	11.40
562	11.15	11.40	11.45	12.10
562	11.45	12.10	12.15	12.40
562	12.15	12.40	12.45	1.10
562	12.45	1.10	1.15	1.40
562	1.15	1.40	1.45	2.10
562	1.45	2.10	2.15	2.40
562	2.15	2.40	2.45	3.10
562	2.45	3.10	3.15	3.40
562	3.15	3.40	3.45	4.10
562	3.45	4.10	4.15	4.40
562	4.15	4.40	4.45	5.10
562	4.35	5.05	5.10	5.30
562	4.55	5.25	5.30	-
562	5.15	5.45	5.50	6.10
562	5.35	6.05	6.10	6.30
562	5.55	6.25	6.30	-
562	6.15	6.40	6.45	7.10
562	6.45	7.10	7.15	7.40
562	7.15	7.40	7.45	8.10
562	7.45	8.10	8.15	8.40
562	8.15	8.40	8.45	9.10
562	8.45	9.10	9.15	9.40
562	9.15	9.40	9.45	10.10
562	9.45	10.10	10.15	10.40
562	10.15	10.40	10.45	11.10
562	10.45	11.10	11.15	11.40

Buckland's Beach to Panmure

Saturday

562

	Route	Panmure Interchange	Opposite 134 Clovelly Rd	49 The Parade	Panmure Interchange
AM ▼	562	-	6.10	6.15	6.40
	562	6.45	7.10	7.15	7.40
	562	7.15	7.40	7.45	8.10
	562	7.45	8.10	8.15	8.40
	562	8.15	8.40	8.45	9.10
	562	8.45	9.10	9.15	9.40
	562	9.15	9.40	9.45	10.10
	562	9.45	10.10	10.15	10.40
	562	10.15	10.40	10.45	11.10
	562	10.45	11.10	11.15	11.40
PM ▼	562	11.15	11.40	11.45	12.10
	562	11.45	12.10	12.15	12.40
	562	12.15	12.40	12.45	1.10
	562	12.45	1.10	1.15	1.40
	562	1.15	1.40	1.45	2.10
	562	1.45	2.10	2.15	2.40
	562	2.15	2.40	2.45	3.10
	562	2.45	3.10	3.15	3.40
	562	3.15	3.40	3.45	4.10
	562	3.45	4.10	4.15	4.40
	562	4.15	4.40	4.45	5.10
	562	4.45	5.10	5.15	5.40
	562	5.15	5.40	5.45	6.10
	562	5.45	6.10	6.15	6.40
	562	6.15	6.40	6.45	7.10
	562	6.45	7.10	7.15	7.40
	562	7.15	7.40	7.45	8.10
	562	7.45	8.10	8.15	8.40
	562	8.45	9.10	9.15	9.40
	562	9.45	10.10	10.15	10.40
562	10.45	11.10	11.15	-	

Bucklands Beach to Panmure

Sunday

562

	Route	Panmure Interchange	Opposite 134 Clovelly Rd	49 The Parade	Panmure Interchange
AM ▼	562	-	6.10	6.15	6.40
	562	6.45	7.10	7.15	7.40
	562	7.15	7.40	7.45	8.10
	562	7.45	8.10	8.15	8.40
	562	8.15	8.40	8.45	9.10
	562	8.45	9.10	9.15	9.40
	562	9.15	9.40	9.45	10.10
	562	9.45	10.10	10.15	10.40
	562	10.15	10.40	10.45	11.10
	562	10.45	11.10	11.15	11.40
PM ▼	562	11.15	11.40	11.45	12.10
	562	11.45	12.10	12.15	12.40
	562	12.15	12.40	12.45	1.10
	562	12.45	1.10	1.15	1.40
	562	1.15	1.40	1.45	2.10
	562	1.45	2.10	2.15	2.40
	562	2.15	2.40	2.45	3.10
	562	2.45	3.10	3.15	3.40
	562	3.15	3.40	3.45	4.10
	562	3.45	4.10	4.15	4.40
	562	4.15	4.40	4.45	5.10
	562	4.45	5.10	5.15	5.40
	562	5.15	5.40	5.45	6.10
	562	5.45	6.10	6.15	6.40
	562	6.15	6.40	6.45	7.10
	562	6.45	7.10	7.15	7.40
	562	7.15	7.40	7.45	8.10
	562	7.45	8.10	8.15	8.40
	562	8.45	9.10	9.15	9.40
	562	9.45	10.10	10.15	10.40
562	10.45	11.10	11.15	-	

Buckland's Beach to Half Moon Bay

Inbound

Monday to Friday

563

	Route	Footnote	Opposite 134 Clovelly Rd	Half Moon Bay
AM ▼	563		6.07	6.25
	563		6.36	6.55
	563		7.05	7.25
	563		7.37	7.55
	563		8.07	8.25
	563		9.08	9.25
PM ▼	563		10.08	10.25
	563		11.08	11.25
	563		12.08	12.25
	563		1.08	1.25
	563		2.08	2.25
	563		3.08	3.25
	563		3.38	3.55
	563		4.08	4.25
	563		4.38	4.55
	563		5.08	5.25
	563		5.38	5.55
	563		6.08	6.25
	563		7.08	7.25
	563		8.08	8.25
	563	Friday Only	9.08	9.25
	563	Friday Only	10.08	10.25

Half Moon Bay to Bucklands Beach

Outbound

Monday to Friday

563

	Route	Footnote	Half Moon Bay	49 The Parade
AM ▼	563		8.00	8.15
	563		8.30	8.45
	563		9.00	9.15
	563		9.30	9.45
	563		10.00	10.15
PM ▼	563		11.00	11.15
	563		12.00	12.15
	563		1.00	1.15
	563		2.00	2.15
	563		3.00	3.15
	563		4.00	4.15
	563		5.00	5.15
	563		5.30	5.45
	563		6.00	6.15
	563		6.30	6.45
	563		7.00	7.15
	563		7.30	7.45
	563		8.00	8.15
	563		9.00	9.15
	563		10.00	10.15
	563	Friday Only	11.00	11.15
	563	Friday Only	12.00	12.15

Buckland's Beach to Half Moon Bay

Inbound

Saturday

563

	Route	Opposite 134 Clovelly Rd	Half Moon Bay
AM ▼	563	7.08	7.25
	563	8.38	8.55
	563	10.08	10.25
PM ▼	563	11.38	11.55
	563	1.08	1.25
	563	2.38	2.55
	563	4.08	4.25
	563	5.38	5.55
	563	7.08	7.25
	563	8.38	8.55
	563	10.08	10.25

Half Moon Bay to Bucklands Beach

Outbound

Saturday

563

	Route	Half Moon Bay	49 The Parade
AM	563	9.00	9.15
	563	10.30	10.45
PM	563	12.00	12.15
	563	1.30	1.45
	563	3.00	3.15
	563	4.30	4.45
	563	6.00	6.15
	563	7.30	7.45
	563	9.00	9.15
	563	10.30	10.45
	563	12.00	12.15

Buckland's Beach to Half Moon Bay

Inbound

Sunday

563

	Route	Opposite 134 Clovelly Rd	Half Moon Bay
AM ▼	563	8.38	8.55
	563	10.08	10.25
	563	11.38	11.55
PM ▼	563	1.08	1.25
	563	2.38	2.55
	563	4.08	4.25
	563	5.38	5.55
	563	7.08	7.25

Half Moon Bay to Bucklands Beach

Outbound

Sunday

563

Route	Half Moon Bay	49 The Parade
AM 563	10.30	10.45
PM 563	12.00	12.15
563	1.30	1.45
563	3.00	3.15
563	4.30	4.45
563	6.00	6.15
563	7.30	7.45
563	9.00	9.15

Botany to Half Moon Bay via Highland Park

Monday to Friday

566

Route	Footnote	Botany Town Centre	Half Moon Bay
AM			
566		6.05	6.25
566		6.35	6.55
566		7.05	7.25
566		7.35	7.55
566		8.05	8.25
566		8.35	8.55
566		9.05	9.25
566		9.35	9.55
566		10.05	10.25
566		10.35	10.55
566		11.05	11.25
566		11.35	11.55
PM			
566		12.05	12.25
566		12.35	12.55
566		1.05	1.25
566		1.35	1.55
566		2.05	2.25
566		2.35	2.55
566		3.05	3.25
566		3.35	3.55
566		4.05	4.25
566		4.30	4.55
566		5.00	5.25
566		5.30	5.55
566		6.05	6.25
566		6.35	6.55
566		7.05	7.25
566		7.35	7.55
566		8.05	8.25
566		8.35	8.55
566		9.05	9.25
566	Friday Only	10.05	10.25

Half Moon Bay to Botany via Highland Park

Outbound

Monday to Friday

566

Route	Footnote	Half Moon Bay	Botany Town Centre
AM ▼	566	6.30	6.50
	566	7.00	7.20
	566	7.30	7.55
	566	8.00	8.25
	566	8.30	8.50
	566	9.00	9.20
	566	9.30	9.50
	566	10.00	10.20
	566	10.30	10.50
	566	11.00	11.20
PM ▼	566	11.30	11.50
	566	12.00	12.20
	566	12.30	12.50
	566	1.00	1.20
	566	1.30	1.50
	566	2.00	2.20
	566	2.30	2.50
	566	3.00	3.25
	566	3.30	3.50
	566	4.00	4.20
	566	4.30	4.50
	566	5.00	5.25
	566	5.30	5.55
	566	6.00	6.20
	566	6.30	6.50
	566	7.00	7.20
	566	7.30	7.50
	566	8.00	8.20
	566	8.30	8.50
	566	9.00	9.20
566	10.00	10.20	
566	Friday Only	11.00	11.20
566	Friday Only	12.00	12.20

Botany to Half Moon Bay via Highland Park

Inbound

Saturday

566

Route	Botany Town Centre	Half Moon Bay
AM		
566	6.35	6.55
566	7.35	7.55
566	8.35	8.55
566	9.35	9.55
566	10.35	10.55
566	11.35	11.55
PM		
566	12.35	12.55
566	1.35	1.55
566	2.35	2.55
566	3.35	3.55
566	4.35	4.55
566	5.35	5.55
566	6.35	6.55
566	7.35	7.55
566	8.35	8.55

Half Moon Bay to Botany via Highland Park

Outbound

Saturday

566

Route	Half Moon Bay	Botany Town Centre
AM ▼ 566	8.00	8.20
566	9.00	9.20
566	10.00	10.20
566	11.00	11.20
PM ▼ 566	12.00	12.20
566	1.00	1.20
566	2.00	2.20
566	3.00	3.20
566	4.00	4.20
566	5.00	5.20
566	6.00	6.20
566	7.00	7.20
566	8.00	8.20
566	9.00	9.20

Botany to Half Moon Bay via Highland Park

Inbound

Sunday

566

Route	Botany Town Centre	Half Moon Bay
AM		
566	6.35	6.55
566	7.35	7.55
566	8.35	8.55
566	9.35	9.55
566	10.35	10.55
566	11.35	11.55
PM		
566	12.35	12.55
566	1.35	1.55
566	2.35	2.55
566	3.35	3.55
566	4.35	4.55
566	5.35	5.55
566	6.35	6.55
566	7.35	7.55
566	8.35	8.55

Half Moon Bay to Botany via Highland Park

Outbound

Sunday

566

Route	Half Moon Bay	Botany Town Centre
AM		
566	8.00	8.20
566	9.00	9.20
566	10.00	10.20
566	11.00	11.20
PM		
566	12.00	12.20
566	1.00	1.20
566	2.00	2.20
566	3.00	3.20
566	4.00	4.20
566	5.00	5.20
566	6.00	6.20
566	7.00	7.20
566	8.00	8.20
566	9.00	9.20

Botany to Half Moon Bay via Howick

Inbound

Monday to Friday

567

	Route	Botany Town Centre	Howick	Half Moon Bay
AM	567	5.50	6.10	6.25
	567	6.18	6.40	6.55
	567	6.48	7.10	7.25
	567	7.18	7.40	7.55
	567	7.50	8.10	8.25
	567	8.20	8.40	8.55
	567	8.50	9.10	9.25
	567	9.20	9.40	9.55
	567	9.50	10.10	10.25
	567	10.20	10.40	10.55
	567	10.50	11.10	11.25
	567	11.20	11.40	11.55
PM	567	11.50	12.10	12.25
	567	12.20	12.40	12.55
	567	12.50	1.10	1.25
	567	1.20	1.40	1.55
	567	1.50	2.10	2.25
	567	2.20	2.40	2.55
	567	2.50	3.10	3.25
	567	3.18	3.40	3.55
	567	3.48	4.10	4.25
	567	4.18	4.40	4.55
	567	4.48	5.10	5.25
	567	5.18	5.40	5.55
	567	5.48	6.10	6.25
	567	6.20	6.40	6.55
	567	6.50	7.10	7.25
	567	7.50	8.10	8.25
	567	8.20	8.40	8.55
	567	8.50	9.10	9.25
	567	9.50	10.10	10.25

Half Moon Bay to Botany via Howick

Outbound

Monday to Friday

567

Route	Footnote	Half Moon Bay	Howick	Botany Town Centre
AM				
567		6.30	6.45	7.00
567		7.00	7.15	7.30
567		7.30	7.45	8.05
567		8.00	8.15	8.35
567		8.30	8.45	9.05
567		9.00	9.15	9.35
567		9.30	9.45	10.05
567		10.00	10.15	10.35
567		10.30	10.45	11.05
567		11.00	11.15	11.35
567		11.30	11.45	12.05
PM				
567		12.00	12.15	12.35
567		12.30	12.45	1.05
567		1.00	1.15	1.35
567		1.30	1.45	2.05
567		2.00	2.15	2.35
567		2.30	2.45	3.05
567		3.00	3.15	3.40
567		3.30	3.45	4.10
567		3.30	3.45	4.05
567		4.00	4.15	4.35
567		4.30	4.45	5.05
567		5.00	5.15	5.40
567		5.30	5.45	6.10
567		6.00	6.15	6.40
567		6.30	6.45	7.05
567		7.00	7.15	7.35
567		7.30	7.45	8.05
567		8.00	8.15	8.35
567		8.30	8.45	9.05
567		9.00	9.15	9.35
567		10.00	10.15	10.35
567	Friday Only	11.00	11.15	11.35
567	Friday Only	12.00	12.15	12.35

Botany to Half Moon Bay via Howick

Inbound

Saturday

567

	Route	Botany Town Centre	Howick	Half Moon Bay
AM ▼	567	7.20	7.40	7.55
	567	8.20	8.40	8.55
	567	9.20	9.40	9.55
PM ▼	567	10.20	10.40	10.55
	567	11.20	11.40	11.55
	567	12.20	12.40	12.55
	567	1.20	1.40	1.55
	567	2.20	2.40	2.55
	567	3.20	3.40	3.55
	567	4.20	4.40	4.55
	567	5.20	5.40	5.55
	567	6.20	6.40	6.55
	567	7.20	7.40	7.55
	567	8.20	8.40	8.55

Half Moon Bay to Botany via Howick

Outbound

Saturday

567

Route	Half Moon Bay	Howick	Botany Town Centre	
AM	567	8.00	8.15	8.35
▼	567	9.00	9.15	9.35
	567	10.00	10.15	10.35
	567	11.00	11.15	11.35
PM	567	12.00	12.15	12.35
▼	567	1.00	1.15	1.35
	567	2.00	2.15	2.35
	567	3.00	3.15	3.35
	567	4.00	4.15	4.35
	567	5.00	5.15	5.35
	567	6.00	6.15	6.35
	567	7.00	7.15	7.35
	567	8.00	8.15	8.35
	567	9.00	9.15	9.35

Botany to Half Moon Bay via Howick

Inbound

Sunday

567

	Route	Botany Town Centre	Howick	Half Moon Bay
AM ▼	567	7.20	7.40	7.55
	567	8.20	8.40	8.55
	567	9.20	9.40	9.55
PM ▼	567	10.20	10.40	10.55
	567	11.20	11.40	11.55
	567	12.20	12.40	12.55
	567	1.20	1.40	1.55
	567	2.20	2.40	2.55
	567	3.20	3.40	3.55
	567	4.20	4.40	4.55
	567	5.20	5.40	5.55
	567	6.20	6.40	6.55
	567	7.20	7.40	7.55
567	8.20	8.40	8.55	

Half Moon Bay to Botany via Howick

Outbound

Sunday

567

Route	Half Moon Bay	Howick	Botany Town Centre
AM ▼ 567	8.00	8.15	8.35
567	9.00	9.15	9.35
567	10.00	10.15	10.35
567	11.00	11.15	11.35
PM ▼ 567	12.00	12.15	12.35
567	1.00	1.15	1.35
567	2.00	2.15	2.35
567	3.00	3.15	3.35
567	4.00	4.15	4.35
567	5.00	5.15	5.35
567	6.00	6.15	6.35
567	7.00	7.15	7.35
567	8.00	8.15	8.35
567	9.00	9.15	9.35

Maraetai and Beachlands to Botany via Whitford and Ormiston Inbound

Monday to Friday

589

Route	Opp 265 Maraetai Dr	Opposite 63 Shelly Bay Rd	Botany Town Centre
AM			
589	6.00	6.10	6.47
589	7.00	7.10	7.52
589	8.00	8.10	8.52
589	9.00	9.10	9.47
589	10.00	10.10	10.47
589	11.00	11.10	11.47
PM			
589	12.00	12.10	12.47
589	1.00	1.10	1.47
589	2.00	2.10	2.47
589	3.00	3.10	3.47
589	4.00	4.10	4.52
589	5.00	5.10	5.52
589	6.00	6.10	6.47
589	7.00	7.10	7.47
589	8.00	8.10	8.47

Botany to Beachlands and Maraetai via Ormiston and Whitford Outbound

Monday to Friday

589

Route	Botany Town Centre	Opposite 63 Shelly Bay Rd	Opp 265 Maraetai Dr	
AM ▼	589	6.00	6.34	6.48
	589	7.00	7.33	7.50
	589	8.00	8.33	8.50
	589	9.00	9.34	9.48
	589	10.00	10.34	10.48
	589	11.00	11.34	11.48
PM ▼	589	12.00	12.34	12.48
	589	1.00	1.34	1.48
	589	2.00	2.34	2.48
	589	3.00	3.34	3.48
	589	4.00	4.34	4.48
	589	5.00	5.33	5.52
	589	6.00	6.33	6.52
	589	7.00	7.34	7.48

Maraetai and Beachlands to Botany via Whitford and Ormiston Inbound

Saturday

589

Route	Opp 265 Maraetai Dr	Opposite 63 Shelly Bay Rd	Botany Town Centre	
AM	589	7.00	7.10	7.47
	589	8.00	8.10	8.47
	589	9.00	9.10	9.47
	589	10.00	10.10	10.47
	589	11.00	11.10	11.47
PM	589	12.00	12.10	12.47
	589	1.00	1.10	1.47
	589	2.00	2.10	2.47
	589	3.00	3.10	3.47
	589	4.00	4.10	4.47
	589	5.00	5.10	5.47
	589	6.00	6.10	6.47
	589	7.00	7.10	7.47
	589	8.00	8.10	8.47

Botany to Beachlands and Maraetai via Ormiston and Whitford Outbound

Saturday

589

Route	Botany Town Centre	Opposite 63 Shelly Bay Rd	Opp 265 Maraetai Dr	
AM ▼	589	7.00	7.33	7.48
	589	8.00	8.33	8.48
	589	9.00	9.33	9.48
PM ▼	589	10.00	10.33	10.48
	589	11.00	11.33	11.48
	589	12.00	12.33	12.48
	589	1.00	1.33	1.48
	589	2.00	2.33	2.48
	589	3.00	3.33	3.48
	589	4.00	4.33	4.48
	589	5.00	5.33	5.48
	589	6.00	6.33	6.48
	589	7.00	7.33	7.48

**Maraetai and Beachlands to Botany via Whitford and Ormiston
Inbound**

Sunday

589

	Route	Opp 265 Maraetai Dr	Opposite 63 Shelly Bay Rd	Botany Town Centre
AM ▼	589	7.00	7.10	7.47
	589	8.00	8.10	8.47
	589	9.00	9.10	9.47
PM ▼	589	10.00	10.10	10.47
	589	11.00	11.10	11.47
	589	12.00	12.10	12.47
	589	1.00	1.10	1.47
	589	2.00	2.10	2.47
	589	3.00	3.10	3.47
	589	4.00	4.10	4.47
	589	5.00	5.10	5.47
	589	6.00	6.10	6.47
	589	7.00	7.10	7.47
	589	8.00	8.10	8.47

Botany to Beachlands and Maraetai via Ormiston and Whitford Outbound

Sunday

589

Route	Botany Town Centre	Opposite 63 Shelly Bay Rd	Opp 265 Maraetai Dr	
AM ▼	589	7.00	7.33	7.48
	589	8.00	8.33	8.48
	589	9.00	9.33	9.48
PM ▼	589	10.00	10.33	10.48
	589	11.00	11.33	11.48
	589	12.00	12.33	12.48
	589	1.00	1.33	1.48
	589	2.00	2.33	2.48
	589	3.00	3.33	3.48
	589	4.00	4.33	4.48
	589	5.00	5.33	5.48
	589	6.00	6.33	6.48
	589	7.00	7.33	7.48

3.2 School Timetables

Morning Timetable

Route	420	421	425	426	427	430	431	432	433	434
Route UID	42051	42151	42551	42651	42751	43051	43151	43251	43351	43451
Pakuranga Plaza	8.10									
Burswood Drive		8.00								
Botany Town Centre			8.00	7.55			8.00			
Stancombe Road					7.50					8.00
Meadowlands						8.05				
Kilkenny Drive								8.15		
Redcastle Drive									8.00	
Farm Cove Intermediate	8.25	8.25								
Macleans College			8.20	8.25	8.20					
Bucklands Beach Intermediate			8.25		8.25					
Sommerville Intermediate							8.25	8.25	8.20	8.20
Howick College							8.20	8.30	8.25	8.25
Owairoa Primary						8.25				

Afternoon Timetable

Route	420	421	425	426	427	430	431	432	433	434
Route UID	42052	42152	42552	42652	42752	43052	43152	43252	43352	43452
Farm Cove Intermediate	15.00	15.00								
Macleans College			15.20	15.20	15.20					
Bucklands Beach Intermediate			15.15		15.15					
Sommerville Intermediate							15.10	15.20	15.20	15.20
Howick College							15.15	15.15	15.15	15.15
Owairoa Primary						15.05				
Pakuranga Plaza	15.15									
Burswood Drive		15.30								
Botany Town Centre			15.40	15.50			15.35			
Stancombe Road					15.50					15.40
Meadowlands						15.25				
Kilkenny Drive								15.30		
Redcastle Drive									15.40	

4. Destination Signage (Indicative)

4.1 Buses will have consistent wording on the electronic signs for easy Route identification by passengers who are unfamiliar with the Route.

4.2 While the panels on the side of the bus may show a variety of scrolling information, the rear display (if available) will show the Route number at a minimum and the front facing display will show only the following:

543 – HOWICK TO PANMURE VIA CASCADES RD
Route UID: 54301



543 – PANMURE TO HOWICK VIA CASCADES RD
Route UID: 54302



545 – BUCKLANDS BEACH TO BOTANY VIA HIGHLAND PARK
Route UID: 54502



545 – BOTANY TO BUCKLANDS BEACH VIA HIGHLAND PARK
Route UID: 54501, 54503

Highland Park Bucklands Beach	545
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562 – BUCKLANDS BEACH TO PANMURE
Route UID: 56201, 56203 (from Opposite 138 Clovelly Road)

Panmure	562
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562 – PANMURE TO BUCKLANDS BEACH
Route UID: 56202, 56203 (to Opposite 138 Clovelly Road)

Bucklands Beach	562
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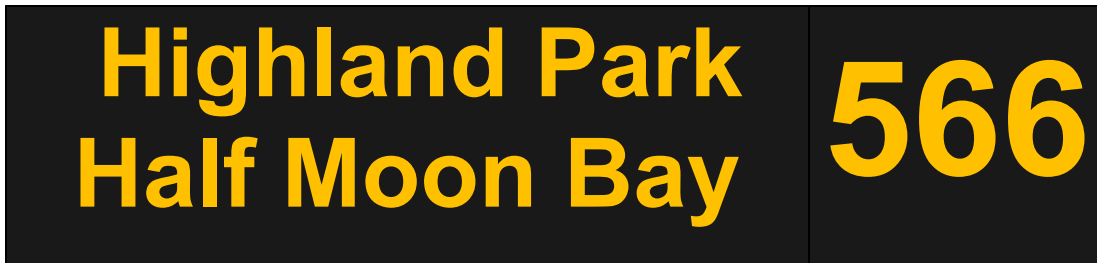
563 – BUCKLANDS BEACH TO HALF MOON BAY
Route UID: 56301

Half Moon Bay	563
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563 – HALF MOON BAY TO BUCKLANDS BEACH
Route UID: 56302



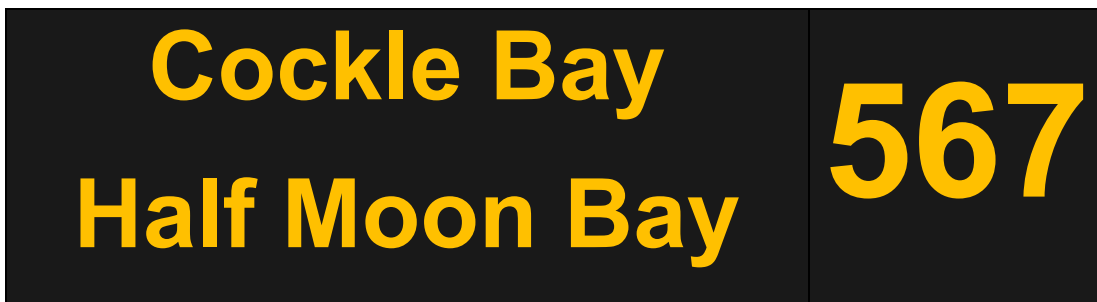
566 – BOTANY TO HALF MOON BAY VIA HIGHLAND PARK
Route UID: 56601



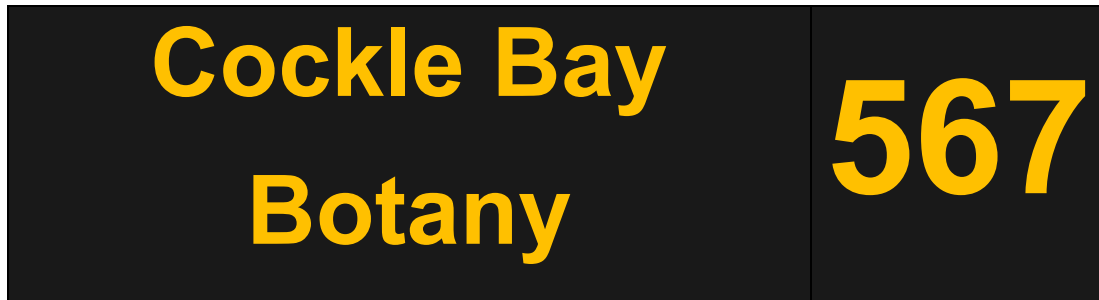
566 – HALF MOON BAY TO BOTANY VIA HIGHLAND PARK
Route UID: 56602



567 – BOTANY TO HALF MOON BAY VIA COCKLE BAY AND HOWICK
Route UID: 56701



567 – HALF MOON BAY TO BOTANY VIA HOWICK AND COCKLE BAY
Route UID: 56702



589 – MARAETAI AND BEACHLANDS TO BOTANY VIA WHITFORD AND ORMISTON
Route UID: 58901



589 – BOTANY TO BEACHLANDS AND MARAETAI VIA ORMISTON AND WHITFORD
Route UID: 58902



5. Bus Size

Public Services

PTOM	Route #	Route Description	City Centre (Route TBC)	Expected Demand	RUB Vehicle size
52	543	Howick to Panmure via Cascades Rd	No	Medium	Standard
	545	Bucklands Beach to Botany via Highland Park	No	Low	Small
	562	Bucklands Beach to Panmure	No	Medium/High	Standard
	563	Bucklands Beach to Half Moon Bay	No	Low	Small
	566	Botany to Half Moon Bay via Highland Park	No	Low/Medium	Small
	567	Botany to Half Moon Bay via Howick	No	Medium/High	Standard
	589	Maraetai and Beachlands to Botany via Whitford	No	Medium	Standard

School Services

PTOM	Route #	Route Description	City Centre (Route TBC)	Expected Demand	RUB Vehicle size
52	420	Pakuranga to Farm Cove Intermediate	No	Medium	Standard
	421	Burswood to Farm Cove Intermediate	No	Medium	Standard
	425	Botany to Macleans College and Bucklands beach Intermediate	No	High	Extra Large
	426	Botany to Macleans College	No	High	Extra Large
	427	Flat Bush to Macleans College and Bucklands beach Intermediate	No	High	Extra Large
	430	Meadowlands to Owairoa Primary	No	Low/ Medium	Standard
	431	Botany to Howick College and Somerville Intermediate	No	Medium	Extra Large
	432	Dannemora to Howick College	No	High	Extra Large
	433	Redcastle Drive to Somerville Intermediate and Howick College	No	High	Extra Large
	434	Flat Bush to Somerville Intermediate and Howick College	No	High	Extra Large

6. Unit Statistics (Estimate)

Peak Vehicle Requirements

PVR	29 (6 Small Bus, 16 Standard Bus, 7 Extra Large Bus)
-----	--

Monday to Thursday

ROUTE NUMBER	NUMBER OF TRIPS		IN SERVICE KILOMETRES	IN SERVICE HOURS
	IN	OUT		
420	1	1	9.912	0:30
421	1	1	19.902	0:55
425	1	1	14.642	0:50
426	1	1	22.929	1:00
427	1	1	25.016	1:10
430	1	1	16.801	0:40
431	1	1	17.977	0:50
432	1	1	12.357	0:30
433	1	1	14.873	0:50
434	1	1	16.900	0:50
543	21	23	585.882	24:10
545	23	22	495.538	19:10
562	38	4	931.890	34:50
563	20	18	254.290	10:18
566	30	29	508.832	20:20
567	29	30	800.736	34:58
589	15	14	864.755	23:29
TOTALS				
17	186	150	4613.232	175:20

Friday

ROUTE NUMBER	NUMBER OF TRIPS		IN SERVICE KILOMETRES	IN SERVICE HOURS
	IN	OUT		
420	1	1	9.912	0:30
421	1	1	19.902	0:55
425	1	1	14.642	0:50
426	1	1	22.929	1:00
427	1	1	25.016	1:10
430	1	1	16.801	0:40
431	1	1	17.977	0:50
432	1	1	12.357	0:30
433	1	1	14.873	0:50
434	1	1	16.900	0:50
543	21	23	585.882	24:10
545	23	22	495.538	19:10
562	38	4	931.890	34:50
563	22	22	294.646	11:52
566	32	33	560.606	22:20
567	31	34	882.256	38:28
589	15	14	864.755	23:29
TOTALS				
17	192	162	4786.882	182:24

Saturday

ROUTE NUMBER	NUMBER OF TRIPS		IN SERVICE KILOMETRES	IN SERVICE HOURS
	IN	OUT		
543	15	15	399.630	14:20
545	16	15	330.506	11:45
562	30	1	746.367	27:35
563	11	11	147.323	5:52
566	15	14	250.097	9:40
567	14	14	379.988	16:20
589	14	13	805.116	21:22
TOTAL				
7	115	83	3059.027	106:54

Sunday

ROUTE NUMBER	NUMBER OF TRIPS		IN SERVICE KILOMETRES	IN SERVICE HOURS
	IN	OUT		
543	15	15	399.630	14:15
545	16	15	330.506	11:45
562	30	1	746.367	27:35
563	8	8	107.144	4:16
566	15	14	250.097	9:40
567	14	14	379.988	16:20
589	14	13	805.116	21:22
TOTAL				
7	112	80	3018.848	105:13

Schedule 3: Performance regime

Area	Data Source	Definition	Default Event trigger for Cure Plan	Deduction regime	Expected Deliverable	Bonus Regime	Reporting Services	Reporting Services Deduction	Performance Deduction/Performance Bonus
KPIs									
Punctuality at First Stop <i>Non-headway managed Routes only</i>	EDW	<p>Defined as percentage of sighted trips departing origin within -59 seconds to + four minutes, 59 seconds late compared to scheduled departure time (calculated for the previous calendar month). Separate targets exist:</p> <ol style="list-style-type: none"> 1. First trip of a duty 2. Other trips run on rapid transit network 3. All remaining trips <p>The first trip in a duty will be identified using HOP data. Any trips run on the rapid transit network will be clearly articulated within the appropriate Unit Agreement(s). All trip departure times will be based on RAPID.</p>	<ol style="list-style-type: none"> 1. Below 97.5% 2. Below 96% 3. Below 93% 	<ol style="list-style-type: none"> 1. Below 99.0% 2. Below 98% 3. Below 95% 	<ol style="list-style-type: none"> 1. 99.0% 2. 98% 3. 95% 	<ol style="list-style-type: none"> 1. Above 99.4% 2. Above 98.4% 3. above 95.4% 	Monthly reporting. Data available at all times through EDW	N/A	<p>Upside and Downside. At or below the defined default event threshold requiring a Cure Plan be developed or above the bonus regime threshold (whichever shall be applicable).</p> <p>For first trip of a duty (1) if 99.5% or above is achieved 1% of AGP p.a. divided by twelve payable monthly.</p> <p>For all other trips (2 and 3) 0.5% of AGP for every 0.5% above the expected deliverable up to a max of 2.5% of AGP p.a. divided by twelve payable monthly.</p> <p>For all trips (1, 2, and 3) 0.5% of AGP for every 0.5% below expected deliverable up to a max of 2.5% of AGP p.a. divided by twelve deducted monthly in arrears.</p>

Area	Data Source	Definition	Default Event trigger for Cure Plan	Deduction regime	Expected Deliverable	Bonus Regime	Reporting Services	Reporting Services Deduction	Performance Deduction/Performance Bonus
Reliability	EDW	<p>Defined as percentage of sighted trips departing origin either: (A) within -59 seconds to + nine minutes, 59 seconds late compared to scheduled departure time (calculated for the previous calendar month), or (B) which are not seen at all in the EDW.</p> <p>Headway managed services are only measured using (B), above.</p> <p>Trips that operate outside of the defined timeframes, or which are not seen at all in the EDW are deemed to have been missed – these trips will not be paid for. For the avoidance of doubt Service Trips not run, i.e., any Service Trip that does not appear on the reports, will be deemed to have been identified by Auckland Transport as not having operated for the purposes of the Operational Performance Regime and will be subject to a Performance Deduction.</p>	<p>Non Headway Services: Below 96.5%</p> <p>Headway Services: 98%</p>	<p>Non Headway Services: Below 98%</p> <p>Headway Services: Below 100%</p>	<p>Non Headway Services: 98%</p> <p>Headway Services: 100%</p>	All Services: None	Monthly reporting. Data available at all times through EDW	N/A	<p>Between 98% to 100%:</p> <ol style="list-style-type: none"> deduct value of the trip if not operated deduct half the value of the trip if greater than 10 minutes late but still operated within 20 minutes from scheduled departure time. Trip value equals AGP divided by total annual unit trips. <p>Below 96.5%/98% (as appropriate) a Cure Plan is instigated. In addition to non-payment for each missed trip, a negative financial consequence is also imposed of 0.5% of AGP as abatement for every 0.5% below 98% up to a maximum of 1.5% of AGP p.a. divided by twelve payable/deducted monthly in arrears.</p>

Area	Data Source	Definition	Default Event trigger for Cure Plan	Deduction regime	Expected Deliverable	Bonus Regime	Reporting Services	Reporting Services Deduction	Performance Deduction/Performance Bonus
Punctuality at Timing Points <i>Non-headway managed Routes only</i>	EDW	Defined as percentage of sighted instances of trips leaving the Timing Points more than 59 seconds before the scheduled departure time compared to the scheduled departure time of the timing point. (Calculated for the previous calendar month)	Above 2%	Above 0%	0%	None	Monthly reporting. Data available at all times through EDW	N/A	Downside only. At 2% and above a Cure Plan is developed. Above 0.1% an abatement of 0.25% of AGP to a maximum of 1% AGP p.a. divided by twelve for every 0.5% above.
Punctuality at Timing Points <i>Headway managed Routes only</i>	EDW	Defined as the sightings of Service Trips at timing points being within [To be defined] of the scheduled Service frequency when compared to the previous trips sighting at the same timing point. (calculated for the previous calendar month)	Below 93%	Below 95%	95%	Above 95.4%	Monthly reporting. Data available at all times through EDW	N/A	Upside and Downside. Below 93% a Cure Plan is developed. 0.5% of AGP for every 0.5% above or below target up to a maximum of 2.5% of AGP p.a. divided by twelve payable/deducted monthly in arrears.
Real Time Registration	EDW	Defined as the percentage of trips which failed to register with the Real Time system owing to errors by the operator (e.g. driver failing to log on properly, or a vehicle with a faulty BDC)	Above 2.0%	Above 1.0%	1.0%	0.9%	Monthly reporting. Data available at all times through EDW	N/A	Upside and Downside. Above 2% a Cure Plan is developed. 0.10% of AGP per 0.1% above or below target up to a maximum of 1% of AGP p.a. divided by twelve payable/deducted monthly in arrears.

Area	Data Source	Definition	Default Event trigger for Cure Plan	Deduction regime	Expected Deliverable	Bonus Regime	Reporting Services	Reporting Services Deduction	Performance Deduction/Performance Bonus
Customer Satisfaction	CS Survey	Defined as the percentage score identified through AT's Customer Satisfaction Survey for operator controlled attributes for the previous period covered by the previous Customer Satisfaction Survey	Below 82%	Below 84.9%	85%	86%	Measured Quarterly	N/A	Upside and Downside. At 82% and below a Cure Plan is developed 0.1% of AGP as abatement for every 1% above and below performance target up to a maximum of 0.5% of AGP p.a. divided by four payable/deducted quarterly in arrears.



Performance Indicators (Service Delivery)									
Number of customer complaints	EDW	Defined as the number of operator-accountable complaints received per 100,000 passenger trips for the previous calendar month	TBC	None	Unit based targets to be set 6 months post the start of new units, with an expected 10% reduction each year	None	Monthly reporting. Data available at all times through EDW	N/A	None
Resolution of Customer complaints	EDW	Defined as percentage of customer feedback responded to within 4 business days for the previous calendar month	Less than 95%	None	95%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Accidents in or out of service	Operator Reported	Defined as non reporting within agreed timeframes of accidents or incidents over the previous calendar month whilst the vehicle is delivering AT trips.	Above 0	None	Nil	None	Reported monthly	N/A	None
Revenue Protection	EDW	Defined as the percentage of checks using HHDCs of passenger trips, proportional to Unit patronage	Less than 2%	None	2%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Fleet Conformity to Contract Specifications	AT Audit	Defined as the number of scheduled trips that operate using vehicles that conform to Vehicle Quality Standards and any additional specifications identified in the Unit Agreement (such as vehicle size)	Less than 98.5%	None	100%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Provision of Reports/ Data	AT Records	Defined as the number of reports or data that are complete and provided to AT by the operator by the stated timeline.	Any three late reports in a 24 month period	None	100%	None	Reported monthly	\$1,000 for each month	None



Operator Safety Rating	Public Domain	Defined as the current grading allocated to an Operator by the Transport Agency	Less than 4 stars	None	4 stars, or above	None	Reported monthly	\$500 per incident	None
Vehicle Quality Standards	AT Audit	Defined as the number of vehicles in an operator's fleet that comply with the current vehicle quality standards as identified by AT	Less than 100%	None	100%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Arrival at Final Stop	EDW	Defined as percentage of sighted instances of trips arriving at final destination less than 4 minutes, 59 seconds late compared to scheduled arrival time	Less than 90%	None	95%	None	Monthly reporting. Data available at all times through EDW	N/A	None
BDC Exception Interrupted Trips	EDW	Defined as the percentage of trips on which customers were charged an incorrect amount owing to the driver failing to properly correct errors on Interrupted trips through the BDC	Greater than 0.25%	None	0%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Bus Idling	EDW	Defined as the number of events that a bus idles for more than 3 minutes 59 second at any bus stop or layover (formal or informal) compared to the number of trips for that unit expressed as a percentage (calculated for the previous calendar month) (i.e. if there are 4,200 trips per month, and the threshold is 1%, then the target is triggered after 42 specific events)	Above 0.5%	None	0%	None	Monthly reporting. Data available at all times through EDW	N/A	None

Schedule 4: Unit Obligations

The following obligations are operational requirements for this Unit in relation to the proposals or commitments outlined in the Response and final negotiation bid agreed to as the basis for this Service Contract

Schedule 5: Fleet Specifications

This section details any variations to the Vehicle Quality Standards, including, but not limited to:

- Vehicle size
- Max vehicle age
- Specific branding requirements

PTOM UNIT AGREEMENT
UNIT 53 – BOTANY CROSS TOWN

Procurement Number: 442-16-1051-PT

Between

Auckland Transport

And

"[the Operator]"

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Unit Agreement Page

Relating to Unit: **Unit 53 – Botany Cross Town**

This Unit agreement is made the _____ day of _____ (year) _____

BETWEEN **Auckland Transport**, a council-controlled organisation established under the Local Government (Auckland Council) Act 2009 (“AT”);

AND **[Full Legal Name A]**, company number [●] with its registered office at [address] (“Operator”), -

(each, a “**Party**” and together, the “**Parties**”).

Executed as an agreement.

SIGNED for **Auckland Transport** by:

Print Name:
Position/ title:
Date:

Print Name:
Position/ title:
Date:

SIGNED for **[Operator]** by:

Print Name:
Position/ title:
Date:

Print Name:
Position/ title:
Date:

Introduction

- A. Auckland Transport and the Operator have entered into the Regional Partnering Agreement for the provision of public transport bus services in Auckland dated [date] (the **Regional Partnering Agreement**).
- B. This Agreement is a Unit Agreement as defined in the Regional Partnering Agreement and, together with the Regional Partnering Agreement, comprises the Service Contract between Auckland Transport and the Operator for the Unit.
- C. The Operator will provide bus services as specified in the Unit, and the Operator and Auckland Transport will perform their respective functions and responsibilities in relation to that Unit, under the Service Contract.

It is agreed

1. Interpretation

Definitions:

In this Agreement, unless the context otherwise requires words and expressions defined in the Regional Partnering Agreement but not in this Agreement have the same meaning in this Agreement, and:

PTOM Business Plan requirements Guidelines means the business plan requirements guidelines published by Auckland Transport, as amended from time to time.

Unit means the Unit described in paragraph 1, with the Routes and Timetable specified in paragraph 2, of schedule 1 to this Agreement; and

Service Contract means, in relation to the Unit, this Agreement (including the schedules to this Agreement), together with the Regional Partnering Agreement.

Schedule 1: Unit

1. Description

Unit name: Botany Cross Town	
Unit identifier: 53	

2. Contract details

For the Service Contract:

Routes:	Refer to schedule 2.
Timetable:	Refer to schedule 2.
Indicative Service Commencement Date:	November 2017
Term:	9 years.
a) In-service kilometre rate b) In-service hour rate c) Peak vehicle requirement rate Annual Gross Price (a)*annual in-service kilometres+ (b) *annual in-service hours+ (c)* number of peak vehicles employed (as at Commencement Date).	\$[●]/km \$[●]/hr \$[●]/ vehicle [\$(●).]
AGP Components Variation Rates: <ul style="list-style-type: none"> • In-service kilometre rate • In-service hour rate • Peak vehicle requirement rate 	\$[●]/km \$[●]/hr \$[●]/ vehicle

Financial incentive mechanism:	
<ul style="list-style-type: none"> [Revenue as at Commencement Date:] 	[\$[●].]
Non Commercial Unit share proportions: <ul style="list-style-type: none"> Auckland Transport: Operator: 	75% 25%
Commercial Unit share proportions: <ul style="list-style-type: none"> Auckland Transport: Operator: 	20% 80%
Guarantee:	[Not required / Guarantee is required from [parent company name].]
Performance regime:	Refer to schedule 3.
Fleet list as at Commencement Date:	Refer to schedule 4.
Bond	
Insurance	

3. Business Plan

Specific requirements to be included in the business plan for the Unit are:

- a) a commencement/mobilisation plan inclusive of a detailed implementation plan and timeline;
- b) a customer service plan;
- c) a service delivery operations plan and supporting procedural documents;
- d) an environmental management plan;
- e) a business continuity plan; and
- f) an exit plan, -

the details of which are more particularly described in the PTOM Business Plan Requirements Guidelines.

4. Modifications to Regional Partnering Agreement

The Regional Partnering Agreement is, for the purposes of the Services Contract, amended as follows:

- Not applicable.

Schedule 2: Service Specifications

1. Route Descriptions

1.1 Public Routes

35 - Manukau to Botany via Chapel Rd and Ormiston Town Centre

Route UID: 35001

Manukau Station, (L) Davies Avenue, (L) Manukau Station Road, Redoubt Road, (L) Hollyford Drive, (R) Aspiring Avenue, (L) Matthews Road, Chapel Road, (R) Ormiston Road, (L) Murphys Road, Stancombe Road, (R) Chapel Road, (L) Ti Rakau Drive, (L) Te Irirangi Drive, (L) **Botany Town Centre**

35 - Botany to Manukau via Chapel Rd and Ormiston Town Centre

Route UID: 35002

Botany Town Centre, (R) Te Irirangi Drive, (R) Ti Rakau Drive, (R) Chapel Road, (L) Stancombe Road, Murphys Road, (R) Ormiston Road, (L) Chapel Road, Matthews Road, (R) Aspiring Avenue, (L) Hollyford Drive, (R) Redoubt Road, Manukau Station Road, (R) Osterley Way, (L) **Manukau Station**

35 – Ormiston Town Centre to Botany via Chapel Rd

Route UID: 35003

Ormiston Town Centre, Ormiston Road, (L) Murphys Road, Stancombe Road, (R) Chapel Road, (L) Ti Rakau Drive, (L) Te Irirangi Drive, (L) **Botany Town Centre**

Note: Once Bellingham Rd in Ormiston Town Centre is opened, services will travel via Bellingham Rd, between Ormiston and Stancombe Rds, not Murphys Rd. Bellingham Rd is currently expected to be completed in early 2018.

Note: Until Manukau Station's construction is completed, services will operate via an interim pattern, to be confirmed by Auckland Transport.

355 - Manukau to Botany via Ormiston Town Centre and Mission Heights

Route UID: 35501

Manukau Station, (L) Davies Avenue, (L) Manukau Station Road, Redoubt Road, (L) Hollyford Drive, (R) Aspiring Avenue, (R) Thomas Road, (L) Brookview Dr extn, Brookview Drive, (L) Haddington Dr, (R) Ormiston Road, (L) Valderama Drive, Jeffs Road, (L) Chateau Rise, (L) Mission Heights Drive, (R) Jeffs Road, (R) Stancombe Road, (R) Kensway Drive, (L) Baverstock Road, (R) Middlefield Drive, (L) Gracechurch Drive, (R) Chapel Road, (R) Kilkenny Drive, (L) Dannemora Drive, Ti Rakau Drive, (L) Te Irirangi Drive, (L) **Botany Town Centre**

355 - Botany to Manukau via Mission Heights and Ormiston Town Centre

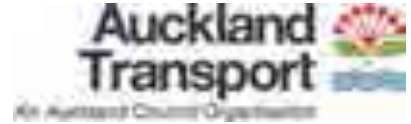
Route UID: 35502

Botany Town Centre, (R) Te Irirangi Drive, (R) Ti Rakau Drive, Dannemora Drive, (R) Kilkenny Drive, (L) Chapel Road, (L) Gracechurch Drive, (R) Middlefield Drive, (L) Baverstock Road, (R) Kensway Drive, (L) Stancombe Road, (L) Jeffs Road, (L) Mission Heights Drive, (R) Chateau Rise, (R) Jeffs Road, Valderama Drive, (R) Ormiston Road, (L) Haddington Dr, (R) Brookview Drive, Brookview Dr extn, (R) Thomas Road, (L) Aspiring Avenue, (L) Hollyford Drive, (R) Redoubt Road, Manukau Station Road, (R) Osterley Way, (L) **Manukau Station**

355 – Ormiston Town Centre to Botany via Mission Heights

Route UID: 35503

Ormiston Town Centre, Haddington Dr, (R) Ormiston Road, (L) Valderama Drive, Jeffs Road, (L) Chateau Rise, (L) Mission Heights Drive, (R) Jeffs Road, (R) Stancombe Road, (R) Kensway Drive, (L) Baverstock Road, (R) Middlefield Drive, (L) Gracechurch Drive, (R) Chapel Road, (R) Kilkenny Drive, (L) Dannemora Drive, Ti Rakau Drive, (L) Te Irirangi Drive, (L) **Botany Town Centre**



Note: Brookview Dr extension is not yet built, but Auckland Transport expects the road to be open in time for services to begin operating.

Note: Until Manukau Station's construction is completed, services will operate via an interim pattern, to be confirmed by Auckland Transport.



1.2 School Routes

440 – BUCKLANDS BEACH TO SANCTA MARIA

Route UID: 44051

216 Bucklands Beach Road, Macleans Road, (R) Priestley Drive, (L) Bucklands Beach Road, (R) Sunderlands Road, Prince Regent Drive, (R) Butley Drive, (L) Glenmore Road, (L) Pakuranga Road, (R) Gossamer Drive, (L) Ti Rakau Drive, (R) Te Irirangi Drive, (L) Botany Town Centre, (L) Te Irirangi Drive, (L) **Sancta Maria College**

440 – SANCTA MARIA TO BUCKLANDS BEACH

Route UID: 44052

Sancta Maria College, (R) Te Irirangi Drive, (R) Botany Town Centre, (R) Te Irirangi Drive, (L) Ti Rakau Drive, (R) Gossamer Drive, (L) Pakuranga Road, (R) Glenmore Road, (R) Butley Drive, (L) Prince Regent Drive, Sunderlands Road, (L) Bucklands Beach Road, (R) Priestley Drive, (L) Macleans Road, **206 Bucklands Beach Road**

441 – HOWICK TO SANCTA MARIA

Route UID: 44151

Highland Park, Pakuranga Road, Ridge Road, Picton Street, (R) Cook Street, (L) Minerva Terrace, Cook Street, Whitford Road, (R) Chapel Road, (L) Kilkenny Drive, Smales Road, (L) Te Irirangi Drive, (L) **Sancta Maria College**

441 – SANCTA MARIA TO HOWICK

Route UID: 44152

Sancta Maria College, (R) Te Irirangi Drive, (R) Smales Road, Kilkenny Drive, (R) Chapel Road, (L) Whitford Road, Cook Street, Minerva Terrace, (R) Cook Street, (L) Picton Street, (L) Ridge Road, Pakuranga Road, **Highland Park**

442 – COCKLE BAY TO SANCTA MARIA

Route UID: 44251

Howick, Picton Street, (L) Selwyn Road, Granger Road, (L) Cockle Bay Road, Pah Road, (R) View Road, (R) Sandspit Road, (L) Meadowland Drive, Millhouse Drive, (L) Botany Road, Te Irirangi Drive, (L) Botany Town Centre, (L) Te Irirangi Drive, (L) **Sancta Maria College**

442 – SANCTA MARIA TO COCKLE BAY

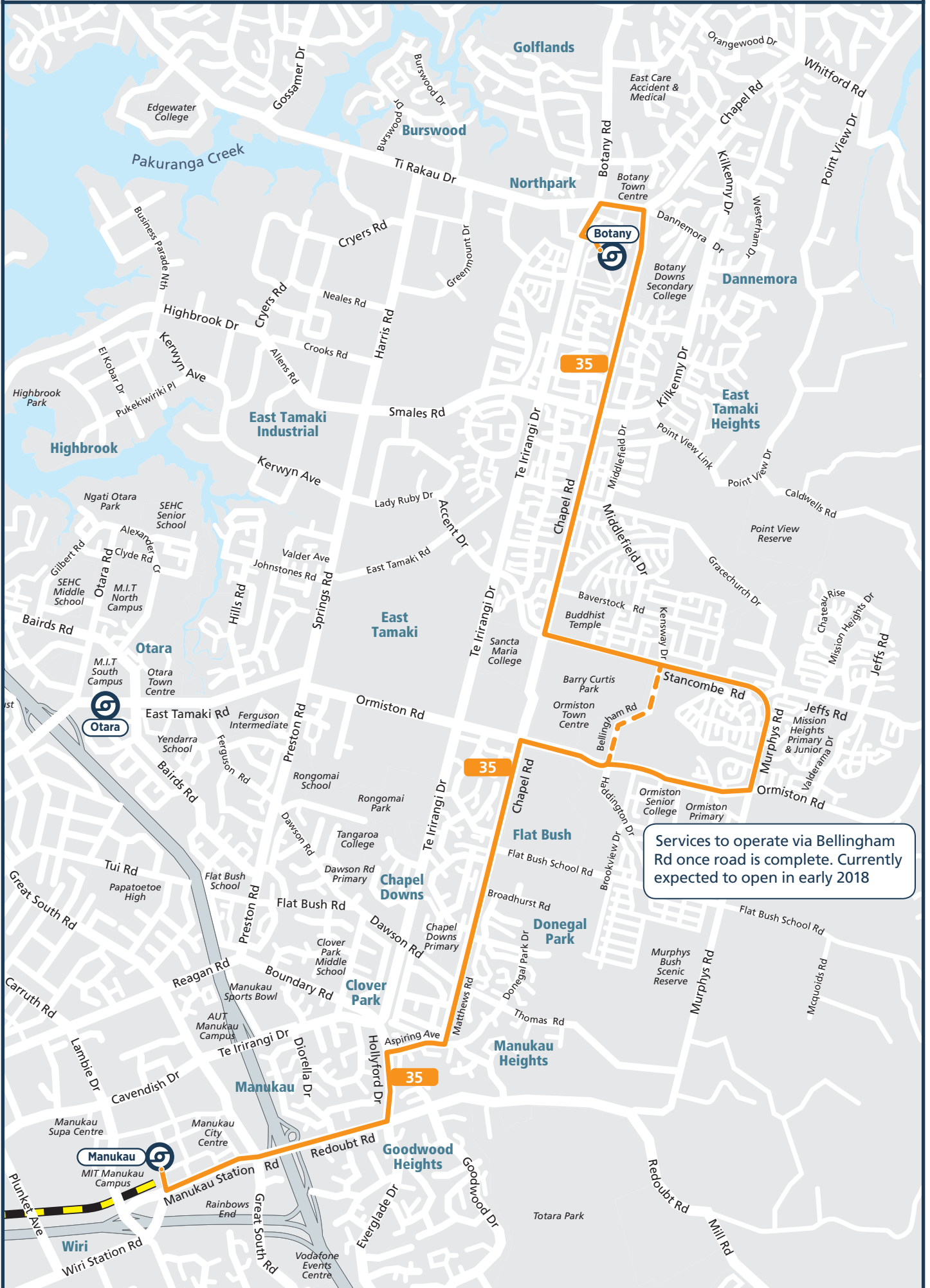
Route UID: 44252

Sancta Maria College, (R) Te Irirangi Drive, (R) Botany Town Centre, (R) Te Irirangi Drive, Botany Road, (R) Millhouse Drive, Meadowland Drive, (R) Sandspit Road, (L) View Road, (L) Pah Road, Cockle Bay Road, (R) Granger Road, Selwyn Road, (R) Picton Street, **Howick**

2. Service Maps

2.1 Public Maps

ROUTE 35 - BOTANY TO MANUKAU VIA CHAPEL RD & ORMISTON TOWN CENTRE



Services to operate via Bellingham Rd once road is complete. Currently expected to open in early 2018

ROUTE 355 - BOTANY TO MANUKAU VIA MISSION HEIGHTS & ORMISTON TOWN CENTRE

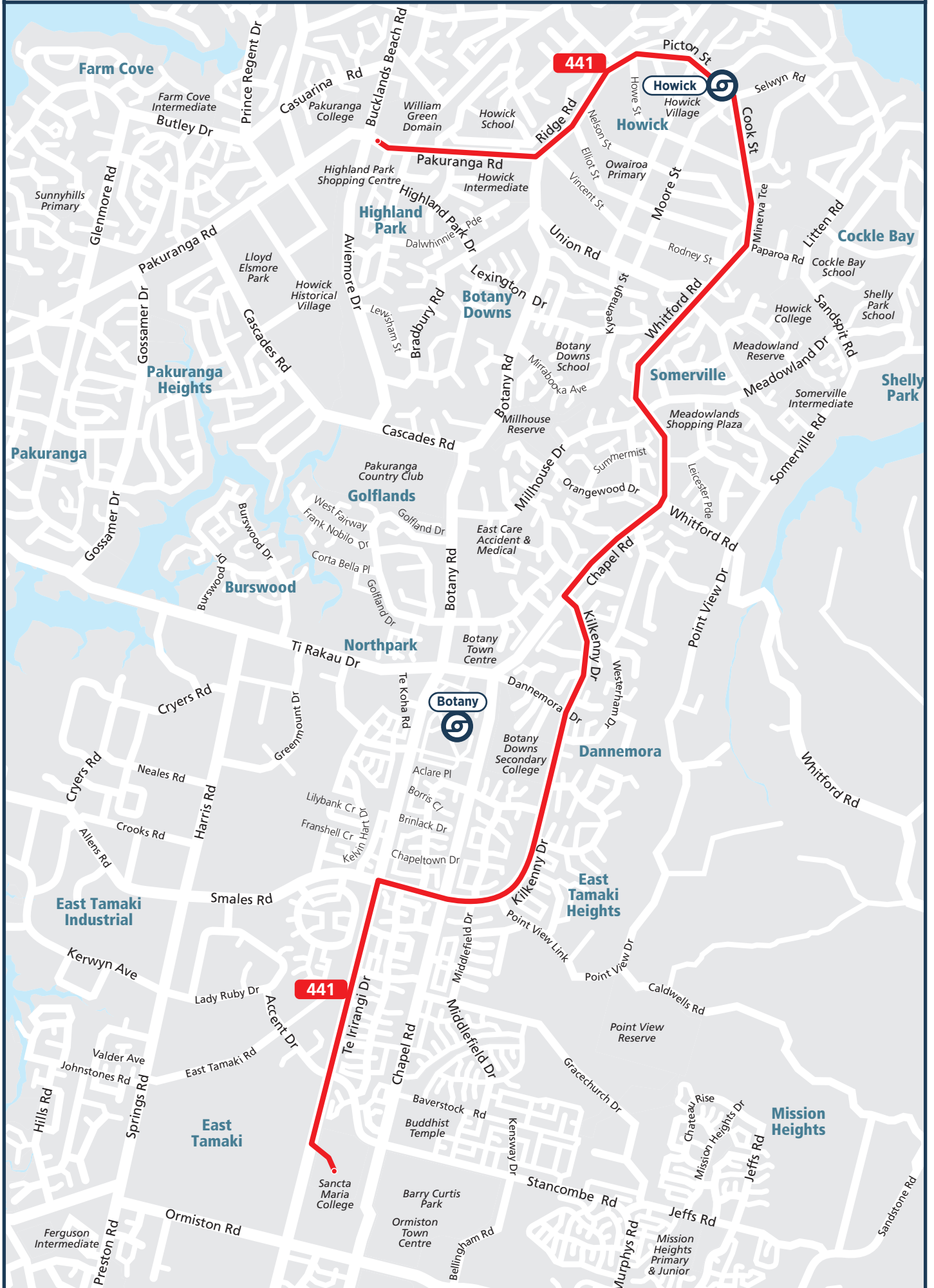


2.2 School Maps

SCHOOL BUS ROUTE 440 - BUCKLANDS BEACH TO SANCTA MARIA



SCHOOL BUS ROUTE 441 - HOWICK TO SANCTA MARIA



SCHOOL BUS ROUTE 442 - COCKLE BAY TO SANCTA MARIA



3. Route Timetables (Indicative)

3.1 Public Timetables

Manukau to Botany via Ormiston Town Centre

Inbound

Monday to Friday

35

Route	Manukau Station	Ormiston Town Centre	Botany Town Centre		
AM ▼	35	-	5.30	5.45	
	35	-	6.00	6.15	
	35	6.15	6.30	6.45	
	35	6.45	7.00	7.17	
	35	7.00	7.18	7.35	
	35	7.15	7.33	7.51	
	35	7.30	7.48	8.08	
	35	7.45	8.03	8.25	
	35	8.00	8.18	8.40	
	35	8.15	8.33	8.55	
	35	8.30	8.48	9.10	
	35	8.45	9.03	9.25	
	35	9.00	9.18	9.39	
	35	9.15	9.33	9.54	
	35	9.30	9.48	10.06	
	35	9.45	10.03	10.20	
	PM ▼	35	10.00	10.18	10.35
		35	10.15	10.33	10.47
35		10.30	10.48	11.02	
35		10.45	11.03	11.17	
35		11.00	11.18	11.32	
35		11.15	11.33	11.47	
35		11.30	11.48	12.02	
35		11.45	12.03	12.17	
35		12.00	12.18	12.32	
35		12.15	12.33	12.47	
35		12.30	12.48	1.02	
35		12.45	1.03	1.17	
35		1.00	1.18	1.32	
35		1.15	1.33	1.47	
35		1.30	1.48	2.02	
35		1.45	2.03	2.17	
35		2.00	2.18	2.32	
35		2.15	2.33	2.47	
35		2.30	2.48	3.02	
35		2.45	3.03	3.17	
35		3.00	3.18	3.33	
35		3.15	3.33	3.48	
35		3.30	3.48	4.03	
35		3.45	4.03	4.20	
35	4.00	4.18	4.35		
35	4.15	4.33	4.50		
35	4.30	4.48	5.05		
35	4.45	5.03	5.22		
35	5.00	5.18	5.37		
35	5.15	5.33	5.52		
35	5.30	5.48	6.07		
35	5.45	6.03	6.22		
35	6.00	6.18	6.36		
35	6.15	6.33	6.51		
35	6.30	6.48	7.05		
35	6.45	7.03	7.15		
35	7.00	7.18	7.30		
35	7.15	7.30	7.45		
35	7.30	7.45	8.00		
35	7.45	8.00	8.15		
35	8.00	8.15	8.30		

Manukau to Botany via Ormiston Town Centre

Inbound

Monday to Friday

35

	Route	Manukau Station	Ormiston Town Centre	Botany Town Centre
PM ▼	35	8.15	8.30	8.45
	35	8.45	9.00	9.15
	35	9.15	9.30	9.45
	35	9.45	10.00	10.15
	35	10.15	10.30	10.45
	35	10.45	11.00	11.15
	35	11.15	11.30	11.45
AM ▼	35	11.45	12.00	12.15
	35	12.15	12.30	12.45

Botany to Manukau via Ormiston Town Centre

Outbound

Monday to Friday

35

Route	Botany Town Centre	Ormiston Town Centre	Manukau Station	
AM	35	5.30	5.47	6.03
	35	6.00	6.17	6.33
	35	6.30	6.47	7.05
	35	6.45	7.02	7.22
	35	7.00	7.17	7.37
	35	7.15	7.32	7.52
	35	7.30	7.47	8.11
	35	7.45	8.02	8.26
	35	8.00	8.17	8.41
	35	8.15	8.32	8.56
	35	8.30	8.47	9.11
	35	8.45	9.02	9.26
	35	9.00	9.17	9.40
	35	9.15	9.32	9.55
	35	9.30	9.47	10.07
	35	9.45	10.02	10.22
	35	10.00	10.17	10.37
	35	10.15	10.32	10.52
	35	10.30	10.47	11.07
	35	10.45	11.02	11.22
	35	11.00	11.17	11.37
	35	11.15	11.32	11.52
	35	11.30	11.47	12.07
	35	11.45	12.02	12.22
PM	35	12.00	12.17	12.37
	35	12.15	12.32	12.52
	35	12.30	12.47	1.07
	35	12.45	1.02	1.22
	35	1.00	1.17	1.37
	35	1.15	1.32	1.52
	35	1.30	1.47	2.07
	35	1.45	2.02	2.22
	35	2.00	2.17	2.39
	35	2.15	2.32	2.54
	35	2.30	2.47	3.09
	35	2.45	3.02	3.24
	35	3.00	3.17	3.44
	35	3.15	3.32	3.59
	35	3.30	3.47	4.14
	35	3.45	4.02	4.29
	35	4.00	4.17	4.49
	35	4.15	4.32	5.04
	35	4.30	4.47	5.19
	35	4.45	5.02	5.34
	35	5.00	5.17	5.49
	35	5.15	5.32	6.04
	35	5.30	5.47	6.19
	35	5.45	6.02	6.34
	35	6.00	6.17	6.46
	35	6.15	6.32	6.59
	35	6.30	6.47	7.14
	35	6.45	7.02	7.27
	35	7.00	7.17	7.40
	35	7.15	7.32	7.53
	35	7.30	7.47	8.08
	35	7.45	8.02	8.20
	35	8.00	8.17	8.33

Botany to Manukau via Ormiston Town Centre

Outbound

Monday to Friday

35

Route	Botany Town Centre	Ormiston Town Centre	Manukau Station
PM			
35	8.30	8.47	9.03
35	9.00	9.17	9.33
35	9.30	9.47	10.03
35	10.00	10.17	10.33
35	10.30	10.47	11.03
35	11.00	11.17	11.33
35	11.30	11.47	12.03
35	12.00	12.17	12.33

Manukau to Botany via Ormiston Town Centre

Inbound

Saturday

35

Route	Manukau Station	Ormiston Town Centre	Botany Town Centre	
AM	35	6.15	6.30	6.45
	35	6.45	7.00	7.15
	35	7.00	7.15	7.30
	35	7.15	7.30	7.45
	35	7.30	7.45	8.00
	35	7.45	8.00	8.15
	35	8.00	8.15	8.30
	35	8.15	8.30	8.45
	35	8.30	8.45	9.00
	35	8.45	9.00	9.15
	35	9.00	9.15	9.30
	35	9.15	9.30	9.45
	35	9.30	9.45	10.00
	35	9.45	10.00	10.15
	35	10.00	10.15	10.30
	35	10.15	10.30	10.45
	35	10.30	10.45	11.00
	35	10.45	11.00	11.15
	35	11.00	11.15	11.30
	35	11.15	11.30	11.45
	35	11.30	11.45	12.00
	35	11.45	12.00	12.15
PM	35	12.00	12.15	12.30
	35	12.15	12.30	12.45
	35	12.30	12.45	1.00
	35	12.45	1.00	1.15
	35	1.00	1.15	1.30
	35	1.15	1.30	1.45
	35	1.30	1.45	2.00
	35	1.45	2.00	2.15
	35	2.00	2.15	2.30
	35	2.15	2.30	2.45
	35	2.30	2.45	3.00
	35	2.45	3.00	3.15
	35	3.00	3.15	3.30
	35	3.15	3.30	3.45
	35	3.30	3.45	4.00
	35	3.45	4.00	4.15
	35	4.00	4.15	4.30
	35	4.15	4.30	4.45
	35	4.30	4.45	5.00
	35	4.45	5.00	5.15
	35	5.00	5.15	5.30
	35	5.15	5.30	5.45
	35	5.30	5.45	6.00
	35	5.45	6.00	6.15
	35	6.00	6.15	6.30
	35	6.15	6.30	6.45
	35	6.30	6.45	7.00
	35	6.45	7.00	7.15
	35	7.00	7.15	7.30
	35	7.15	7.30	7.45
	35	7.30	7.45	8.00
	35	7.45	8.00	8.15
	35	8.00	8.15	8.30
	35	8.15	8.30	8.45
	35	8.45	9.00	9.15

Manukau to Botany via Ormiston Town Centre

Inbound

Saturday

35

	Route	Manukau Station	Ormiston Town Centre	Botany Town Centre
PM ▼	35	9.15	9.30	9.45
	35	9.45	10.00	10.15
	35	10.15	10.30	10.45
	35	10.45	11.00	11.15
	35	11.15	11.30	11.45
	35	11.45	12.00	12.15
AM ▼	35	12.15	12.30	12.45

Botany to Manukau via Ormiston Town Centre

Outbound

Saturday

35

Route	Botany Town Centre	Ormiston Town Centre	Manukau Station
AM			
35	6.00	6.17	6.33
35	6.30	6.47	7.03
35	7.00	7.17	7.33
35	7.15	7.32	7.48
35	7.30	7.47	8.03
35	7.45	8.02	8.18
35	8.00	8.17	8.33
35	8.15	8.32	8.48
35	8.30	8.47	9.03
35	8.45	9.02	9.18
35	9.00	9.17	9.33
35	9.15	9.32	9.48
35	9.30	9.47	10.03
35	9.45	10.02	10.18
35	10.00	10.17	10.33
35	10.15	10.32	10.48
35	10.30	10.47	11.03
35	10.45	11.02	11.18
35	11.00	11.17	11.33
35	11.15	11.32	11.48
35	11.30	11.47	12.03
35	11.45	12.02	12.18
PM			
35	12.00	12.17	12.33
35	12.15	12.32	12.48
35	12.30	12.47	1.03
35	12.45	1.02	1.18
35	1.00	1.17	1.33
35	1.15	1.32	1.48
35	1.30	1.47	2.03
35	1.45	2.02	2.18
35	2.00	2.17	2.33
35	2.15	2.32	2.48
35	2.30	2.47	3.03
35	2.45	3.02	3.18
35	3.00	3.17	3.33
35	3.15	3.32	3.48
35	3.30	3.47	4.03
35	3.45	4.02	4.18
35	4.00	4.17	4.33
35	4.15	4.32	4.48
35	4.30	4.47	5.03
35	4.45	5.02	5.18
35	5.00	5.17	5.33
35	5.15	5.32	5.48
35	5.30	5.47	6.03
35	5.45	6.02	6.18
35	6.00	6.17	6.33
35	6.15	6.32	6.48
35	6.30	6.47	7.03
35	6.45	7.02	7.18
35	7.00	7.17	7.33
35	7.15	7.32	7.48
35	7.30	7.47	8.03
35	7.45	8.02	8.18
35	8.00	8.17	8.33
35	8.30	8.47	8.58
35	9.00	9.17	9.33

Botany to Manukau via Ormiston Town Centre

Outbound

Saturday

35

Route	Botany Town Centre	Ormiston Town Centre	Manukau Station
PM	9.30	9.47	9.58
35	10.00	10.17	10.33
35	10.30	10.47	10.58
35	11.00	11.17	11.33
35	11.30	11.47	11.58
35	12.00	12.17	12.33

Manukau to Botany via Ormiston Town Centre

Inbound

Sunday

35

Route	Manukau Station	Ormiston Town Centre	Botany Town Centre
AM ▼ 35	6.15	6.30	6.45
35	6.45	7.00	7.15
35	7.00	7.15	7.30
35	7.15	7.30	7.45
35	7.30	7.45	8.00
35	7.45	8.00	8.15
35	8.00	8.15	8.30
35	8.15	8.30	8.45
35	8.30	8.45	9.00
35	8.45	9.00	9.15
35	9.00	9.15	9.30
35	9.15	9.30	9.45
35	9.30	9.45	10.00
35	9.45	10.00	10.15
35	10.00	10.15	10.30
35	10.15	10.30	10.45
35	10.30	10.45	11.00
35	10.45	11.00	11.15
35	11.00	11.15	11.30
35	11.15	11.30	11.45
35	11.30	11.45	12.00
35	11.45	12.00	12.15
PM ▼ 35	12.00	12.15	12.30
35	12.15	12.30	12.45
35	12.30	12.45	1.00
35	12.45	1.00	1.15
35	1.00	1.15	1.30
35	1.15	1.30	1.45
35	1.30	1.45	2.00
35	1.45	2.00	2.15
35	2.00	2.15	2.30
35	2.15	2.30	2.45
35	2.30	2.45	3.00
35	2.45	3.00	3.15
35	3.00	3.15	3.30
35	3.15	3.30	3.45
35	3.30	3.45	4.00
35	3.45	4.00	4.15
35	4.00	4.15	4.30
35	4.15	4.30	4.45
35	4.30	4.45	5.00
35	4.45	5.00	5.15
35	5.00	5.15	5.30
35	5.15	5.30	5.45
35	5.30	5.45	6.00
35	5.45	6.00	6.15
35	6.00	6.15	6.30
35	6.15	6.30	6.45
35	6.30	6.45	7.00
35	6.45	7.00	7.15
35	7.00	7.15	7.30
35	7.15	7.30	7.45
35	7.30	7.45	8.00
35	7.45	8.00	8.15
35	8.00	8.15	8.30
35	8.15	8.30	8.45
35	8.45	9.00	9.15

Manukau to Botany via Ormiston Town Centre

Inbound

Sunday

35

	Route	Manukau Station	Ormiston Town Centre	Botany Town Centre
PM ▼	35	9.15	9.30	9.45
	35	9.45	10.00	10.15
	35	10.15	10.30	10.45
	35	10.45	11.00	11.15
	35	11.15	11.30	11.45

Botany to Manukau via Ormiston Town Centre

Outbound

Sunday

35

Route	Botany Town Centre	Ormiston Town Centre	Manukau Station
AM			
35	6.00	6.17	6.33
35	6.30	6.47	7.03
35	7.00	7.17	7.33
35	7.15	7.32	7.48
35	7.30	7.47	8.03
35	7.45	8.02	8.18
35	8.00	8.17	8.33
35	8.15	8.32	8.48
35	8.30	8.47	9.03
35	8.45	9.02	9.18
35	9.00	9.17	9.33
35	9.15	9.32	9.48
35	9.30	9.47	10.03
35	9.45	10.02	10.18
35	10.00	10.17	10.33
35	10.15	10.32	10.48
35	10.30	10.47	11.03
35	10.45	11.02	11.18
35	11.00	11.17	11.33
35	11.15	11.32	11.48
35	11.30	11.47	12.03
35	11.45	12.02	12.18
PM			
35	12.00	12.17	12.33
35	12.15	12.32	12.48
35	12.30	12.47	1.03
35	12.45	1.02	1.18
35	1.00	1.17	1.33
35	1.15	1.32	1.48
35	1.30	1.47	2.03
35	1.45	2.02	2.18
35	2.00	2.17	2.33
35	2.15	2.32	2.48
35	2.30	2.47	3.03
35	2.45	3.02	3.18
35	3.00	3.17	3.33
35	3.15	3.32	3.48
35	3.30	3.47	4.03
35	3.45	4.02	4.18
35	4.00	4.17	4.33
35	4.15	4.32	4.48
35	4.30	4.47	5.03
35	4.45	5.02	5.18
35	5.00	5.17	5.33
35	5.15	5.32	5.48
35	5.30	5.47	6.03
35	5.45	6.02	6.18
35	6.00	6.17	6.33
35	6.15	6.32	6.48
35	6.30	6.47	7.03
35	6.45	7.02	7.18
35	7.00	7.17	7.33
35	7.15	7.32	7.48
35	7.30	7.47	8.03
35	7.45	8.02	8.18
35	8.00	8.17	8.33
35	8.30	8.47	8.58
35	9.00	9.17	9.33

Botany to Manukau via Ormiston Town Centre

Outbound

Sunday		35		
Route	Botany Town Centre	Ormiston Town Centre	Manukau Station	
PM	35	9.30	9.47	9.58
	35	10.00	10.17	10.33
	35	10.30	10.47	10.58
	35	11.00	11.17	11.33

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Manukau to Botany via Mission Heights

Inbound

Monday to Friday

355

Route	Manukau Station	Ormiston Town Centre	Botany Town Centre	
AM	355	-	5.40	6.04
355	6.00	6.15	6.40	
355	6.20	6.35	7.00	
355	6.40	6.55	7.20	
355	7.00	7.20	7.46	
355	7.20	7.40	8.06	
355	7.40	8.00	8.26	
355	8.00	8.20	8.46	
355	8.20	8.40	9.06	
355	8.40	9.00	9.24	
355	9.00	9.20	9.44	
355	9.30	9.50	10.14	
355	10.00	10.20	10.44	
355	10.30	10.50	11.14	
355	11.00	11.20	11.44	
355	11.30	11.50	12.14	
PM	355	12.00	12.20	12.44
355	12.30	12.50	1.14	
355	1.00	1.20	1.44	
355	1.30	1.50	2.14	
355	2.00	2.20	2.44	
355	2.30	2.50	3.14	
355	3.00	3.20	3.46	
355	3.30	3.50	4.16	
355	4.00	4.20	4.46	
355	4.20	4.40	5.06	
355	4.40	5.00	5.26	
355	5.00	5.20	5.46	
355	5.20	5.40	6.06	
355	5.40	6.00	6.26	
355	6.00	6.20	6.44	
355	6.20	6.40	7.04	
355	6.40	7.00	7.24	
355	7.00	7.20	7.44	
355	7.30	7.45	8.09	
355	8.00	8.15	8.39	
355	8.30	8.45	9.09	
355	9.30	9.45	10.09	
355	10.30	10.45	11.09	
355	11.30	11.45	12.09	

Botany to Manukau via Mission Heights

Outbound

Monday to Friday

355

Route	Botany Town Centre	Ormiston Town Centre	Manukau Station
AM			
355	5.40	6.00	6.20
355	6.00	6.20	6.40
355	6.20	6.40	7.00
355	6.40	7.00	7.20
355	7.00	7.22	7.44
355	7.20	7.42	8.06
355	7.40	8.02	8.26
355	8.00	8.22	8.46
355	8.20	8.42	9.06
355	8.40	9.02	9.24
355	9.00	9.22	9.42
355	9.30	9.52	10.12
355	10.00	10.22	10.42
355	10.30	10.52	11.12
355	11.00	11.22	11.42
355	11.30	11.52	12.12
PM			
355	12.00	12.22	12.42
355	12.30	12.52	1.12
355	1.00	1.22	1.42
355	1.30	1.52	2.12
355	2.00	2.22	2.42
355	2.30	2.57	3.12
355	3.00	3.22	3.42
355	3.30	3.52	4.16
355	4.00	4.22	4.46
355	4.20	4.42	5.06
355	4.40	5.02	5.26
355	5.00	5.22	5.46
355	5.20	5.42	6.06
355	5.40	6.02	6.26
355	6.00	6.22	6.44
355	6.20	6.42	7.02
355	6.40	7.02	7.22
355	7.00	7.22	7.42
355	7.30	7.50	8.10
355	8.30	8.50	9.10
355	9.30	9.50	10.10
355	10.30	10.50	11.10
355	11.30	11.50	12.10

Manukau to Botany via Mission Heights

Inbound

Saturday

355

Route	Manukau Station	Ormiston Town Centre	Botany Town Centre
AM			
355	6.30	6.48	7.12
355	7.00	7.20	7.44
355	7.30	7.50	8.14
355	8.00	8.20	8.44
355	8.30	8.50	9.14
355	9.00	9.20	9.44
355	9.30	9.50	10.14
355	10.00	10.20	10.44
355	10.30	10.50	11.14
355	11.00	11.20	11.44
355	11.30	11.50	12.14
PM			
355	12.00	12.20	12.44
355	12.30	12.50	1.14
355	1.00	1.20	1.44
355	1.30	1.50	2.14
355	2.00	2.20	2.44
355	2.30	2.50	3.14
355	3.00	3.20	3.44
355	3.30	3.50	4.14
355	4.00	4.20	4.44
355	4.30	4.50	5.14
355	5.00	5.20	5.44
355	5.30	5.50	6.14
355	6.00	6.20	6.44
355	6.30	6.50	7.14
355	7.00	7.20	7.44
355	7.30	7.48	8.12
355	8.30	8.48	9.12
355	9.30	9.48	10.12
355	10.30	10.48	11.12
355	11.30	11.48	12.12

Botany to Manukau via Mission Heights

Outbound

Saturday

355

Route	Botany Town Centre	Ormiston Town Centre	Manukau Station
AM			
355	6.30	6.50	7.10
355	7.00	7.20	7.40
355	7.30	7.52	8.12
355	8.00	8.22	8.42
355	8.30	8.52	9.12
355	9.00	9.22	9.42
355	9.30	9.52	10.12
355	10.00	10.22	10.42
355	10.30	10.52	11.12
355	11.00	11.22	11.42
355	11.30	11.52	12.12
PM			
355	12.00	12.22	12.42
355	12.30	12.52	1.12
355	1.00	1.22	1.42
355	1.30	1.52	2.12
355	2.00	2.22	2.42
355	2.30	2.52	3.12
355	3.00	3.22	3.42
355	3.30	3.52	4.12
355	4.00	4.22	4.42
355	4.30	4.52	5.12
355	5.00	5.22	5.42
355	5.30	5.52	6.12
355	6.00	6.22	6.42
355	6.30	6.52	7.12
355	7.00	7.22	7.42
355	7.30	7.50	8.10
355	8.30	8.50	9.10
355	9.30	9.50	10.10
355	10.30	10.50	11.10
355	11.30	11.50	12.10

Manukau to Botany via Mission Heights

Inbound

Sunday

355

Route	Manukau Station	Ormiston Town Centre	Botany Town Centre
AM			
355	6.30	6.48	7.12
355	7.00	7.20	7.44
355	7.30	7.50	8.14
355	8.00	8.20	8.44
355	8.30	8.50	9.14
355	9.00	9.20	9.44
355	9.30	9.50	10.14
355	10.00	10.20	10.44
355	10.30	10.50	11.14
355	11.00	11.20	11.44
355	11.30	11.50	12.14
PM			
355	12.00	12.20	12.44
355	12.30	12.50	1.14
355	1.00	1.20	1.44
355	1.30	1.50	2.14
355	2.00	2.20	2.44
355	2.30	2.50	3.14
355	3.00	3.20	3.44
355	3.30	3.50	4.14
355	4.00	4.20	4.44
355	4.30	4.50	5.14
355	5.00	5.20	5.44
355	5.30	5.50	6.14
355	6.00	6.20	6.44
355	6.30	6.50	7.14
355	7.00	7.20	7.44
355	7.30	7.48	8.12
355	8.30	8.48	9.12
355	9.30	9.48	10.12
355	10.30	10.48	11.12
355	11.30	11.48	12.12

Botany to Manukau via Mission Heights

Outbound

Sunday

355

Route	Botany Town Centre	Ormiston Town Centre	Manukau Station	
AM	355	6.30	6.50	7.10
	355	7.00	7.20	7.40
	355	7.30	7.52	8.12
	355	8.00	8.22	8.42
	355	8.30	8.52	9.12
	355	9.00	9.22	9.42
	355	9.30	9.52	10.12
	355	10.00	10.22	10.42
	355	10.30	10.52	11.12
	355	11.00	11.22	11.42
	355	11.30	11.52	12.12
PM	355	12.00	12.22	12.42
	355	12.30	12.52	1.12
	355	1.00	1.22	1.42
	355	1.30	1.52	2.12
	355	2.00	2.22	2.42
	355	2.30	2.52	3.12
	355	3.00	3.22	3.42
	355	3.30	3.52	4.12
	355	4.00	4.22	4.42
	355	4.30	4.52	5.12
	355	5.00	5.22	5.42
	355	5.30	5.52	6.12
	355	6.00	6.22	6.42
	355	6.30	6.52	7.12
	355	7.00	7.22	7.42
	355	7.30	7.50	8.10
	355	8.30	8.50	9.10
	355	9.30	9.50	10.10
	355	10.30	10.50	11.10
	355	11.30	11.50	12.10

3.2 School Timetables

Morning Timetable

Route	440	441	442
Route UID	44051	44151	44251
Bucklands Beach	7.40		
Highland Park		7.50	
Howick			7.50
Sancta Maria	8.25	8.25	8.25

Afternoon Timetable

Route	440	441	442
Route UID	44052	44152	44252
Sancta Maria	3.20	3.20	3.20
Highland Park			3.50
Howick		3.55	
Bucklands Beach	4.05		

4. Destination Signage (Indicative)

4.1 Buses will have consistent wording on the electronic signs for easy Route identification by passengers who are unfamiliar with the Route.

4.2 While the panels on the side of the bus may show a variety of scrolling information, the rear display (if available) will show the Route number at a minimum and the front facing display will show only the following:

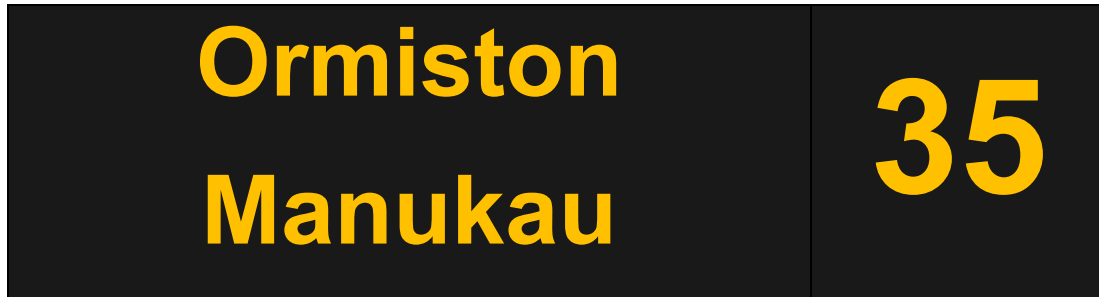
35 – MANUKAU TO BOTANY VIA CHAPEL RD AND ORMISTON TOWN CENTRE

Route UID: 35001



35 – BOTANY TO MANUKAU VIA CHAPEL RD AND ORMISTON TOWN CENTRE

Route UID: 35002



35 – ORMISTON TOWN CENTRE TO BOTANY VIA CHAPEL RD

Route UID: 35003



355 – MANUKAU TO BOTANY VIA MISSION HEIGHTS
Route UID: 35501

Mission Heights Botany	355
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355 – BOTANY TO MANUKAU VIA MISSION HEIGHTS
Route UID: 35502

Mission Heights Manukau	355
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355 – ORMISTON TOWN CENTRE TO BOTANY VIA MISSION HEIGHTS
Route UID: 35503

Botany	355
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5. Bus Size

PTOM	Route #	Route Description	City Centre	Expected Demand	RUB Vehicle size
53	35	Botany to Manukau via Ormiston Town Centre	No	Medium	Standard/Extra Large
	355	Botany to Manukau via Mission Heights	No	Medium	Standard/Extra Large
	440	Bucklands Beach to Sancta Maria	No	High	Extra Large
	441	Howick to Sancta Maria	No	High	Extra Large
	442	Cockle Bay to Sancta Maria	No	High	Extra Large

6. Unit Statistics (Estimate)

Peak Vehicle Requirements

PVR	15 (12 Standard Bus, 3 Extra Large Bus)
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Weekdays

ROUTE NUMBER	NUMBER OF TRIPS		IN SERVICE KILOMETRES	IN SERVICE HOURS
	IN	OUT		
35	66	63	1752.833	77:13
35XL	0	2	28.89	1:33
355	39	39	1263.831	55:48
355XL	1	0	16.297	0:46
440	1	1	30.809	1:30
441	1	1	23.374	1:05
442	1	1	24.624	1:10
TOTALS				
5	109	107	3140.658	139:05

Saturday

ROUTE NUMBER	NUMBER OF TRIPS		IN SERVICE KILOMETRES	IN SERVICE HOURS
	IN	OUT		
35	64	63	1738.323	66:19
355	31	31	1009.112	44:00
TOTAL				
2	95	94	2747.435	110:19

Sunday

ROUTE NUMBER	NUMBER OF TRIPS		IN SERVICE KILOMETRES	IN SERVICE HOURS
	IN	OUT		
35	62	61	1683.549	64:18
355	31	31	1009.112	44:00
TOTAL				
2	93	92	2692.661	108:18

Schedule 3: Performance regime

Area	Data Source	Definition	Default Event trigger for Cure Plan	Deduction regime	Expected Deliverable	Bonus Regime	Reporting Services	Reporting Services Deduction	Performance Deduction/Performance Bonus
KPIs									
Punctuality at First Stop <i>Non-headway managed Routes only</i>	EDW	<p>Defined as percentage of sighted trips departing origin within -59 seconds to + four minutes, 59 seconds late compared to scheduled departure time (calculated for the previous calendar month). Separate targets exist:</p> <ol style="list-style-type: none"> 1. First trip of a duty 2. Other trips run on rapid transit network 3. All remaining trips <p>The first trip in a duty will be identified using HOP data. Any trips run on the rapid transit network will be clearly articulated within the appropriate Unit Agreement(s). All trip departure times will be based on RAPID.</p>	<ol style="list-style-type: none"> 1. Below 97.5% 2. Below 96% 3. Below 93% 	<ol style="list-style-type: none"> 1. Below 99.0% 2. Below 98% 3. Below 95% 	<ol style="list-style-type: none"> 1. 99.0% 2. 98% 3. 95% 	<ol style="list-style-type: none"> 1. Above 99.4% 2. Above 98.4% 3. above 95.4% 	Monthly reporting. Data available at all times through EDW	N/A	<p>Upside and Downside. At or below the defined default event threshold requiring a Cure Plan be developed or above the bonus regime threshold (whichever shall be applicable).</p> <p>For first trip of a duty (1) if 99.5% or above is achieved 1% of AGP p.a. divided by twelve payable monthly.</p> <p>For all other trips (2 and 3) 0.5% of AGP for every 0.5% above the expected deliverable up to a max of 2.5% of AGP p.a. divided by twelve payable monthly.</p> <p>For all trips (1, 2, and 3) 0.5% of AGP for every 0.5% below expected deliverable up to a max of 2.5% of AGP p.a. divided by twelve deducted monthly in arrears.</p>



Area	Data Source	Definition	Default Event trigger for Cure Plan	Deduction regime	Expected Deliverable	Bonus Regime	Reporting Services	Reporting Services Deduction	Performance Deduction/Performance Bonus
Reliability	EDW	<p>Defined as percentage of sighted trips departing origin either: (A) within -59 seconds to + nine minutes, 59 seconds late compared to scheduled departure time (calculated for the previous calendar month), or (B) which are not seen at all in the EDW.</p> <p>Headway managed services are only measured using (B), above.</p> <p>Trips that operate outside of the defined timeframes, or which are not seen at all in the EDW are deemed to have been missed – these trips will not be paid for. For the avoidance of doubt Service Trips not run, i.e., any Service Trip that does not appear on the reports, will be deemed to have been identified by Auckland Transport as not having operated for the purposes of the Operational Performance Regime and will be subject to a Performance Deduction.</p>	<p>Non Headway Services: Below 96.5%</p> <p>Headway Services: 98%</p>	<p>Non Headway Services: Below 98%</p> <p>Headway Services: Below 100%</p>	<p>Non Headway Services: 98%</p> <p>Headway Services: 100%</p>	All Services: None	Monthly reporting. Data available at all times through EDW	N/A	<p>Between 98% to 100%:</p> <ol style="list-style-type: none"> deduct value of the trip if not operated deduct half the value of the trip if greater than 10 minutes late but still operated within 20 minutes from scheduled departure time. Trip value equals AGP divided by total annual unit trips. <p>Below 96.5%/98% (as appropriate) a Cure Plan is instigated. In addition to non-payment for each missed trip, a negative financial consequence is also imposed of 0.5% of AGP as abatement for every 0.5% below 98% up to a maximum of 1.5% of AGP p.a. divided by twelve payable/deducted monthly in arrears.</p>

Area	Data Source	Definition	Default Event trigger for Cure Plan	Deduction regime	Expected Deliverable	Bonus Regime	Reporting Services	Reporting Services Deduction	Performance Deduction/Performance Bonus
Punctuality at Timing Points <i>Non-headway managed Routes only</i>	EDW	Defined as percentage of sighted instances of trips leaving the Timing Points more than 59 seconds before the scheduled departure time compared to the scheduled departure time of the timing point. (Calculated for the previous calendar month)	Above 2%	Above 0%	0%	None	Monthly reporting. Data available at all times through EDW	N/A	Downside only. At 2% and above a Cure Plan is developed. Above 0.1% an abatement of 0.25% of AGP to a maximum of 1% AGP p.a. divided by twelve for every 0.5% above.
Punctuality at Timing Points <i>Headway managed Routes only</i>	EDW	Defined as the sightings of Service Trips at timing points being within [To be defined] of the scheduled Service frequency when compared to the previous trips sighting at the same timing point. (calculated for the previous calendar month)	Below 93%	Below 95%	95%	Above 95.4%	Monthly reporting. Data available at all times through EDW	N/A	Upside and Downside. Below 93% a Cure Plan is developed. 0.5% of AGP for every 0.5% above or below target up to a maximum of 2.5% of AGP p.a. divided by twelve payable/deducted monthly in arrears.
Real Time Registration	EDW	Defined as the percentage of trips which failed to register with the Real Time system owing to errors by the operator (e.g. driver failing to log on properly, or a vehicle with a faulty BDC)	Above 2.0%	Above 1.0%	1.0%	0.9%	Monthly reporting. Data available at all times through EDW	N/A	Upside and Downside. Above 2% a Cure Plan is developed. 0.10% of AGP per 0.1% above or below target up to a maximum of 1% of AGP p.a. divided by twelve payable/deducted monthly in arrears.

Area	Data Source	Definition	Default Event trigger for Cure Plan	Deduction regime	Expected Deliverable	Bonus Regime	Reporting Services	Reporting Services Deduction	Performance Deduction/Performance Bonus
Customer Satisfaction	CS Survey	Defined as the percentage score identified through AT's Customer Satisfaction Survey for operator controlled attributes for the previous period covered by the previous Customer Satisfaction Survey	Below 82%	Below 84.9%	85%	86%	Measured Quarterly	N/A	Upside and Downside. At 82% and below a Cure Plan is developed 0.1% of AGP as abatement for every 1% above and below performance target up to a maximum of 0.5% of AGP p.a. divided by four payable/deducted quarterly in arrears.



Performance Indicators (Service Delivery)									
Number of customer complaints	EDW	Defined as the number of operator-accountable complaints received per 100,000 passenger trips for the previous calendar month	TBC	None	Unit based targets to be set 6 months post the start of new units, with an expected 10% reduction each year	None	Monthly reporting. Data available at all times through EDW	N/A	None
Resolution of Customer complaints	EDW	Defined as percentage of customer feedback responded to within 4 business days for the previous calendar month	Less than 95%	None	95%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Accidents in or out of service	Operator Reported	Defined as non reporting within agreed timeframes of accidents or incidents over the previous calendar month whilst the vehicle is delivering AT trips.	Above 0	None	Nil	None	Reported monthly	N/A	None
Revenue Protection	EDW	Defined as the percentage of checks using HHDCs of passenger trips, proportional to Unit patronage	Less than 2%	None	2%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Fleet Conformity to Contract Specifications	AT Audit	Defined as the number of scheduled trips that operate using vehicles that conform to Vehicle Quality Standards and any additional specifications identified in the Unit Agreement (such as vehicle size)	Less than 98.5%	None	100%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Provision of Reports/ Data	AT Records	Defined as the number of reports or data that are complete and provided to AT by the operator by the stated timeline.	Any three late reports in a 24 month period	None	100%	None	Reported monthly	\$1,000 for each month	None



Operator Safety Rating	Public Domain	Defined as the current grading allocated to an Operator by the Transport Agency	Less than 4 stars	None	4 stars, or above	None	Reported monthly	\$500 per incident	None
Vehicle Quality Standards	AT Audit	Defined as the number of vehicles in an operator's fleet that comply with the current vehicle quality standards as identified by AT	Less than 100%	None	100%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Arrival at Final Stop	EDW	Defined as percentage of sighted instances of trips arriving at final destination less than 4 minutes, 59 seconds late compared to scheduled arrival time	Less than 90%	None	95%	None	Monthly reporting. Data available at all times through EDW	N/A	None
BDC Exception Interrupted Trips	EDW	Defined as the percentage of trips on which customers were charged an incorrect amount owing to the driver failing to properly correct errors on Interrupted trips through the BDC	Greater than 0.25%	None	0%	None	Monthly reporting. Data available at all times through EDW	N/A	None
Bus Idling	EDW	Defined as the number of events that a bus idles for more than 3 minutes 59 second at any bus stop or layover (formal or informal) compared to the number of trips for that unit expressed as a percentage (calculated for the previous calendar month) (i.e. if there are 4,200 trips per month, and the threshold is 1%, then the target is triggered after 42 specific events)	Above 0.5%	None	0%	None	Monthly reporting. Data available at all times through EDW	N/A	None



Schedule 4: Unit Obligations

The following obligations are operational requirements for this Unit in relation to the proposals or commitments outlined in the Response and final negotiation bid agreed to as the basis for this Service Contract

Schedule 5: Fleet Specifications

This section details any variations to the Vehicle Quality Standards, including, but not limited to:

- Vehicle size
- Max vehicle age
- Specific branding requirements

Appendix: 2
Non Price Attributes Response Template

**Contract for Auckland Public Transport Bus
Services – Central and East**

Procurement Number: 442-16-1051-PT

Units (check all that apply to this response)

3 – Grey Lynn

14 – Mt Wellington

52 – Howick to Panmure

53 – Botany Cross Town

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1. Instructions

1. This template is to be used by the tenderers to submit their non-price attributes as detailed in *General Conditions of Tendering and Part A of the Request for Tender*, including:

Attributes	Score
1. Relevant Experience	4%
2. Track Record	10%
3. Relevant Skills	6%
4. Methodology	16%
5. Added Value/Innovation	4%

2. Complete the Non-Price Attribute information, Part A, in the fields within this template.
3. The Tender Response shall be brief and concise and not exceed the page limit (single side A4) stated for each non-price attribute (text shall be typed using Arial font, 11pts sizing and single line spacing). Auckland Transport may, at its sole discretion, elect not to read and evaluate the parts of the Tender Response which exceed the maximum page limit set for each non-price attribute;
4. The Tender Response **MUST** be submitted to AT in the format below:
 - i. All documents in individual PDF format per unit and group if applicable (except Excel spreadsheets); plus
 - ii. A single PDF document combining all documents per unit and group if applicable
5. Failure to score above 20 (where attribute is weighted) or pass (where attribute is pass/fail) on any non-price attribute or acknowledge receipt of Notices to Tenderers may result in the Tender being rejected.
6. Complete the response templates below and prepare supporting documentation where required;
7. Submit this completed/signed document and any supporting documentation as required in the E-Tendering Portal Electronic Tender Box non price attributes by the closing date and time;
8. Faxed, emailed, posted or physically delivered Tender Responses will not be accepted;
9. For information regarding the Tender Response of tenders via Auckland Transport's electronic tendering service, refer to clause 7 of the General Conditions of Tendering within the Request for Tender.

2. Tenderer's Business Details Corporate Profile

(Enclose this form in: ETB – Non-Price)

CONTRACT FOR PUBLIC TRANSPORT BUS SERVICES – CENTRAL AND EAST TRANCE [INSERT UNIT NAME]

Full Corporate Name
Trading name
Company number from Companies office
Postal Address
Street Address
Office Phone Number
Type of Entity – publicly listed, partnership, joint venture, consortium
<i>Note: Where the entity is a joint venture or consortium, the Tenderers are required to attach documentation to this Appendix demonstrating the basis of the consortium or joint venture agreement and indicating the lead company and any respective liabilities of the members of the consortium or joint venture. The liability of members of an unincorporated joint venture must be joint and several. Where one person has or will sign the RFT and any subsequent contract on behalf of an unincorporated joint venture, the Tenderer shall submit written evidence of the authority from each joint venture's party to sign on its behalf.</i>
Full Names of all Directors;
Full Name of the Chief Executive (or equivalent);
Full Names of registered major Shareholders of the Tenderer;
Full Names of beneficial Shareholders who are not the registered Shareholders of the Tenderer;
Full Name/s of Guarantors;
<i>Note: Provide a corporate profile the guarantor's and attached it to this Appendix.</i>
Name of legal advisors
Tender Contact Person's Full Name
Tender Contact Person's Mobile
Tender Contact Persons's email address
Tender contact person's Direct Office Phone Number and Mobile Number

Part A - Non-Price Attributes

Non Price Attributes will be scored by the Tender Evaluation Team and weighted as indicated below.

The scores will form the Non Price Attribute inputs to the Price Quality Method of evaluation.

Executive Summary [0%]

Content guide – no more than six pages

The Executive Summary **will not be evaluated**, but provides Tenderers with an opportunity to outline an overview of their offer. Tenderers should cover:

1. Your understanding of our requirements and priorities on this contract
2. A brief corporate history and description of the company's future development plans
3. The field of corporate expertise and core business activity and if a subsidiary of another company then a brief overview of the operations of the parent company's or joint venture partner's operations
4. A brief outline of how the Tenderer will work collaboratively with Auckland Transport in delivering PT Bus Services, resolving any issues, introducing innovations and improving overall performance in the provision of those services
5. A statement from the Tenderer where they do not currently meet or have all the requirements and resources to deliver the PT Bus Service and how they will ensure that the relevant requirement or resources will be available for use on the PT Bus Service by the Commencement Date, primarily buses and depots.
6. The benefits and strengths that your company could bring to this contract
7. Any innovations or alternatives that you propose
8. Any tags, assumptions, clarifications associated with your offer
9. A summary of how any documentation submitted by the Tenderer differs between Tender responses. Please submit only one version of any common documentation

Draft Business Plan [0%]

The draft business plan **will not be independently evaluated**, however if a Tenderer believes further detail relevant to their Attribute submission is contained in the draft business plan, they should include a specific reference to that part of the business plan. This will aid the Tender Evaluation Team in their assessment and scoring of the Tenderer's non price submission; predominately the methodology attribute. Tenderers are required to submit a draft business plan for the Unit(s) they are tendering for in accordance with the guidelines outlined in Appendix 5.

Uniform Requirements [0%]

The Uniform component and indicative pricing table provided in Appendix 6 identifies the indicative uniform component price that should be used as a guide when participants are completing their price submission. Participants are required to identify the uniform components it intends to purchase for their staff if they should win the Service Contract by completing the indicative quantity column. Note, all items that remain as zero or are left blank will indicate to Auckland Transport that the participant does not intend to purchase such item.

A1 Relevant Experience [4%]

A1.1 Operations Manager Relevant Experience

Provide a two-page CV (using the template provided below) of the Operation Manager and Depot Manager(s) associated with this Tender to highlight:

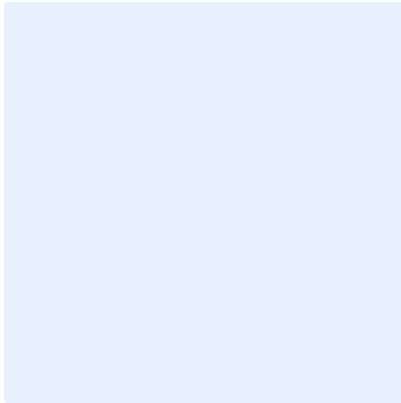
- Bus Network Operation experience
- Bus Operation Implementation and Management experience
- Relevancy of experience, and
- How the Operations Manager will manage daily onsite operations

Provide the contact details (email and phone number) of at least two personal referees for your Operations Manager and Depot Manager(s), from an organisation that he or she has worked closely with.

All referees must be willing and prepared to provide a reference check. It's important to note that the reference check will be conducted in English therefore all referees must be able to speak and understand the English language.

Operations Manager Name

Insert photo below:



Profile:

Experience in operating a Bus Network:

Experience in Bus Operation implementation:

Bus Operations experience equal to or greater than the Peak Vehicle Requirements for the Unit:

Time focus and commitment to the nominated role: *(Indicate the time commitment as a Full Time Employee (FTE), e.g. 0.6 FTE equates to an individual that is 60% dedicated to Auckland Transport contracted operations):*

Qualifications and training:

Key Contracts worked on:

Employment History:

Referee Name and relationship:

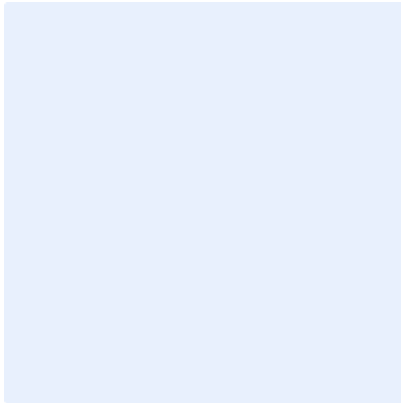
Referee phone number:

Referee email address:

Further information: (Describe the unique qualities that make your Operations Manager suitable for the role and how they will manage daily operations onsite):

Depot Manager Name

Insert photo below:



Profile:

Experience in operating a Bus Network:

Experience in Bus Operation implementation:

Bus Operations experience equal to or greater than the Peak Vehicle Requirements for the Unit:

Time focus and commitment to the nominated role: *(Indicate the time commitment as a Full Time Employee (FTE), e.g. 0.6 FTE equates to an individual that is 60% dedicated to Auckland Transport contracted operations):*

Qualifications and training:

Key Contracts worked on:

Employment History:

Referee Name and relationship:

Referee phone number:

Referee email address:

Further information: (Describe the unique qualities that make your Operations Manager suitable for the role and how they will manage daily operations onsite):

A1.2 Company Relevant Experience

Identify your company's relevant bus contracts experience highlighting the four points below and submit the details of up to three (3) relevant contracts in the tables below.

- Delivery of bus contract experience
- Scale of the contracts delivered
- Relevancy of the experience
- Key personnel

Key personnel CVs provided to assess their Relevant Skills will be used to evaluate the Relevant Experience as well.

Note that for newly formed companies, it is acceptable to provide the experience details of key personnel in the absence of previous Company Relevant Experience.

Content guide: Four (4) pages per project

Contract One: Name of Contract

Name of the client	
Type of organisation	
Contract Start date	
Contract End date	
City the services were operated in	
Total size of transport network in square kilometres (if applicable)	
No. of buses contracted	
No. of peak vehicles required (PVR)	
Describe how your client would describe your overall performance against each of the following topics. (Please note: When relevant the response should be supported with examples of success stories and greatest challenges)	
This bottom section will be evaluated as part of the Track Record Attribute.	
On-going partnering principles:	
Acceptance and adaption of contract variations, both service and administrative:	
Operational performance and performance against set key performance indicators:	
Adherence to health and safety legislation and policies:	
Contract compliance both material and budget:	
Customer satisfaction and service:	
Introduction or implementation of added value and innovation to the contract:	
Cost reductions and shared revenue gain with the contracting authority:	
Contracting authority's satisfaction with the operator's performance:	

Contract Two: Name of Contract

Name of the client	
Type of organisation	



Contract Start date	
Contract End date	
City the services were operated in	
Total size of transport network in square kilometres (if applicable)	
No. of buses contracted	
No. of peak vehicles required (PVR)	
Describe how your client would describe your overall performance against each of the following topics. (Please note: When relevant the response should be supported with examples of success stories and greatest challenges)	
This bottom section will be evaluated as part of the Track Record Attribute.	
On-going partnering principles:	
Acceptance and adaption of contract variations, both service and administrative:	
Operational performance and performance against set key performance indicators:	
Adherence to health and safety legislation and policies:	
Contract compliance both material and budget:	
Customer satisfaction and service:	
Introduction or implementation of added value and innovation to the contract:	
Cost reductions and shared revenue gain with the contracting authority:	
Contracting authority's satisfaction with the operator's performance:	
Contract Three: Name of Contract	
Name of the client	
Type of organisation	
Contract Start date	
Contract End date	
City the services were operated in	
Total size of transport network in square kilometres (if applicable)	



No. of buses contracted	
No. of peak vehicles required (PVR)	
Describe how your client would describe your overall performance against each of the following topics. (Please note: When relevant the response should be supported with examples of success stories and greatest challenges) This bottom section will be evaluated as part of the Track Record Attribute.	
On-going partnering principles:	
Acceptance and adaption of contract variations, both service and administrative:	
Operational performance and performance against set key performance indicators:	
Adherence to health and safety legislation and policies:	
Contract compliance both material and budget:	
Customer satisfaction and service:	
Introduction or implementation of added value and innovation to the contract:	
Cost reductions and shared revenue gain with the contracting authority:	
Contracting authority's satisfaction with the operator's performance:	



A2 Track Record [10%]

The track record shall include three (3) completed similar contract engagements relevant to this tender that evidence the tenderer being able to deliver Auckland Transport with PT Bus Services. In evaluating track record, Auckland Transport will take into account the size, duration and proximity in time of the nominated projects. The names, position and telephone numbers of past clients who may be contacted as referees are to be included.

Where the Tenderer has contracted or currently contracts with Auckland Transport, Auckland Transport may consider its own dealings with the Tenderer.

For each of the 3 contracts nominated above in Relevant Experience, the Tenderer must include as a minimum the following aspects (*Please refer to section A1.2 Company Relevant Experience template*)

- On-going partnering principles
- Acceptance and adaption of contract variations, both service and administrative.
- Operational performance and performance against set key performance indicators
- Adherence to health and safety legislation and policies
- Contract compliance both material and budget
- Customer satisfaction and service
- Introduction or implementation of added value and innovation to the contract
- Cost reductions and shared revenue gain with the contracting authority
- Contracting authority's satisfaction with the operator's performance

For each project, please provide contact information for two (2) referees for each of the nominated projects in Relevant Experience.

Note that for newly formed companies, it is acceptable to provide three (3) completed similar contract engagements for other companies in the absence of previous Track Record.

Please include the following contact information in the templates provided below.

- Name of contact person;
- Client organisation;
- Current contact telephone number; and
- Email address.

The reference check may contain, but not necessarily be limited to, the aspects mentioned above.

All referees must be willing and prepared to provide a reference check. It's important to note that the reference check will be conducted in English therefore all referees must be able to speak and understand the English language. Tenderers shall ensure the referee/client contact name and telephone number are correct. Auckland Transport may undertake a self-reference check, that is, its own dealings with the Tenderer.

Contract One: Name of Contract

Name of the client	
Contact Person 1, Name	
Contact Person 1, Telephone Number	
Contact Person 1, Email Address	
Contact Person 2, Name	
Contact Person 2, Telephone Number	
Contact Person 2, Email Address	

Contract Two: Name of Contract

Name of the client	
Contact Person 1, Name	
Contact Person 1, Telephone Number	
Contact Person 1, Email Address	
Contact Person 2, Name	
Contact Person 2, Telephone Number	
Contact Person 2, Email Address	



Contract Three: Name of Contract	
Name of the client	
Contact Person 1, Name	
Contact Person 1, Telephone Number	
Contact Person 1, Email Address	
Contact Person 2, Name	
Contact Person 2, Telephone Number	
Contact Person 2, Email Address	



A3 Relevant Skills [6%]

A3.1 Company Management

Provide a two-page CV per person (using the template provided below) for each of the following key personnel and supporting managers:

Key Personnel:

1. Chief Executive
2. Chief Operating Officer
3. Chief Financial Officer
4. Operations Manager*

Supporting Managers**:

5. Maintenance/Service Manager(s)
6. Health and Safety Manager
7. Training Manager

Provide the details of:

- Qualifications and Training
- Relevant experience in the field
- Focus and commitment
- Two personal referees who have worked closely with them.

Provide contact details (email and phone number) for at least two personal referees for the key personnel and supporting managers from an organisation that he/she has worked closely with.

All referees must be willing and prepared to provide a reference check. It's important to note that the reference check will be conducted in English therefore all referees must be able to speak and understand the English language.

* Individual nominated for the Operations Manager position (4 above) can also be the same individual nominated for the Chief Operating Officer position (2 above).

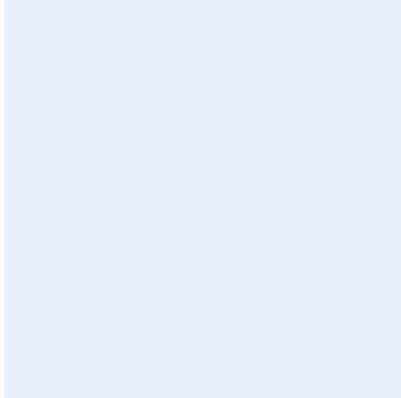
** Individuals nominated for a supporting manager position (5-7 above) can also be the same individual nominated for a key personnel positions (1-4 above).

(Content guide: two (2) pages per key personnel)

Personnel Name

Position

Insert photo below:



Profile:

Experience in the field:

Qualifications and Training:

Time focus and commitment to the nominated role: *(Indicate the time commitment as a Full Time Employee (FTE), e.g. 0.6 FTE equates to an individual that is 60% dedicated to this contract):*

Bus operations experience equal to or greater than the peak vehicle requirements for the Unit:

Referees Name and relationship:

Referees phone number:

Referees email address:

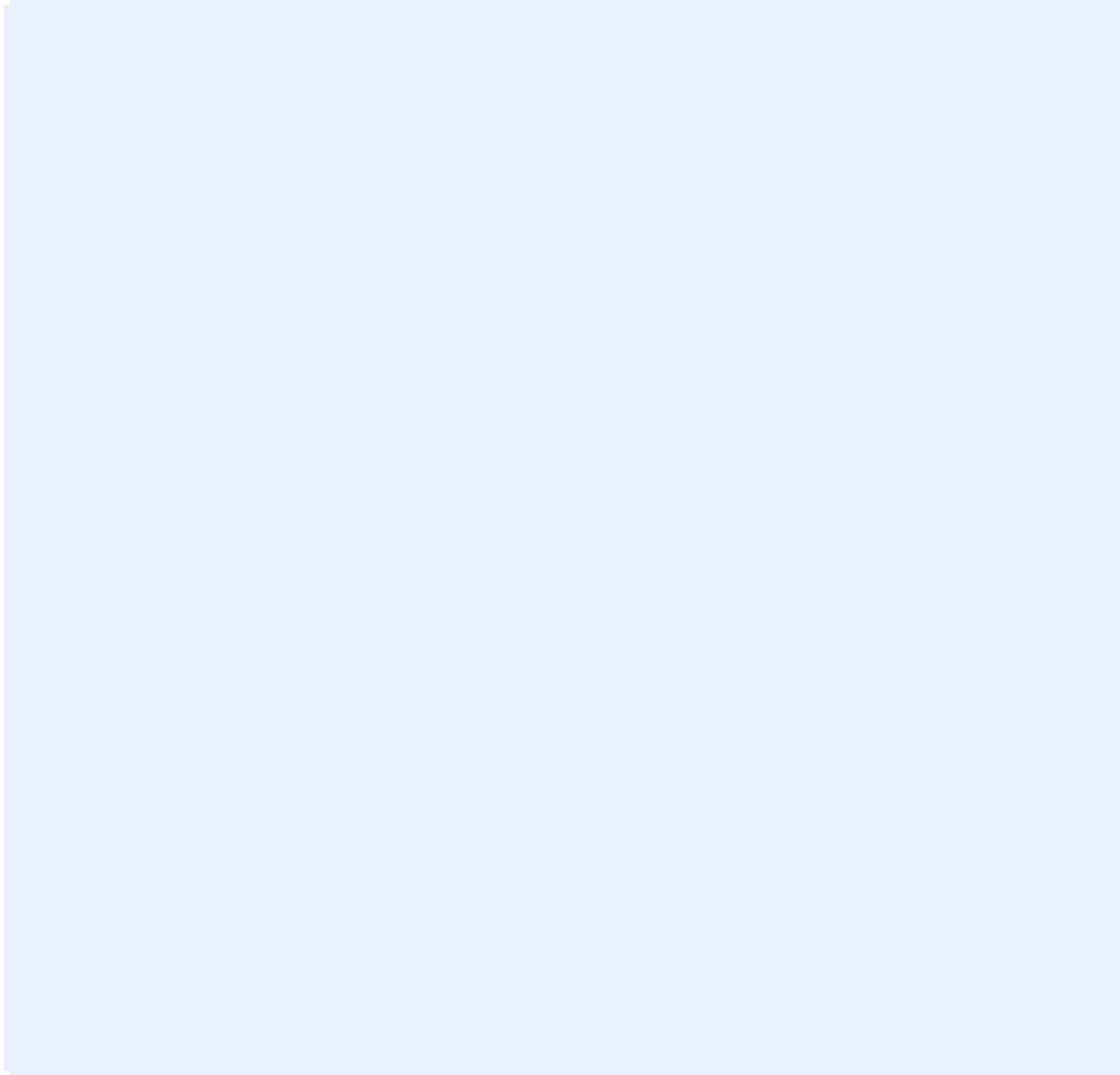
Further information: *(Note that you may provide further information below to describe any unique qualities that your key personnel presents that make him/ her suitable for the role)*

Organisation Chart

Provide an organisation chart showing the key personnel who you will nominate to carry out Auckland Transport contracted operations, with their focus and commitment expressed as a Full Time Employee

(FTE) in the template below. For example, 0.6 FTE equates to an individual that is 60% dedicated to Auckland Transport contracted operations. You may also provide an explanation of the management structure you propose.

(Content guide: one (1) page for Organisation Chart + one (1) page maximum for explanation of the management structure)



FOCUS AND COMMITMENT				
JOB TITLE	UNIT a	UNIT b	UNIT c	UNIT d
Operations Manager	0%	0%	0%	0%
Depot Manager	0%	0%	0%	0%
Chief Executive Officer	0%	0%	0%	0%
Chief Operations Officer	0%	0%	0%	0%



A4 Methodology [16%]

A4.1 Customer Satisfaction Management System

Describe your proposed methodology, processes and systems for:

- Tracking of customer satisfaction and,
- Continuous improvement of customer satisfaction under this contract.

(Content guide four to six pages)

A4.2 Revenue Protection Management

Describe your proposed methodology, processes and systems for protecting revenues in relation to fare evasion under this contract.

(Content guide four to six pages)

A4.3 Operational Management Systems

Describe the proposed methodology, processes and systems to:

- Communicate with drivers and,
- Achieve reliability and punctuality of bus services under this contract.
- Systems certification and methodology including for health and safety management, quality assurance management, training, environment management, and risk management.

(Content guide four to six pages)

A4.4 Innovations and processes to improve customer experience and service delivery

Describe the proposed methodology, processes and systems to:

- Improve customer experience and,
- Improve Service delivery

Note that AT is encouraging innovations in this area

(Content guide four to six pages)

A4.5 Vehicle Maintenance

Describe how you will maintain and manage your vehicles with the aim to achieve and drive 100% reliability of service.

Outline the following as part of your methodology:

- frequency of maintenance services,
- daily checks,
- Defect reporting and repair,
- Maintenance schedules, records, responsibilities and review,
- Training and qualifications,
- back-up capabilities, and
- break-down response provision.

(Content guide four to six pages)

A4.6 Partnering Principles

Describe the partnering relationship structure/matrix, formal and informal, you intend to follow under this contract.

Outline the following as part of your methodology:

- How you intend to liaise with the client, and
- What methodology, processes and systems will be in place to ensure the needs of the client are met.

(Content guide two pages)

Identify the roles responsible for managing the partnering relationship and their time commitment to this Service Contract; this should be reflected as a percentage of their time dedicated to this contract within a 40 hour work week.

Position within the organisation	% of time dedicated to this contract



A5 Added Value/ Innovation [4%]

A5.1 Fleet Age and Compliance

All vehicles are required to be compliant with RUB and VQS at contract commencement date. Specify the following details for the fleet you intend to use at contract commencement:

- The average age (in months at contract commencement). For new buses, zero months is acceptable as an age
- Confirm all vehicles are compliant with RUB and VQS.
- The percentage of vehicles in the fleet that are over 36 months of age at contract commencement.

(Content guide one page)

A5.2 On Board Extras Retro-fitted on Existing Vehicles

Where a fleet comprises of existing vehicles, as defined in the Regional Partnering Agreement, Schedule 7, section D, clause 20, and the intent is to retro-fit these vehicles to align with some or all of the VQS requirements listed below:

1. Floors, clause 9
2. Bus stopping signals, clause 15.4
3. Safety and security, clause 13.1
4. USB Sockets, clause 16.3

Identify the percentage of the existing vehicles that are intended to be retro-fitted based on the below categories:

- all four VQS requirements listed above;
- three of the four VQS requirements;
- two of the four VQS requirements;
- one of the four VQS requirements; or
- none of the VQS requirements.

Provide details of which VQS requirements will be retro-fitted on the existing fleet and the percentage of vehicles that will be retrofitted with one of, or a combination of, the features listed above.

(Content guide one page)

A5.3 Air-Conditioning

Specify the percentage of the fleet that will have Air-Conditioning that meet the requirements defined in Regional Partnering Agreement, Schedule 7, section D, clause 13.2 at contract commencement date.

(Content guide one page)

A5.4 Vehicle Monitoring System

Identify whether your company intends to use vehicle monitoring technology as part of the operations of the PT Services if awarded a Service Contract. If you intend to use a vehicle monitoring system, define the attributes and capabilities that will be used to operate PT Services:

- Service management feature, including:
 - vehicle maintenance and repair record keeping;
 - service history reporting;
 - vehicle service alerts; and
 - service scheduling.

- Driver behaviour and reporting tools, including:
 - speed monitoring and reporting;
 - break usage reporting;
 - other, please specify
- Vehicle tracking capabilities, including:
 - GPS tracking;
 - geo-fencing;
- Driver administration functions, including:
 - Electronic log books

Provide a copy of the user manual and identify the make and the version of the software you intend to use and specify its features.

(Content guide two pages)

A5.5 Vehicle Capacity

Auckland Transport encourages Operators to procure vehicles that maximises total capacity by including both seated and standing capacity without adding unnecessary costs. Seating capacity needs to comply with the requirements defined in clause 3 of schedule 7, part d, in the Regional Partnering Agreement.

Identify the total seated capacity and total capacity for each vehicle included in the Unit's fleet.

For further information regarding New Zealand certificate of loading requirements, refer to this [link](#). When defining total standing capacity, use the calculation available at the link provided.

Complete the worksheet below for all vehicles to be included in the Unit's fleet list and include a statement and signature of the nominated CEO or Operations Manager as a form of confirmation that the information provided in this Tender Response is accurate and true. Remember to submit the completed table and supplemental statement in the Non-Price Tender Response submission.



Vehicle List - Unit 3
Grey Linn.xlsx



Vehicle List - Unit 14
Mt Wellington.xlsx



Vehicle List - Unit 52
Howick to Panmure.xlsx



Vehicle List - Unit 53
Botany Cross Town.xlsx

5. Certificate of Intent to Execute Contract Insurances

The Insurer(s) and the Tenderer are prepared to enter into the Insurances required under the Contract, described in Schedule 7, section B, clause 16 of the Regional Partnering Agreement for this RFT, should the Tenderer's Tender be accepted.

The Insurer(s) and the Tenderer know of no valid reasons now why the Insurances cannot be completed in accordance with the requirements of the contract. Failure to provide this Certificate of Intent to Execute Contract Insurances may render your Tender Response non-conforming.

Note: A letter of intent from the Insurer(s) will suffice.

Name of Tenderer

Name of Insurer for Public Liability

Insert text (Arial size 11, single line spacing)

Minimum cover of (\$)

Address of Insurer

Insurer Contact Person

Phone Number

Name of Insurer for Motor Vehicle Public Liability

Insert text (Arial size 11, single line spacing)

Minimum cover of (\$)

Address of Insurer

Insurer Contact Person

Phone Number

Name of Insurer for Professional Indemnity

Insert text (Arial size 11, single line spacing)

Minimum cover

As required by contract. **(Do not show amount)**

Address of Insurer

Insurer Contact Person

Phone Number

Tenderer: _____

Date: _____

Signature(s) _____ in capacity of _____

6. Certificate of Intent to Execute a Contractor's Bond

Should this tender be accepted, the Tenderer and the Surety agree to enter into a Contractor's Performance Bond as required in the Contract and described in the Schedule 7, section B, clause 17 of the Regional Partnering Agreement. Failure to provide this Certificate of Intent to Execute Operator's Bond may render your Tender Response non-conforming.

Note: A letter of intent from the Surety will suffice.

Do not show dollar value of the bond. Confirm only to match requirements of contract (e.g. 6% of Annual Gross Price for the relevant Service Contract or \$25,000.00 whichever is greater).

Name of Tenderer	
-------------------------	--

FORM OF OPERATOR'S PERFORMANCE BOND (In accordance with Schedule 7, section B, clause 16 of the Regional Partnering Agreement)	
Name of Surety:	Insert text (Arial size 11)
Address of Surety:	
Surety Contact Person:	
Surety Phone Number:	
Tenderer Signature: _____	in capacity of: _____
Date:	
Surety's Signature : _____	in capacity of _____

6.1 Bankers Details

Name of Bank	Insert text (Arial size 11, single line spacing)
Contact Person	
Contact Details	

7. Subcontractors

(Enclose this form in ETB – Non-Price)

The Tenderer shall provide details of all Subcontractors proposed to be employed for the provision of PT Services in this Service Contract. If there are intentions to use more than three subcontractors for this contract, the Tenderer is expected to complete multiple copies of this form as required to identify every subcontractor that will work on this contract.

Subcontractor 1:	
Company name:	
Key Personnel Name/s:	
Telephone:	
Mobile Telephone:	
Fax:	
Nature of Service/s provided:	

Subcontractor 2:	
Company name:	
Key Personnel Name/s:	
Telephone:	
Mobile Telephone:	
Fax:	
Nature of Service/s provided:	

Subcontractor 3:	
Company name:	
Key Personnel Name/s:	
Telephone:	
Mobile Telephone:	
Fax:	
Nature of Service/s provided:	

8. Declaration of Existing Advertising Contracts

(Enclose this form in ETB – Non-Price)

The Tenderer shall provide details of all existing contracts for advertising on a public transport bus that will be in effect at the contract commencement.

Ref. No.	Contracting Party	Summary of Commitment	Advertising Contract Termination Consequences	Contract Start Date	Contract End Date
1		Insert text (Arial size 11, single line spacing)			
2					
3					
4					
5					
6					
7					
8					
9					
10					

9. Certificate of Intent to Secure Resources Required to Operate the Unit

Should this tender be accepted, the Tenderer is required to secure the resources needed to operate the Service Contract; specifically buses and depot(s). Refer to the Regional Partnering Agreement, Schedule 7, Section B, Clause 14 for vehicle requirements and to Section D of Schedule 7 for the Vehicle Quality Standards (VQS). It's important to note that a commitment to secure such resources may form the basis of a Unit specific schedule and failure to secure adequate resources that meet contract requirements within the timeframes specified in the contract may result in a contract termination.

10. Checklist for Tender Response

The following information is to be submitted by each Tenderer. Please enter an 'X' in the appropriate box to identify the documentation included in the Tender Response.

Non-Price Documentation to be Included in ETB 1 Only	Included
Tender Response set out, formatted and labelled in the manner specified in this RFT	<input type="checkbox"/>
Title page provided	<input type="checkbox"/>
Contents page provided	<input type="checkbox"/>
Covering letter provided	<input type="checkbox"/>
Business Details and Corporate Profile, section 2, completed	<input type="checkbox"/>
Company organisational chart provided	<input type="checkbox"/>
Executive Summary, Part A, completed	<input type="checkbox"/>
Non Price Attribute Responses , Part A, completed	<input type="checkbox"/>
Non Price, Added Value and Innovation spread sheet, provided	<input type="checkbox"/>
Acknowledgement of Notices to Tenderers, section 3, completed	<input type="checkbox"/>
Tenderer's and Subcontractor's Conflict of Interest, section 4, completed	<input type="checkbox"/>
Certificate of Intent to Execute Contract Insurance, section 5, completed	<input type="checkbox"/>
Certificate of Intent to Execute a Contractor's Bond, section 6, completed	<input type="checkbox"/>
Subcontractors, section 7, completed	<input type="checkbox"/>
Declaration of Existing Advertising Contracts, section 8, completed	<input type="checkbox"/>
Certificate of intent to secure resources required to operate the Unit, section 9, completed	<input type="checkbox"/>
CVs of key personnel and sub-contractors provided	<input type="checkbox"/>
Draft Business Plan, in accordance with the requirements defined in Appendix 5, provided	<input type="checkbox"/>
Non Price Qualifications and Non-Compliance Statement, Appendix 4A, provided (Alternative Tender Responses Only)	<input type="checkbox"/>
[List here UA Schedule(s) that need to be completed]	<input type="checkbox"/>
Additional and supporting information being provided by the Tenderer	<input type="checkbox"/>
Submission Summary to identify where the documentation is common across your tender submissions, Appendix 7	<input type="checkbox"/>

Price Documentation to be Included in ETB 2 Only	Included
Form of Tender, Appendix 3A, provided	<input type="checkbox"/>
Schedule of Price AGP Submission Sheet, Appendix 3B, provided	<input type="checkbox"/>
Schedule of Price Group Submission Sheet, Appendix 3B, provided (Group Tender Responses Only)	<input type="checkbox"/>
Price Qualifications and Non-Compliance Statement, Appendix 4 B, provided (Group Tender Responses Only)	<input type="checkbox"/>

Name of Tenderer	
-------------------------	--

NOTE: Failure to submit all of the information required in the Tender Documents will be taken into consideration during the evaluation.



Appendix: 3A

Form of Tender (ETB 2 Only)

TENDER FOR: Contract for Auckland Public Transport Bus Services

CONTRACT NUMBER: 442-16-1051-PT

UNIT NUMBER(S): <Insert Contract Number>

TO: **AUCKLAND TRANSPORT**

REQUEST FOR TENDER FOR THE SUPPLY OF PT BUS SERVICES

In accordance with RFT 442-16-1051-PT for the supply of PT Bus Services, dated [Insert date], I hereby attach our response to the RFT ("Tender Response") for the Services Contract [Insert OU number]; and confirm that:

- i. We have read, understood and agree with the process and Terms and Conditions of tendering of this RFT;
- ii. We have complied with the terms and requirements of the RFT, subject to those exceptions set out in our Tender Response;
- iii. We acknowledge receipt of Notices to Tenderers number [] to [] (Inclusive). The requirements of the notices are included in this RFT;
- iv. Our Tender Response is complete;
- v. We declare that our RFT Reponse meets minimum contract requirements as set out in the Regional Partnering Agreement and relative Unit Agreement, both comprising a Service Contract;
- vi. We will promptly advise Auckland Transport of any change of circumstance that would render any information provided in the Tenderer's Tender Response incomplete, misleading or untrue or otherwise make reliance by Auckland Transport on such information imprudent;
- vii. We declare that the information provided in this RFT is true, correct and accurate in all respects;
- viii. Having examined the Tender Documents for the above names contract, we offer to complete and deliver PT Bus Services in accordance with the RFT and our Tender Response for the sum of \$ [Click here to enter \\$ value.](#), exclusive of Goods and Services Tax or such other sums as may be ascertained in accordance with the Agreement;
- ix. We understand that Auckland Transport is not bound to accept the lowest priced, highest scoring or any tender received;

- x. We undertake to complete and deliver the whole of the Scope of Services described in the Tender Documents within the time stated in the Agreement, or such other time ascertained in accordance with the Agreement;
- xi. Our Tender Response is valid during the Validity Period specified in the RFT;
- xii. We understand that no legal or other obligations shall arise between the tenderer and the Auckland Transport in relation to the conduct or outcome of the tender process unless and until that tenderer has received written notification of the acceptance of its tender;
- xiii. We accept that any tender responses we submit can form part of the contract and become contractually binding to deliver;
- xiv. We agree that the Tender Response price has not been and will not be fixed or adjusted under or by agreement with any other person or Tenderer;
- xv. We acknowledge and accept that any documentation associated with the RFT may differ from the final form of documentation entered into with the successful Tenderer;
- xvi. We agree that you may provide any information set out in our Tender Response to NZTA;
- xvii. We will regard the RFT (and any related information) and all information regarding the existence and status of any discussions or negotiations between Auckland Transport and the Tenderer relating to the provision of the PT Bus Services specified in the RFT as confidential and prevent unauthorised use and/or disclosure of it;
- xviii. We will keep confidential its own documentation relating to the RFT and not seek details of other Tenderer's relevant documentation;
- xix. We will not publish or cause to be published any advertisement, press release or other information relating to the RFT, its own Tender Response or other Tenderer's documentation relating to the RFT in any newspaper, magazine, journal or other medium without the prior written approval of Auckland Transport;
- xx. We will not make public statements to third parties in relation to the RFT or the provision of the PT Bus Services contemplated by the RFT without the prior written approval of Auckland Transport;
- xxi. We are not aware of any circumstances relating to it or any of its related companies, employees, directors or shareholders, that could lead to any conflict of interest arising as a result of its involvement in any aspect of the RFT and agrees to advise Auckland Transport immediately should it become aware of any such circumstances in the future, or of any actual or impending allegation or perception by others of any conflict of interest in relation to the RFT;
- xxii. We will not and have not in any way offered nor will in any way offer inducement to any person or organisation in order to find favour in submitting a RFT or in undertaking the PT Bus Services specified in the RFT;
- xxiii. We will not discuss possible joint ventures, teaming, partnerships or other business relationships in relation to the provision of the PT Bus Services with any other Tenderers for the purpose of responding to the RFT without first obtaining the consent of Auckland Transport;
- xxiv. We are not involved in any legal proceedings or knowingly subject to any pending or future legal action that, in any way, may cause a conflict of interest for us, our employees,

directors, agents, related companies, or any other third party material to and in relation with this RFT;

- xxv. We have familiarised ourselves with the requirements of all New Zealand tax and other laws (including the Income Tax Act 1994, the Tax Administration Act 1994 and the Goods and Services Tax Act 1985) in relation to providing the PT Bus Services;
- xxvi. If the Tenderer is a consortium or joint venture, the Tenderer confirms that if its Tender Response is successful that it will contract with Auckland Transport as one separate legal entity;
- xxvii. We are satisfied with the RFT process and have no probity concerns or issues to date. The Participant is expected to highlight any future concerns immediately with the probity auditor, as per Clause 6.1 of the General Conditions of Tendering;
- xxviii. I am duly authorised to sign the Tender Response for and on behalf of [Tenderer's name].

Signature:

Name of Signatory (in Block Capitals):

Authorised to sign tender on behalf of:

Company Name and Address:

Dated this Day of 20

Witness Signature:

Name of Witness (in Block Capitals):

Address:



Appendix 3B - Schedule of Price

The cost calculation sheet is a “protected” Microsoft Excel workbook and provides for a standard costing methodology whereby most cost components have been categorised. In other words, it only allows costs to be allocated against certain cost components. This is to ensure that all costs are treated consistently, enabling a common approach to change control and AGP calculation. The cost calculation sheet will produce the Annual Gross Price, including the three cost components:

1. in-service kilometres;
2. in-service hours; and
3. peak vehicle requirements (PVR).

Auckland Transport does not require the completed MS Excel workbook to be returned as part of the Tender Response (although the Tenderer may choose to submit the workbook). The cost calculation sheet provides one completed pricing schedule for non-group Tender Responses and two completed pricing schedules for Group Tender Responses to be printed out and submitted as part of the Tender Response, Alternative Tender Response and Group Tender Response in accordance with the detail set out in the RFT.

RESPONDENT : Name
RFT No. : Number
RFT Submission Date : Date
Unit Name :
Unit No :

Password = "Users"

OPERATING UNIT DETAILS

	Small Bus (SB)	Standard Bus (LB)	Extra Large Bus (XLB)	Large Bus Double Deck (LBDD)	Unit Totals (All Bus Sizes)
Route No(s):	0	0	0		0, 0, 0,
annual IN SERVICE Kilometres :	50,000	50,000	50,000	50,000	200,000
annual IN SERVICE Hours :	25,000	25,000	25,000	25,000	100,000
Peak Vehicle Requirement :	6	6	6	6	24

USER INSTRUCTIONS

These spreadsheets are protected. Grey cells must be filled in by using the password "Users".

- 1 Fill in your company name in cell C2
- 2 Fill in the RFT No. in cell C3
- 3 Fill in the RFT Submission/closing Date in cell C4
- 4 Fill in the Operating Unit Name in cell C5
- 5 Fill in the Operating Unit No in cell C6
- 6 Fill in Route Names No. that will be operated using small buses in cell C10 using commas to separate multiple routes if more than route will use this type of bus
- 7 Fill in Route Names No. that will be operated using standard buses in cell D10 using commas to separate multiple routes if more than route will use this type of bus
- 8 Fill in Route Names No. that will be operated using extra large buses in cell E107 using commas to separate multiple routes if more than route will use this type of bus
- 9 Fill in Route Names No. that will be operated using large double deck buses in cell F10 using commas to separate multiple routes if more than route will use this type of bus
- 10 Fill in the Operating Unit annual IN SERVICE Hours for small buses in cell C11
- 11 Fill in the Operating Unit annual IN SERVICE Hours for standard buses in cell D11
- 12 Fill in the Operating Unit annual IN SERVICE Hours for extra large buses in cell E11
- 13 Fill in the Operating Unit annual IN SERVICE Hours for large double deck buses in cell F11
- 14 Fill in the Operating Unit annual IN SERVICE Kilometres for small buses in cell C12
- 15 Fill in the Operating Unit annual IN SERVICE Kilometres for standard buses in cell D12
- 16 Fill in the Operating Unit annual IN SERVICE Kilometres for extra large buses in cell E12
- 17 Fill in the Operating Unit annual IN SERVICE Kilometres for large double deck buses in cell F12
- 18 Fill in the Operating Unit Peak Vehicle Requirement for small buses in cell C13
- 19 Fill in the Operating Unit Peak Vehicle Requirement for standard buses in cell D13
- 20 Fill in the Operating Unit Peak Vehicle Requirement for extra large buses in cell E13
- 21 Fill in the Operating Unit Peak Vehicle Requirement for large double deck buses in cell F13
- 22 Go to "Working Sheet" tab and follow instructions on that sheet

Bus size descriptions, refer to Schedule 7 section D (Vehicle Quality Standards) for further details regarding bus types

Bus Size	Seat Capacity
Small Bus (SB)	25 to 35 Seated passengers
Standard Bus (LB)	36 to 44 seated passengers
Extra Large Bus (XLB)	45+ seated passengers including both 3 axle and articulated buses
Large Bus Double Deck (LBDD)	80+ seated passengers including both rigid 2 and 3 axle double decker buses

USER INSTRUCTIONS

- 1 Only cells shaded in grey must be filled in. Password for grey cells is "Costs"
- 2 Fill in the \$/km against each cost component shaded in \$/km column (**SB: Column E, LB: Column N, XLB: Column W, LBDD: Column AF**)
- 3 Fill in the \$/hr against each cost component shaded in \$/hr column (**SB: Column F, LB: Column O, XLB: Column X, LBDD: Column AG**)
- 4 Fill in the \$/PVR against each cost component shaded in \$/PVR column (**SB: Column G, LB: Column P, XLB: Column Y, LBDD: Column AH**)
- 5 Fill in the total annual cost against each overhead cost component shaded in overheads column (**SB: Column H, LB: Column Q, XLB: Column Z, LBDD: Column AI**)
- 6 THE COMPLETION OF STEPS 2 - 5 PRODUCES THE :
 - a. : Annual Gross Post (YOUR SELL PRICE) (**SB AGP: E60, LB AGP: N60, XLB AGP: W60, LBDD: AF60, Unit AGP: Cell E88**)
 - b. : Annual Gross Price Component (**SB: Cells E56, F56, G56; LB: Cells N56, O56, P56; XLB: Cells W56, X56, Y56; LBDD: Cells AF56, AG56, AF56; Unit: Cells E84, F84 & G84**)
- 7 **NOTE:** The spreadsheet uses the AGP components as the change control cost component.
- 8 Overwrite the Change Control cost component information (**SB: Cells E58, F58 & G58; LB: Cells N56, O58 & P58; XLB: Cells W58, X58 & Y58; LBDD: Cells AF58, AG58 & AF58; Unit: Cells E86, F86 & G86**) if the Respondent wishes to submit Change Control cost component rates that differ from the AGP component rates.
- 9 Print "AGP.Cost Comp Submission Sheet" tab and submit in ETB 2 as part of the Tender Response in accordance with clause 3.18.4 of the RFT document
- 10 Do NOT print/submit this working sheet

ALL UNIT COSTS IN THIS SPREADSHEET REPRESENT A COST TO AUCKLAND TRANSPORT. THE COSTS ARE YOUR SELL PRICE.

PT Services Operating Unit Costing Pro-Forma			
	KM	Hours	PVR
OPERATING UNIT DETAILS :	200000	100000	24

SAMPLE FIGURES ONLY

PT Services Operating Unit Costing Pro-Forma SB					PT Services Operating Unit Costing Pro-Forma LB					PT Services Operating Unit Costing Pro-Forma XLB					PT Services Operating Unit Costing Pro-Forma LBDD				
Cost Component Breakdown					Cost Component Breakdown					Cost Component Breakdown					Cost Component Breakdown				
	\$ / Km	\$ / Hr	\$ / PVR	Overhead		\$ / Km	\$ / Hr	\$ / PVR	Overhead		\$ / Km	\$ / Hr	\$ / PVR	Overhead		\$ / Km	\$ / Hr	\$ / PVR	Overhead
1 EXPENSES - PRODUCTIVE - SMALL BUS (SB)					1 EXPENSES - PRODUCTIVE - STANDARD BUS (LB)					1 EXPENSES - PRODUCTIVE - EXTRA LARGE BUS (XLB)					1 EXPENSES - PRODUCTIVE - LARGE BUS DOBLE DECK (LBDD)				
1.1 Bus Costs Direct					1.1 Bus Costs Direct					1.1 Bus Costs Direct					1.1 Bus Costs Direct				
1.1.1 Fuel & Oil	1.00				1.1.1 Fuel & Oil	2.20				1.1.1 Fuel & Oil	2.00				1.1.1 Fuel & Oil	2.00			
1.1.2 Tyres / Tubes	0.00				1.1.2 Tyres / Tubes	0.50				1.1.2 Tyres / Tubes	3.00				1.1.2 Tyres / Tubes	3.00			
1.1.3 Repairs & Maintenance (incl Labour)	0.10				1.1.3 Repairs & Maintenance (incl Labour)	0.32				1.1.3 Repairs & Maintenance (incl Labour)	0.75				1.1.3 Repairs & Maintenance (incl Labour)	0.64			
1.1.4 Road User Charges (RUC)	0.25				1.1.4 Road User Charges (RUC)	0.26				1.1.4 Road User Charges (RUC)	0.55				1.1.4 Road User Charges (RUC)	0.36			
1.1.5 Depreciation			14,500		1.1.5 Depreciation			14,500		1.1.5 Depreciation			14,500		1.1.5 Depreciation			14,500	
1.1.6 Insurance			2,600		1.1.6 Insurance			2,600		1.1.6 Insurance			2,600		1.1.6 Insurance			2,600	
1.1.7 Interest			7,650		1.1.7 Interest			7,650		1.1.7 Interest			7,650		1.1.7 Interest			7,650	
1.1.8 Registrations etc	0.05				1.1.8 Registrations etc	0.05				1.1.8 Registrations etc	0.24				1.1.8 Registrations etc	0.24			
1.5 Wages - Drivers		0.30			1.5 Wages - Drivers		0.50			1.5 Wages - Drivers		0.60			1.5 Wages - Drivers		0.60		
1.6 Workshop Wages (Include in 1.1.3)					1.6 Workshop Wages (Include in 1.1.3)					1.6 Workshop Wages (Include in 1.1.3)					1.6 Workshop Wages (Include in 1.1.3)				
1.7 Bus rentals			5		1.7 Bus rentals			5		1.7 Bus rentals			5,000		1.7 Bus rentals			5,000	
1.8 Other staff costs & allowances			0.03		1.8 Other staff costs & allowances			0.03		1.8 Other staff costs & allowances			0.06		1.8 Other staff costs & allowances			0.06	
1.9 Other costs	0.05				1.9 Other costs	0.05				1.9 Other costs	0.15				1.9 Other costs	0.15			
1.10 Commissions	0.05				1.10 Commissions	0.05				1.10 Commissions	0.25				1.10 Commissions	0.10			
2 ADMINISTRATION EXPENSES					2 ADMINISTRATION EXPENSES					2 ADMINISTRATION EXPENSES					2 ADMINISTRATION EXPENSES				
2.1 Accounting & Legal			1,000		2.1 Accounting & Legal			1,000		2.1 Accounting & Legal			1,000		2.1 Accounting & Legal			1,000	
2.2 Advertising & promotion			1,000		2.2 Advertising & promotion			1,000		2.2 Advertising & promotion			1,000		2.2 Advertising & promotion			1,000	
2.3 Cash handling			1,000		2.3 Cash handling			1,000		2.3 Cash handling			1,000		2.3 Cash handling			1,000	
2.4 Bank charges			1,000		2.4 Bank charges			1,000		2.4 Bank charges			1,000		2.4 Bank charges			1,000	
2.5 Computers			100		2.5 Computers			100		2.5 Computers			1,000		2.5 Computers			1,000	
2.6 Communications			1,500		2.6 Communications			1,500		2.6 Communications			1,000		2.6 Communications			1,000	
2.7 Depreciation			1,000		2.7 Depreciation			1,000		2.7 Depreciation			1,000		2.7 Depreciation			1,000	
2.8 Entertainment			1,000		2.8 Entertainment			1,000		2.8 Entertainment			1,000		2.8 Entertainment			1,000	
2.9 Equipment Rent/Lease			1,000		2.9 Equipment Rent/Lease			1,000		2.9 Equipment Rent/Lease			1,000		2.9 Equipment Rent/Lease			1,000	
2.10 General			1,000		2.10 General			1,000		2.10 General			1,750		2.10 General			1,000	
2.11 Insurance & ACC			1,000		2.11 Insurance & ACC			1,000		2.11 Insurance & ACC			5,000		2.11 Insurance & ACC			8,000	
2.12 Interest			1,000		2.12 Interest			1,000		2.12 Interest			1,000		2.12 Interest			1,000	
2.13 Licences and Subscriptions			1,000		2.13 Licences and Subscriptions			1,000		2.13 Licences and Subscriptions			1,000		2.13 Licences and Subscriptions			1,000	
2.14 Motor Vehicles (support/ancillary)			1,000		2.14 Motor Vehicles (support/ancillary)			1,000		2.14 Motor Vehicles (support/ancillary)			1,235		2.14 Motor Vehicles (support/ancillary)			7,500	
2.15 Other overheads			1,000		2.15 Other overheads			1,000		2.15 Other overheads			1,000		2.15 Other overheads			1,000	
2.16 Premises - Rent		500			2.16 Premises - Rent		500			2.16 Premises - Rent		500			2.16 Premises - Rent		500		
2.17 Premises - Other		1,000			2.17 Premises - Other		1,000			2.17 Premises - Other		1,000			2.17 Premises - Other		1,000		
2.18 Repairs & Maintenance (Bldgs & Equip.)		1,000			2.18 Repairs & Maintenance (Bldgs & Equip.)		1,000			2.18 Repairs & Maintenance (Bldgs & Equip.)		1,000			2.18 Repairs & Maintenance (Bldgs & Equip.)		1,000		
2.19 Staff Training & Uniforms		1,000			2.19 Staff Training & Uniforms		1,000			2.19 Staff Training & Uniforms		1,000			2.19 Staff Training & Uniforms		1,000		
2.20 Travel & Conferences		1,000			2.20 Travel & Conferences		1,000			2.20 Travel & Conferences		1,000			2.20 Travel & Conferences		1,000		
2.21 Wages & Salaries - excl Drivers and Workshop			1,000		2.21 Wages & Salaries - excl Drivers and Workshop			1,000		2.21 Wages & Salaries - excl Drivers and Workshop			1,000		2.21 Wages & Salaries - excl Drivers and Workshop			1,000	
Sub-Totals	1.50	0.33	24,755	20,100	Sub-Totals	3.23	0.53	24,755	20,100	Sub-Totals	6.94	0.66	29,750	25,985	Sub-Totals	6.49	0.66	29,750	39,552

SB Sub-Totals	75,000	8,250	148,530
Proportion - Direct Expenses	32%	4%	64%
Apportionment of Overhead / Indirect Expenses	6,504	715	12,881
Total Cost Components for Unit	81,504	8,965	161,411

Unit Sub-Totals	161,500	13,250	148,530
Proportion - Direct Expenses	50%	4%	46%
Apportionment of Overhead / Indirect Expenses	10,041	824	9,235
Total Cost Components for Unit	171,541	14,074	157,765

Unit Sub-Totals	347,000	16,500	178,500
Proportion - Direct Expenses	64%	3%	33%
Apportionment of Overhead / Indirect Expenses	16,636	791	8,558
Total Cost Components for Unit	363,636	17,291	187,058

Unit Sub-Totals	324,500	16,500	178,500
Proportion - Direct Expenses	62%	3%	34%
Apportionment of Overhead / Indirect Expenses	24,706	1,256	13,590
Total Cost Components for Unit	349,206	17,756	192,090

AGP COMPONENTS :	\$ 1.63	\$ 0.36	\$ 26,902
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AGP COMPONENTS :	\$ 3.43	\$ 0.56	\$ 26,294.15
-------------------------	----------------	----------------	---------------------

AGP COMPONENTS :	\$ 7.27	\$ 0.69	\$ 31,176
-------------------------	----------------	----------------	------------------

AGP COMPONENTS :	\$ 6.98	\$ 0.71	\$ 32,015
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AGP COMPONENT VARIATION RATES :	\$ 1.63	\$ 0.36	\$ 26,902
--	----------------	----------------	------------------

AGP COMPONENT VARIATION RATES :	\$ 3.43	\$ 0.56	\$ 26,294
--	----------------	----------------	------------------

AGP COMPONENT VARIATION RATES :	\$ 7.27	\$ 0.69	\$ 31,176
--	----------------	----------------	------------------

AGP COMPONENT VARIATION RATES :	\$ 6.98	\$ 0.71	\$ 32,015
--	----------------	----------------	------------------

OPERATING UNIT ANNUAL GROSS PRICE for SB : **\$ 251,880**

OPERATING UNIT ANNUAL GROSS PRICE for LB : **\$ 343,380**

OPERATING UNIT ANNUAL GROSS PRICE for XLB : **\$ 567,985**

OPERATING UNIT ANNUAL GROSS PRICE for LBDD : **\$ 559,052**

* Match in apportionment

IMPORTANT
Refer Instructions 7 & 8 on the preceding tab
Respondent must change the values in these cells if it wishes to submit alternative Change Control Cost Components

* Match in apportionment

IMPORTANT
Refer Instructions 7 & 8 on the preceding tab
Respondent must change the values in these cells if it wishes to submit alternative Change Control Cost Components

* Match in apportionment

IMPORTANT
Refer Instructions 7 & 8 on the preceding tab
Respondent must change the values in these cells if it wishes to submit alternative Change Control Cost Components

* Match in apportionment

IMPORTANT
Refer Instructions 7 & 8 on the preceding tab
Respondent must change the values in these cells if it wishes to submit alternative Change Control Cost Components

	\$ / Km	\$ / Hr	\$ / PVR	Overhead
Unit Sub-Totals	4.54	0.55	27,253	105,737
Unit Sub-Totals	908,000	54,500	654,060	
Proportion - Direct Expenses	56%	3%	40%	
Apportionment of Overhead / Indirect Expenses	59,391	3,565	42,781	105,737
Total Cost Components for Unit	967,391	58,065	696,841	

AGP COMPONENTS :	\$ 4.84	\$ 0.58	\$ 29,035
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AGP COMPONENT VARIATION RATES :	\$ 4.84	\$ 0.58	\$ 29,035
--	----------------	----------------	------------------

OPERATING UNIT ANNUAL GROSS PRICE : **\$ 1,722,297**

* Match in apportionment

IMPORTANT
Refer Instructions 7 & 8 on the preceding tab
Respondent must change the values in these cells if it wishes to submit alternative Change Control Cost Components

REQUEST FOR TENDER - APPENDIX 3B

ANNUAL GROSS PRICE AND ANNUAL GROSS PRICE COMPONENT VARIATION RATES

RFT SUBMISSION SHEET

RESPONDENT : Name
 RFT No. : Number
 RFT Submission Date : Date

 Unit Name : 0
 Unit No : 0

	Small Bus (SB)	Standard Bus (LB)	Extra Large Bus (XLB)	Large Bus Double Deck (LBDD)	UnitTotals (All Bus Sizes)
UNIT DATA	KILOMETRES : 50,000	KILOMETRES : 50,000	KILOMETRES : 50,000	KILOMETRES : 50,000	KILOMETRES : 200,000
	HOURS : 25,000	HOURS : 25,000	HOURS : 25,000	HOURS : 25,000	HOURS : 100,000
	PVR : 6	PVR : 6	PVR : 6	PVR : 6	PVR : 24

	Small Bus (SB)	Standard Bus (LB)	Extra Large Bus (XLB)	Large Bus Double Deck (LBDD)	UnitTotals (All Bus Sizes)
ANNUAL GROSS PRICE COMPONENT	COST / KM : \$ 1.63	COST / KM : \$ 3.43	COST / KM : \$ 7.27	COST / KM : \$ 6.98	COST / KM : \$ 4.84
	COST / HOUR : \$ 0.36	COST / HOUR : \$ 0.56	COST / HOUR : \$ 0.69	COST / HOUR : \$ 0.71	COST / HOUR : \$ 0.58
	COST / PVR : \$ 26,901.76	COST / PVR : \$ 26,294.15	COST / PVR : \$ 31,176.30	COST / PVR : \$ 32,015.01	COST / PVR : \$ 29,035.05

	Small Bus (SB)	Standard Bus (LB)	Extra Large Bus (XLB)	Large Bus Double Deck (LBDD)	UnitTotals (All Bus Sizes)
ANNUAL GROSS PRICE COMPONENT VARIATION RATES	COST / KM : \$ 1.63	COST / KM : \$ 3.43	COST / KM : \$ 7.27	COST / KM : \$ 6.98	COST / KM : \$ 4.84
	COST / HOUR : \$ 0.36	COST / HOUR : \$ 0.56	COST / HOUR : \$ 0.69	COST / HOUR : \$ 0.71	COST / HOUR : \$ 0.58
	COST / PVR : \$ 26,901.76	COST / PVR : \$ 26,294.15	COST / PVR : \$ 31,176.30	COST / PVR : \$ 32,015.01	COST / PVR : \$ 29,035.05

Annual Gross Price : **\$ 1,722,297.00**

I, on behalf of the Respondent,[STATEMENT OF COMPLIANCE]

Signature :

Print Name :

Title :

Date :

INSTRUCTIONS

- 1 Only cells shaded in grey must be filled in. Password for grey cells is "Group"
- 2 RFT No 1 details are already completed but may be manually overwritten for the purposes of the Group Tender
- 3 RFT 2 - 5 details must be manually captured, Rows 10, 11, 13, 14, 16-18, 22-24 (grey cells)
- 4 **Make sure Instruction 2 information is accurately captured.**
- 5 AGP (Row 27 - blue cells) is an automatically calculated value by multiplying the Component Costs with the corresponding Unit Data.
- 6 AGP for each Unit (in Row 27) may be manually overwritten if the Tenderer wishes to do so
- 7 Do not amend the Group Tender total Annual Gross Price. It is for AT purposes only.
- 8 Upon completion, print the entire sheet, sign and submit this sheet with ALL Group Tender Responses

REQUEST FOR TENDER - APPENDIX 3B

ANNUAL GROSS PRICE AND ANNUAL GROSS PRICE COMPONENT VARIATION RATES

RFT SUBMISSION SHEET - GROUP TENDER RESPONSE

		RFT 1					RFT 2					RFT 3					RFT 4					RFT 5				
RESPONDENT :		Name																								
RFT No. :		Number																								
RFT Submission Date :		Date																								
Unit Name :		0																								
Unit No. :		0																								
UNIT DATA	Small Bus (SB)	Standard Bus (LB)	Extra Large Bus (XLB)	Large Bus Double Deck (LBDD)	Unit Totals (All Bus Sizes)	SB	LB	XLB	LBDD	UNIT TOTAL	SB	LB	XLB	LBDD	UNIT TOTAL	SB	LB	XLB	LBDD	UNIT TOTAL	SB	LB	XLB	LBDD	UNIT TOTAL	
	KILOMETRES :	50,000	50,000	50,000	50,000	200,000					0				0					0					0	
	HOURS :	25,000	25,000	25,000	25,000	100,000					0				0					0					0	
	PVR :	6	6	6	6	24					0				0					0					0	
ANNUAL GROSS PRICE COMPONENT	Small Bus (SB)	Standard Bus (LB)	Extra Large Bus (XLB)	Large Bus Double Deck (LBDD)	Unit Totals (All Bus Sizes)	SB	LB	XLB	LBDD	UNIT TOTAL	SB	LB	XLB	LBDD	UNIT TOTAL	SB	LB	XLB	LBDD	UNIT TOTAL	SB	LB	XLB	LBDD	UNIT TOTAL	
	COST / KM :	\$ 1.63	\$ 3.43	\$ 7.27	\$ 6.98	\$ 4.84				\$ -					\$ -					\$ -					\$ -	
	COST / HOUR :	\$ 0.36	\$ 0.56	\$ 0.69	\$ 0.71	\$ 0.58				\$ -					\$ -					\$ -					\$ -	
	COST / PVR :	\$ 26,901.76	\$ 26,294.15	\$ 31,176.30	\$ 32,015.01	\$ 29,035.05				\$ -					\$ -					\$ -					\$ -	
ANNUAL GROSS PRICE COMPONENT VARIATION RATES	Small Bus (SB)	Standard Bus (LB)	Extra Large Bus (XLB)	Large Bus Double Deck (LBDD)	Unit Totals (All Bus Sizes)	SB	LB	XLB	LBDD	UNIT TOTAL	SB	LB	XLB	LBDD	UNIT TOTAL	SB	LB	XLB	LBDD	UNIT TOTAL	SB	LB	XLB	LBDD	UNIT TOTAL	
	COST / KM :	\$ 1.63	\$ 3.43	\$ 7.27	\$ 6.98	\$ 4.84																				
	COST / HOUR :	\$ 0.36	\$ 0.56	\$ 0.69	\$ 0.71	\$ 0.58																				
	COST / PVR :	\$ 26,901.76	\$ 26,294.15	\$ 31,176.30	\$ 32,015.01	\$ 29,035.05																				

Annual Gross Price PER RFT 1 : \$ 1,722,297.00 Annual Gross Price PER RFT 2 : \$ - Annual Gross Price PER RFT 3 : \$ - Annual Gross Price PER RFT 4 : \$ - Annual Gross Price PER RFT 5 : \$ -

GROUP TENDER Annual Gross Price : \$ 1,722,297.00

I, on behalf of the Tenderer, submit Schedule I to the Alternative Tender Response in accordance with the terms and conditions of the RFT's included in the Group Tender.

Signature : _____
 Print Name : _____
 Title : _____
 Date : _____

REQUEST FOR TENDER - APPENDIX 3B

ANNUAL GROSS PRICE AND ANNUAL GROSS PRICE COMPONENT VARIATION RATES

RFT SUBMISSION SHEET

EXAMPLE

RESPONDENT : Name
 RFT No. : Number
 RFT Submission Date : Date

Unit Name : 0
 Unit No : 0

	Small Bus (SB)	Standard Bus (LB)	Extra Large Bus (XLB)	Large Bus Double Deck (LBDD)	UnitTotals (All Bus Sizes)
UNIT DATA	KILOMETRES : 10,000	KILOMETRES : 50,000	KILOMETRES : 75,000	KILOMETRES : 30,000	KILOMETRES : 165,000
	HOURS : 8,750	HOURS : 25,000	HOURS : 42,000	HOURS : 15,000	HOURS : 90,750
	PVR : 3	PVR : 6	PVR : 8	PVR : 4	PVR : 21

	Small Bus (SB)	Standard Bus (LB)	Extra Large Bus (XLB)	Large Bus Double Deck (LBDD)	UnitTotals (All Bus Sizes)
ANNUAL GROSS PRICE COMPONENT	COST / KM : \$ 2.00	COST / KM : \$ 2.10	COST / KM : \$ 2.15	COST / KM : \$ 2.20	COST / KM : \$ 2.13
	COST / HOUR : \$ 0.33	COST / HOUR : \$ 0.33	COST / HOUR : \$ 0.33	COST / HOUR : \$ 0.34	COST / HOUR : \$ 0.33
	COST / PVR : \$ 31,928.73	COST / PVR : \$ 35,000.00	COST / PVR : \$ 42,000.00	COST / PVR : \$ 50,000.00	COST / PVR : \$ 40,085.00

	Small Bus (SB)	Standard Bus (LB)	Extra Large Bus (XLB)	Large Bus Double Deck (LBDD)	UnitTotals (All Bus Sizes)
ANNUAL GROSS PRICE COMPONENT VARIATION RATES	COST / KM : \$ 2.10	COST / KM : \$ 2.00	COST / KM : \$ 2.25	COST / KM : \$ 2.75	COST / KM : \$ 2.38
	COST / HOUR : \$ 31.00	COST / HOUR : \$ 34.00	COST / HOUR : \$ 0.34	COST / HOUR : \$ 0.40	COST / HOUR : \$ 12.58
	COST / PVR : \$ 30,000.00	COST / PVR : \$ 35,000.00	COST / PVR : \$ 37,000.00	COST / PVR : \$ 37,550.00	COST / PVR : \$ 35,571.23

Annual Gross Price : **\$ 1,722,297.00**

I, on behalf of the Respondent,[STATEMENT OF COMPLIANCE]

Signature :

Print Name :

Title :

Date :

REQUEST FOR TENDER - APPENDIX 3B

ANNUAL GROSS PRICE AND ANNUAL GROSS PRICE COMPONENT VARIATION RATES

RFT SUBMISSION SHEET - GROUP TENDER RESPONSE

EXAMPLE

RFT 1					RFT 2					RFT 3					RFT 4					RFT 5				
RESPONDENT : ABC Buses Inc.					Unit B																			
RFT No. : 98765					12345																			
RFT Submission Date : 1/03/2015																								
Unit Name : Unit A																								
Unit No. : 1																								
Small Bus (SB)	Standard Bus (LB)	Extra Large Bus (XLB)	Large Bus Double Deck (LBDD)	Unit Totals (All Bus Sizes)	SB	LB	XLB	LBDD	UNIT TOTAL	SB	LB	XLB	LBDD	UNIT TOTAL	SB	LB	XLB	LBDD	UNIT TOTAL	SB	LB	XLB	LBDD	UNIT TOTAL
KILOMETRES : 10,000	KILOMETRES : 50,000	KILOMETRES : 75,000	KILOMETRES : 30,000	KILOMETRES : 165,000	5,000	15,000	20,000	18,000	58,000					\$ -					\$ -					\$ -
HOURS : 8,750	HOURS : 25,000	HOURS : 42,000	HOURS : 15,000	HOURS : 90,750	1,500	6,000	10,000	3,000	20,500					\$ -					\$ -					\$ -
PVR : 3	PVR : 6	PVR : 8	PVR : 4	PVR : 21	3	3	3	2	11					\$ -					\$ -					\$ -
COST / KM : \$ 2.00	COST / KM : \$ 2.10	COST / KM : \$ 2.15	COST / KM : \$ 2.20	COST / KM : \$ 2.13	\$ 2.00	\$ 2.15	\$ 2.15	\$ 2.25	\$ 2.17					\$ -					\$ -					\$ -
COST / HOUR : \$ 0.33	COST / HOUR : \$ 0.33	COST / HOUR : \$ 0.33	COST / HOUR : \$ 0.34	COST / HOUR : \$ 0.33	\$ 0.25	\$ 0.30	\$ 0.33	\$ 0.40	\$ 0.33					\$ -					\$ -					\$ -
COST / PVR : \$ 31,928.73	COST / PVR : \$ 35,000.00	COST / PVR : \$ 42,000.00	COST / PVR : \$ 50,000.00	COST / PVR : \$ 40,085.00	\$ 27,500.00	\$ 32,500.00	\$ 35,000.00	\$ 45,000.00	\$ 34,090.91					\$ -					\$ -					\$ -
COST / KM : \$ 2.10	COST / KM : \$ 2.00	COST / KM : \$ 2.25	COST / KM : \$ 2.75	COST / KM : \$ 2.38	\$ 2.10	\$ 2.10	\$ 2.25	\$ 2.35	\$ 2.23					\$ -					\$ -					\$ -
COST / HOUR : \$ 31.00	COST / HOUR : \$ 34.00	COST / HOUR : \$ 0.34	COST / HOUR : \$ 0.40	COST / HOUR : \$ 12.58	\$ 0.27	\$ 0.30	\$ 0.30	\$ 0.45	\$ 0.33					\$ -					\$ -					\$ -
COST / PVR : \$ 30,000.00	COST / PVR : \$ 35,000.00	COST / PVR : \$ 37,000.00	COST / PVR : \$ 37,550.00	COST / PVR : \$ 35,571.43	\$ 28,900.00	\$ 32,500.00	\$ 37,050.00	\$ 45,500.00	\$ 35,122.73					\$ -					\$ -					\$ -

Annual Gross Price PER UNIT : **\$ 1,722,297.00** **\$ 507,625.01** **\$ -** **\$ -** **\$ -**

GROUP TENDER Annual Gross Price : **\$ 2,229,922.01**

I, on behalf of the Tenderer, submit Schedule I to the Alternative Tender Response in accordance with the terms and conditions of the RFT's included in the Group Tender.

Signature : _____

Print Name : _____

Title : _____

Date : _____

Appendix: 4A

Non Price Qualifications and Non-Compliance Statements
Template

**Contract for Auckland Public Transport Bus
Services**

Procurement Number: 442-16-1051-PT

Units (check all units that apply to this response)

03 – Grey Lynn

14 – Mt Wellington

52 – Howick to Panmure

53 – Botany Cross Town

Table of Contents

Subject	Table
Regional Partnering Agreement Qualifications and Non-Compliance Statements	1
Unit Agreement Qualifications and Non-Compliance Statements	2
Vehicle Quality Standards Qualifications and Non-Compliance Statements	3
Request for Tender Qualifications and Non-Compliance Statements	4

Non-Price Qualifications and Non-Compliance Statements

Table 1 - Regional Partnering Agreement (*Enclose this form in ETB 1 – Non-Price*)

DELETE THE STATEMENT OR THE TABLE – WHICHEVER IS NOT APPLICABLE TO YOUR TENDER RESPONSE TO THE PARTNERING AGREEMENT

Tenderer fully complies with the terms and conditions set out in the Partnering Agreement

[OR]

Tenderer submits the following qualifications to the Partnering Agreement.

Regional Partnering Agreement		
No.	Section and Clause No.	Statement
1.	xx.xx	<p><i>“Conditionally Acceptable”</i></p> <p>AND</p> <p>a. Statement to attain compliance to conditionality; or</p> <p>b. Alternative approach that Tenderer believes will be acceptable to Auckland Transport.</p>
2	xx.xx	<p><i>“Not Acceptable”</i></p> <p>AND</p> <p>a. Statement to attain compliance; or</p> <p>b. Alternative approach that Tenderer believes will be acceptable to Auckland Transport.</p>

Table 2 - Unit Agreement (*Enclose this form in ETB 1 – Non-Price*)

DELETE THE STATEMENT OR THE TABLE – WHICHEVER IS NOT APPLICABLE TO YOUR TENDER RESPONSE TO THE UNIT AGREEMENT

Tenderer fully complies with the terms and conditions set out in the Unit Agreement

[OR]

Tenderer submits the following qualifications to the Unit Agreement

Unit Agreement		
No.	Section and Clause No.	Statement
1.	xx.xx	<p><i>“Conditionally Acceptable”</i></p> <p>AND</p> <p>a. Statement to attain compliance to conditionality; or</p> <p>b. Alternative approach that Tenderer believes will be acceptable to Auckland Transport.</p>
2	xx.xx	<p><i>“Not Acceptable”</i></p> <p>AND</p> <p>a. Statement to attain compliance; or</p> <p>b. Alternative approach that Tenderer believes will be acceptable to Auckland Transport.</p>

Table 3 - Vehicle Quality Standards (*Enclose this form in ETB 1 – Non-Price*)

DELETE THE STATEMENT OR THE TABLE – WHICHEVER IS NOT APPLICABLE TO YOUR TENDER RESPONSE TO THE VEHICLE STANDARDS

Tenderer fully complies with the specifications set out in the Vehicle Standards

[OR]

Tenderer submits the following qualifications to the Vehicle Standards

Vehicle Standards		
No.	Section and Clause No.	Statement
1.	xx.xx	<p><i>“Conditionally Acceptable”</i></p> <p>AND</p> <p>a. Statement to attain compliance to conditionality; or</p> <p>b. Alternative approach that Tenderer believes will be acceptable to Auckland Transport.</p>
2	xx.xx	<p><i>“Not Acceptable”</i></p> <p>AND</p> <p>a. Statement to attain compliance; or</p> <p>b. Alternative approach that Tenderer believes will be acceptable to Auckland Transport.</p>

Table 4 – Request for Tender (*Enclose this form in ETB 1 – Non-Price*)

DELETE THE STATEMENT OR THE TABLE – WHICHEVER IS NOT APPLICABLE TO YOUR TENDER RESPONSE TO THE PARTNERING AGREEMENT

Tenderer fully complies with the terms and conditions set out in the Request for Tender

[OR]

Tenderer submits the following qualifications to the Request for Tender

Request for Tender		
No.	Section and Clause No.	Statement
1.	xx.xx	<p><i>“Conditionally Acceptable”</i></p> <p>AND</p> <p>a. Statement to attain compliance to conditionality; or</p> <p>b. Alternative approach that Tenderer believes will be acceptable to Auckland Transport.</p>
2	xx.xx	<p><i>“Not Acceptable”</i></p> <p>AND</p> <p>a. Statement to attain compliance; or</p> <p>b. Alternative approach that Tenderer believes will be acceptable to Auckland Transport.</p>

Appendix: 4B

Price Qualifications and Non-Compliance Statements Template

Contract for Auckland Public Transport Bus Services

Procurement Number: 442-16-1051-PT

Units (check all units that apply to this response)

03 – Grey Lynn

14 – Mt Wellington

52 – Howick to Panmure

53 – Botany Cross Town



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Price Qualifications and Non-Compliance Statements

Table 1 – Pricing (*Enclose this form in ETB 2 –Price*)

DELETE THE STATEMENT, BRACKETS OR THE TABLE – WHICHEVER IS NOT APPLICABLE TO YOUR TENDER RESPONSE TO THE VEHICLE STANDARDS

Tenderer has provided fully compliant Cost Calculation Sheets.

[OR]

Tenderer has not provided fully compliant [Pricing][and][Cost Calculation Sheets], setting out its qualifications in accordance with the following qualifications table.

Cost Calculation Sheet/Pricing		
No.	Reference	Statement
1.	xx.xx	<p><i>“Conditionally Acceptable”</i></p> <p>AND</p> <p>a. Statement to attain compliance to conditionality; or</p> <p>b. Alternative approach that Tenderer believes will be acceptable to Auckland Transport.</p>
2	xx.xx	<p><i>“Not Acceptable”</i></p> <p>AND</p> <p>a. Statement to attain compliance; or</p> <p>b. Alternative approach that Tenderer believes will be acceptable to Auckland Transport.</p>

Table 2 – Price Request for Tender (*Enclose this form in ETB 2 –Price*)

DELETE THE STATEMENT OR THE TABLE – WHICHEVER IS NOT APPLICABLE TO YOUR TENDER RESPONSE TO THE VEHICLE STANDARDS

Tenderer has provided fully compliant price in accordance with the Request for Tender.

[OR]

Tenderer has not provided fully compliant price in accordance with the Request for Tender, setting out its qualifications in accordance with the following qualifications table.

Request for Tender		
No.	Section and Clause No.	Statement
1.	xx.xx	<p><i>“Conditionally Acceptable”</i></p> <p>AND</p> <p>a. Statement to attain compliance to conditionality; or</p> <p>b. Alternative approach that Tenderer believes will be acceptable to Auckland Transport.</p>
2	xx.xx	<p><i>“Not Acceptable”</i></p> <p>AND</p> <p>a. Statement to attain compliance; or</p> <p>b. Alternative approach that Tenderer believes will be acceptable to Auckland Transport.</p>

Appendix 5:

PTOM Business Plan Requirement Guidelines

**Contract for Auckland Public Transport Bus
Services**

Procurement Number: 442-16-1051-PT

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1. Defined Terms

Term	Definition
PT	Public Transport
PTOM	Public Transport Operating Model
AT	Auckland Transport
AIFS	Automated Integrated Fares System
CICM	Customer Information Communications and Marketing
Partnering Team	In relation to each Unit, a team which is comprised of the Authorised Representatives of Auckland Transport and the relevant Operator for that Unit

2. Introduction

2.1 Overview

Auckland Transport contracts with transport Service Providers to provide Public Transport services in Auckland under a partnering approach. Responsibility lies jointly with both Auckland Transport and the Service Providers for the successful mobilisation, delivery and continued delivery throughout the contract duration. However, Auckland Transport also has wider, pan-region, responsibilities and it is essential that a degree of consistency is provided by all Service Providers in certain plans and documents that are required under the PTOM Service Contracts.

2.2 Document Purpose

This document specifies the minimum requirements that Service Providers are to provide for nominated documents; it is not intended to be prohibitive or to prevent Service Providers from adding additional details to suit their own needs. Further this document also demonstrates best practice following consultation with Industry along with ensuring that any legal obligations are met

3. Scope

The scope of this document **includes** the following:

- Commencement/Mobilisation Process and Plan
- Service Delivery Operations Plan, to include:
 - Asset Management Plan/Fleet Replacement Plan
 - Health and Safety Plan
 - Staff Training and Development Plan
 - Customer Service Plan
 - Patronage Growth Plan
 - Business Development Plan and Targets
 - Revenue Protection Plan
 - Risk Management Plan
 - Incident Response Plan
 - Quality Assurance Plan
- Environmental Management Plan
- Business Continuity Plan
- Exit Plan

Section 1 – Commencement/Mobilisation Process and Plan

The Mobilisation Plan needs to be generated by the Service Provider but agreed by AT through the Partnering Team; it needs to provide sufficient surety to both the Service Provider and AT that the Service Provider will be ready to provide the contracted services as from the agreed Commencement Date. The plan will also be used to determine if the Service Provider is on target during the mobilisation period.

Specific actions need to be allocated to named individuals with agreed target dates for completion; depending upon the Service Provider and the unit the scale of mobilisation (and therefore the degree of risk) will vary, however AT will need assurance that all elements listed below are in place prior to Commencement Date. The majority of the durations reflected in the required by commencement date column within the example below align with the requirements defined in the service contract while some are illustrative.

Process and Timeframes

Action On	Task	Required Post Contract Award	Required by Commencement	Date Required
AT & Op	<i>Initial partnering meeting</i>	30		25/09/2015
AT & Op	<i>Finalise Business Plan (inclusive of AT approval)</i>		-120	5/02/2016
Op	<i>Provide full specs of any new vehicles</i>		-60	5/04/2016
Op	<i>Provide provisional Vehicle List</i>		-30	5/05/2016
Op	<i>Provide a copy of the performance bond</i>		-30	5/05/2016
Op	<i>Provide a copy of the insurance policy</i>		-30	5/05/2016
Op	<i>Provide details regarding the implemented Health and Safety Management System</i>		-20	15/05/2016
Op	<i>Provide Health and Safety policies and plans</i>		-20	15/05/2016
Op	<i>Insurance policy commences</i>		-20	15/05/2016
Op	<i>Provide final vehicle list</i>		-5	4/06/2016
Op	<i>Complete staff training</i>		-5	4/06/2016
Op	<i>Deadline for delivery of new vehicles</i>		-5	4/06/2016
AT & Op	COMMENCEMENT DATE		0	4/06/2016

Reporting progress against plan will be a standing agenda item for the OMG between Contract Award and Commencement Date with upward reporting to the Partnering Team at intervals determined at the initial Partnering Meetings.

Plan Requirements

The Mobilisation needs to include the follow items, even if the Service Provider has previously provided contracted services to Auckland Transport. Tasks to address the items below need to be identified in the mobilisation implementation plan along with the duration of those tasks and the targeted completion dates. The service provider needs to provide an overview of their approach to ensure the tasks identified in the mobilisation implementation plan are completed timely and a list of the resources engaged in the mobilisation of the service along with their contact information and identification of the individual responsible for the oversight of the entire mobilisation implementation plan. The items below are an example of what the mobilisation plan should address and is not a comprehensive list of all of the actions a Service Provider will need to address during the mobilisation period.

- Governance
 - Plans to ensure all license/permits and insurance required to perform PT services are obtained prior to the contract commencement date.
 - Project management contact(s) and implementation plan for the mobilisation of the PT Services.
- Management
 - AIFS Business Operating Model Requirements
 - CICM & Customer Feedback processes
 - Organisational structure
 - Staff recruitment plan for the roles involved in the delivery of PT Services and:
 - timing of when open positions will be filled; and
 - when staff will be available for training.
 - Induction training plans and timing
 - MITO Motor Industry Training
 - Health and Safety
 - Engineering Processes
 - Planned Maintenance
 - Fault Rectification
 - Quality Control Measures
 - Transition requirements and duration to take over the new service.
 - Preparations to guarantee KPIs are met at contract commencement.
 - Timing of when operational policies, such as Health and Safety, will be enforced.
- Supply Agreements
 - Vehicle Parts/consumables
 - Asset maintenance
 - Renewal strategy
 - Fuel arrangements
 - Resilience plan/growth
 - Cleaning (inclusive of graffiti)
- Infrastructure
 - Depot

- Parking
- AIFS IT systems/hardware
- Storage
 - Fuel
 - Spares
- Maintenance Facilities/Arrangements
- Potential locations
- Adherence to regulations
- Operations office set up
 - Potential locations
- Expansion plan/flexibility
- Fleet
 - Current Fleet
 - Procurement of any additional vehicles and the date they will be available to the Service Provider
 - Fit out with AIFS equipment (if required)
 - AT Metro branding requirements, such as:
 - paint fleet;
 - internal and external stickers source and fitted;
 - seat fabric sourced, approved by AT, and fitted; and
 - uniform order submitted and received.
 - Fleet refurbishment & replacement Plan(s)
- IT
 - Integration timeline inclusive of AIFS system implementation plan and timeline
 - IT systems in place
 - IT reporting needs
 - A list of the employees who require access to AT's Enterprise Data Warehouse (EDW) and their contact information

Section 2 – Service Delivery Operations Plan

The service delivery operations plan needs to provide a story of how the Service Provider intends to operate the contracted services and include standard operating procedures to perform the PT services. The Service Provider should include a description of their management policies, their approach to partner with AT, and the daily operations in place to comply with the Service Contract. In addition to a summary of the Service Provider’s daily operations, this plan needs to include an organisational structure of staff and sub-contractor staff with a description of the roles that are involved in the delivery of PT Services and their responsibilities in addition to the following plans: asset management plan, health and safety plan, staff training and development plan, customer service plan, patronage growth plan, business development plans and targets, revenue protection plan, risk management plans, incident response plan, and quality assurance plan.

Service Delivery Operations Plan

This plan should address the following items:

- Approach to deliver the PT Services throughout the term of the Service Contract including, but not limited to:
 - policies, procedures, operations and systems used in relation to the provision of the PT Services, for example:
 - processes to address a vehicle breakdown;
 - policies followed when a driver scheduled to work doesn’t show up for work;
 - management of service delivery performance;
 - approach to monitor the service delivery performance;
 - actions taken in the event of an accident;
 - actions taken in the event of an attack on a driver or passenger;
 - stakeholder management plan;
 - staff retention plan;
 - details on how the Operator will meet, or exceed, key performance indicators (KPIs) defined in Schedule 3 of the Unit Agreement from the commencement date of the contract and how performance will be monitored;
 - approach to improve the provision of, or the ability to provide, the PT Services and associated resources through increased operational efficiency and/or the use of new technology;
 - systems, processes and procedures used to manage data and reporting;
 - description of the IT infrastructure and current capabilities;
 - change management processes, including but not limited to, service variations;
 - policies and procedures in place to comply with the New Zealand regulations and the Service Contract;
 - communication plans, including but not limited to, route change communications;
 - approach to managing sub-contracts and procedures used for the control of sub-contractor compliance with New Zealand regulations and the Service Contract.
- Detailed plans, policies, and procedures to adhere to the operational requirements as defined in Schedule 7 of the Regional Partnering Agreement.

- Media plans that include the procedures to deal with incidents, good news and bad news stories, and how the Service provider will partner with AT to address media inquiries.
- Partnering approach detailing how they intend to liaise with the client and detail what systems and methods are in place to ensure client needs are met

The contents of the subsequent plans that make up the overall Service Delivery Operations plan are detailed below.

Asset Management/Fleet Replacement Plan

- Asset Management
 - Policies to maintain the fleet list as required per the Regional Partnering Agreement, Clause 13, Monthly Reporting.
 - Approach to ensure all vehicles used to provide the PT service meet Clause 14 (Vehicle Requirements) of the Regional Partnering Agreement.
 - Implementation strategies to ensure all vehicles used to deliver PT services meet the Vehicle quality standards defined in schedule D of the Regional Partnering Agreement.
 - On-going vehicle maintenance procedures including the details of what services will be performed as part of this maintenance and the frequency of these services, such as:
 - oil changes
 - belt replacements
 - battery replacements
 - tyre replacements
 - Mitigation plan to ensure there are enough vehicles to perform PT services in the event a vehicle is unexpectedly not operational.
 - Expectations of when a temporary vehicle will be needed and plans and cost to secure a temporary vehicle inclusive of actions to ensure the use of any temporary vehicles comply with contract obligations (Vehicle Requirements Sub-Clause 14.8).
 - Standards around the level of stock kept on hand and the quality management of this stock as well as policies to replenish stock;
- Fleet Replacement
 - Estimated date of when existing vehicles will be replaced and relative cost in relation to the contract term.
 - Approach to replace vehicles and any temporary arrangements that need to be made to ensure there are enough vehicles to perform the PT services and cost associated with these actions.

Health and Safety Plan

The HSE Plan will demonstrate the Service Provider's compliance with current legislation and must cover the items below in detail:

1. HSE Structure and Responsibilities;
2. Methods of communicating HSE matters;
3. Hazard and risk management approaches, inclusive of risks registers detailing critical risks and how they are managed and reviewed, in addition to minimum requirements;
4. Management of Transport Operators/sub-Transport Operators;
5. Public and passenger safety plan;
6. Training and competency, e.g. Driver training plan and on-going refresher training;
7. Incident reporting, investigation and corrective actions;
8. Emergency response and readiness; and
9. Audit and inspection and monitoring.

In order to address the above the HSE Plan is to include, but not be limited to, the following:

- identification of the Service Provider's health and safety representatives responsible for administration of the HSE Plan, including relevant training and qualifications;
- the training plan and supervision of the Service Provider's Personnel engaged in delivering the PT Services with regard to promotion and commitment to health and safety;
- the identification and assessment of existing hazards and potential risks with regard to provision of the PT Services (where "hazard" and "risks" have the meaning given to that term in the Health and Safety in Employment Act 1992, the Health and Safety Reform Act 2014, and regulations), including:
 - the form, classification, number and quantities of each hazard/risks;
 - proposed steps to eliminate or minimise hazards/risks;
 - procedures for the identification and management of new hazards/risks;
- the need for and provision of correct protective equipment and training in the use of protective equipment;
- emergency procedures and management;
- incident investigation, reporting, and corrective actions procedures;
- the scheduling and draft agenda of regular health and safety Personnel meetings conducted by the Service Provider, including commitment to maintenance of meeting minutes and follow-up actions as appropriate;
- a regularly scheduled internal audit, inspection and monitoring programme of the Service Provider's health and safety procedures to ensure compliance with relevant Health and Safety Legislation and the HSE Plan;
- the Service Provider's drugs and alcohol policy including the Service Provider Personnel compliance methodology; and

- evidence that all policies and procedures included in the Health and Safety plan are currently operating as well as the results for the last 12 months.

Staff Training and Development Plan

The Service Provider will provide staff training manuals which will comprise a minimum of:

- Induction Training
 - Inclusive of an outline of the policies and procedures that will be covered in this training.
- Customer service skills including AT's Customer Charter
- Emergency procedures
- Refresher training and the timeline for this to occur
- Vehicle inspection training
- On-going annual development **e.g.**
 - Communicating with passengers from different cultures
 - Personal health
 - First aid
 - Daily walk rounds
 - Reporting of maintenance issues

Driver specific training manuals that need to be supplied in addition to the manuals listed above:

- Driving skills including fuel efficient driving
- Compliance with law, e.g. certificate of loading management
- Use of ticketing equipment and other electronic systems (e.g. AVLs)
- Route familiarisation
- On-going annual development **e.g.**
 - Fatigue management, work time and driver log book requirements
 - Personal safety as a driver

Additionally the Service Provider is to supply policies and procedures that address the following:

- An employee development plan that details the approaches to assess the skill set and aspirations of existing employees to identifying training needs and opportunities.
- How training, initial and on-going, will be delivered.

Customer Service Plan

The Service Provider is expected to define their customer service standards in addition to the items below:

- Organisational structure in place to support customer needs, inquiries, and complaints, along with their roles and responsibilities.
- Description of the Service Providers philosophy regarding customers and how the Service Provider will ensure that customer expectations and service standards are met.
- Detailed procedures and processes for the provision of supervision services.
- Approaches and systems to recording and monitoring customer complaints.
- Processes and procedures to address customer complaints from receipt to resolution and plans to prevent similar complaints in the future.
- Customer service training and promotion, including:
 - Disciplinary actions taken in result of customer complaints.
 - Staff incentive plans for meeting/exceeding customer service standards.
- Plans to implement the following AT customer service standards and supporting policies to guarantee adherence to the standards and reporting requirements:
 - AT Customer Charter;
 - AT Passenger Charter;
 - AT Complaints Management process;
 - AT HOP training;
 - Commitment to comply with any other AT customer service staff training modules that may be in place throughout the duration of the Service Contract.

Patronage Growth Plan

The patronage growth plan needs to include annual patronage growth projections for the duration of the contract term, the marketing plans and initiatives designed to increase patronage growth inclusive of the actions to be taken to meet patronage projections, associated cost, and how they intend to partner with AT.

Business Development Plans and Targets

The Service Provider is expected to provide an organisational development plan for the length of the contract term, inclusive of:

- development objectives;
- specific activities to execute the development objectives and the timeframe of those activities;
- resource needs;
- anticipated cost of those activities;
- the expected results (as a contribution to your targets); and
- organisational and structural changes to enable delivery of the public transport services and targeted outcomes of these changes.

Revenue Protection Plan

At a minimum, the Revenue protection plan is expected to cover:

- Procedures outlining the approach to adhere to and control revenue protection operational requirements as detailed in the AIFS Business Operating Model.
- The structure and full-time employee equivalent positions involved in revenue protection procedures.
- The Service Provider's procedures detailing how their Revenue Protection Officers will partner with AT's staff designated to enforce revenue protection (such as Enforcement Officers).
- Hand-held revenue protection devices implementation plan, inclusive of the purchasing process.
- Fraud protection plan and control measures in place to eliminate fraud.

Risk Management Plan

The Service Provider is required to provide risk management policies and procedures, including but not limited to:

- Description of how the Service Provider will identify, track, and monitor risks inclusive of the development of mitigation strategies and contingency plans and processes to eliminate risks.
- Risk analysis associated with the delivery of the PT Service and the corresponding management plans.
- Civil Defence Evacuation Plan.
- Organisational structure in place to monitor and manage risks.
- Details around the Service Provider's approach to discuss and improve risk management and partner with AT in initiatives to address areas of risk to the Services or the Service Agreement.

Incident Response Plan

The Service Provider is to include the following details within their incident response plan:

- Policies in place to respond to an incident detailing the actions to be taken and the time to execute each action;
- procedures to enforce safety standards and address safety issues;
- corrective action plans taken in result of an incident, accident, and safety issue;
- improvement plans to mitigate and eliminate incidents, accidents, and safety issues;
- approach to partner with AT in discussions regarding incidents, accidents, and safety issues with corrective actions and improvement plans;
- processes to investigate incidents and identify their cause including actions taken to minimise the likely reoccurrence.
- approach to handling media inquiries;
- examples of the register logs used to track:
 - health and safety incidents,
 - including accidents,
 - harm and serious harm, and
 - near misses.
- procedures outlining how the Service Provider will notify AT and report any incidents, including:
 - loss of or material damage to any Bus Solution;
 - emergency situations;
 - accidents;
 - safety issues; and
 - any event that is reasonably likely to affect the ability of the Operator to perform any of its obligations under the Service Agreement.

Quality Assurance Plan

The Service Provider's quality assurance plan needs to include:

- A definition of their quality assurance standards and methodology including an organisational chart of the employees involved in the quality assurance procedures.
- Detailed policies and procedures the Service Provider will enforce to support their commitment to quality assurance and quality management and ensure consistency of service and systems throughout the organisation.

Section 3 – Environmental Management Plan

ISO 14001 sets out the criteria for an environmental management system. It does not state requirements for environmental performance, but maps out a framework that a company or organization can follow to set up an effective environmental management system. It can be used by any organization that wants to improve resource efficiency, reduce waste and drive down costs. Using ISO 14001 can provide assurance to company management and employees as well as external stakeholders that environmental impact is being measured and improved.

Basic principles and methodology

Plan – establish objectives and processes required

Prior to implementing ISO 14001, an initial review or gap analysis of the organization's processes and products is recommended, to assist in identifying all elements of the current operation and if possible future operations, that may interact with the environment, termed environmental aspects. Environmental aspects can include both direct, such as those used during manufacturing and indirect, such as raw materials. This review assists the organization in establishing their environmental objectives, goals and targets, which should ideally be measurable; helps with the development of control and management procedures and processes and serves to highlight any relevant legal requirements, which can then be built into the policy (Standards Australia/Standards New Zealand 2004).

Specific AT Requirements

AT will need to see plans relating to:

- Benchmarking existing environmental impact.
- Reducing depot energy usage.
- Waste product management including tracking and disposal.
- Introduction of green initiatives to reduce carbon footprint.
- Sustainability policy.
- On-going measurement and reporting of environmental impact including learnings from previous emergency situations or events.
- Cross referencing to vehicle maintenance policies.
- Cross referencing to driver training policies.

Do – implement the processes

During this stage the organization identifies the resources required and works out those members of the organization responsible for the EMS' implementation and control. This includes documentation of all procedures and processes; including operational and documentation control, the establishment of emergency procedures and responses, and the education of employees, to ensure they can competently implement the necessary processes and record results (Standards Australia/Standards New Zealand 2004). Communication and participation across all levels of the organization, especially top



management is a vital part of the implementation phase, with the effectiveness of the EMS being dependent on active involvement from all employees.

Check – measure and monitor the processes and report results

During the check stage, performance is monitored and periodically measured to ensure that the organization's environmental targets and objectives are being met. In addition, internal audits are regularly conducted to ascertain whether the EMS itself is being implemented properly and whether the processes and procedures are being adequately maintained and monitored.

Act – take action to improve performance of EMS based on results

After the checking stage, a regular planned management review is conducted to ensure that the objectives of the EMS are being met, the extent to which they are being met, that communications are being appropriately managed and to evaluate changing circumstances, such as legal requirements, in order to make recommendations for further improvement of the system. These recommendations are then fed back into the planning stage to be implemented into the EMS moving forward.

Continual Improvement Process

The core requirement of a continual improvement process (CIP) is different from the one known from quality management systems. CIP in ISO 14001 has three dimensions:

Expansion: More and more business areas get covered by the implemented EMS.

Enrichment: More and more activities, products, processes, emissions, resources etc. get managed by the implemented EMS.

Upgrading: An improvement of the structural and organizational framework of the EMS, as well as an accumulation of know-how in dealing with business related environmental issues.

Overall, the CIP-concept expects the organization to gradually move away from merely operational environmental measures towards a strategic approach on how to deal with environmental challenges.

Section 4 – Business Continuity Plan

What is Business Continuity Management?

ISO 22301:2012. Societal Security – Business Continuity Management Systems – Requirements definition:

A holistic management process that identifies potential threats to an organisation and the impacts to business operations that those threats, if realised, might cause, and which provides a framework for building organisational resilience with the capability of an effective response that safeguards the interests of its key stakeholders, reputation, brand and value-creating activities

No longer just for big impact, low probability physical events

BCM is no longer just about dealing with the big impact, low probability events. It is becoming an essential enabler of organisational resilience as part of “business as usual”, thanks primarily to its focus on identifying and protecting sources of value within an organisation. The methodology is also starting to be applied to dealing with non-physical events. Business Continuity Management is cross-functional by its very nature.

The BCM programme must ensure that the plans to ensure continuity of the business are owned by the areas of the organisation that need to protect key value creating processes or assets. The cost of developing and maintaining the required level of preparedness needs to be met from these groups.

Those involved in the process will therefore differ from organisation to organisation, reflecting each business and operating model. For example, procurement is increasingly important in BCM programmes, due to extended supply chains and increased use of outsourcing and off-shoring.

In smaller organisations, BCM is often seen as an addendum to a multitude of other disciplines including Health and Safety, Security, and IT. However, it needs to be acknowledged that this approach links BCM to a specific event or incident type, and does not suggest an enterprise-wide approach to BCM. To be effective, therefore, BCM must be recognized from the outset by senior management as a business discipline owned by the business, co-ordinated and facilitated centrally.

BCM must always start at the top – for the essential reason that BCM is about what’s important and time-sensitive. Conducting, for example, a Business Impact Analysis from the ground-up might deliver a distorted and unbalanced picture of what and who is critical. The vulnerabilities in the business and operating model of an organisation can be considered as seven areas: Reputation, Supply Chain, Information and Communication, Sites and Facilities, People, Finance and Customers. This use of this simple model demonstrates to top management the value and integrated nature of the BCM approach – holistic, cross functional and cross-enterprise.

The successful application of Business Continuity Management increases an organisation’s resilience which in turn contributes to higher corporate performance. Resilience is widely defined as the ability of an organisation to absorb, respond and recover from disruptions. BCM uniquely provides the framework to understand how value is created and maintained within an organisation and establishes a direct relationship to dependencies or vulnerabilities inherent in the delivery of that value.



Resilience is not fundamentally about stopping or preventing disruption happening in the first place. Reliance on risk management or security to provide comprehensive protection will inevitably generate misplaced confidence, because most BC incidents are, by their nature, largely unpredictable.

The link between Crisis Management and Incident Management is that BCM considers any disruption holistically and determines how an organisation will respond to the disruption, continue its activities and recover. Those constructing the organisation BCM System need to consider that the media response to an incident or crisis must be an integral part of a full Business Continuity programme.

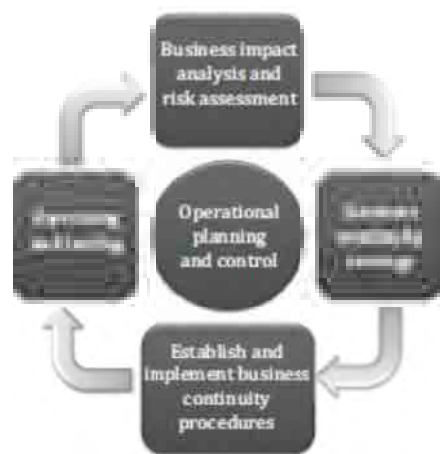
How to Build your BCM System.

For guidance on International best practice in Business Continuity Management download:

The BCI Good Practice Highlights 2010

http://www.bcifiles.com/GPG2010EditedHighlights_FINAL.pdf

The International standard (ISO22301:2012 – Societal Security – Business Continuity Management Systems – Requirements indicates that building a Business Continuity Management System comprises the following elements.



These elements (with the relevant clause where they are addressed in the International Standard (ISO 22301:2012) for subsequent audits) are as follows:

a) Operational planning and control (8.1)

Effective operational planning and control is at the heart of business continuity management. It should be led by a responsible person nominated by top management.

b) Business impact analysis and risk assessment (8.2)

Gaining agreement and understanding of priorities and requirements for business continuity is achieved through business impact analysis (BIA) and risk assessment (RA). The BIA enables the organisation to prioritise for resumption, the activities that support its products and services. Risk assessment promotes understanding of the risks to prioritised activities and their dependencies and the potential consequences of a disruptive incident. This understanding enables the organisation to select appropriate business continuity strategies.

c) Business continuity strategy (8.3)

The identification and evaluation of a range of business continuity strategy options enables the organisation to choose appropriate ways of preventing disruption of its prioritised activities and dealing with any disruptions that take place. Selected business continuity strategies will provide for the resumption of activities at an acceptable level of operation and within agreed timeframes.

NOTE The chosen strategies need to take into account any risk treatment that is already in place within the organisation (8.3.3).

d) Establish and implement business continuity procedures (8.4)

Implementing business continuity arrangements results in the creation of an incident response structure (8.4.2), the means for detecting and responding to an incident (8.4.3), business continuity plans (8.4.4) and procedures for returning to 'business as usual' (8.4.5).

e) Exercising and testing (8.5)

Exercising and testing provide the opportunity for the organisation to:

- promote personnel awareness and competency development;
- ensure that business continuity and business continuity procedures are complete, current and appropriate; and
- identify opportunities to improve its business continuity.

Content of business continuity plans

A key guideline to remember is that Business Continuity plans should be concise, easily understood by people when under stress and action orientated.

A business continuity plan may be a single documented procedure or multiple procedures encompassing all operational requirements and covering the scope of the BCMS.

The purpose, scope and objectives of each documented procedure should be defined and be understandable to those who will put it into effect. Any relationship to other required and relevant documented procedures or documents should be clearly referenced and the method of obtaining and accessing them described.

Within the business continuity plans the following should be clearly identifiable:

a) roles and responsibilities:

- 1) defined roles, responsibilities and authorities for people and teams who will use the business continuity plan. If the business continuity plan comprises more than one documented procedure, the roles, responsibilities and authorities for each procedure should be defined; and
- 2) guidelines and criteria regarding who has the authority to invoke the procedures and under what circumstances – this may follow defined escalation stages.

b) invocation and standing down:

- 1) a process for activating the organisation's response to a disruptive incident and within each documented procedure, its activation criteria and procedures. It may be relevant to consider whether this is within or outside normal working hours;
- 2) a process for standing teams down once the incident has passed; and
- 3) rendezvous and places to meet with suitable alternatives.

c) incident management:

- 1) management of the immediate consequences of a disruptive incident giving due regard to welfare issues of affected persons (including team members), options for responding to the disruption (these may be described as strategic, tactical and operational) and prevention or further loss or unavailability of prioritised activities;
- 2) within each documented procedure there should be:

- i) implementation procedures that identify actions and tasks that need to be performed, particularly in relation to how the organisation will continue or recover its prioritised activities within predetermined timeframes;
 - ii) resource requirements (8.3.2) relevant to the documented procedure; and
 - iii) the means for recording key information about the incident, actions taken and decisions made.
- d) contact information within each documented procedure:
- 1) contact details for team members and others with roles and responsibilities – where local data protection legislation applies, contact details should be held in accordance with it; and
 - 2) contact and mobilization details for any relevant agencies, organisations and resources that might be needed.
- e) communication (8.4.3):
- 1) details addressing how and under what circumstances the organisation will communicate with employees and their relatives, key interested parties and emergency contacts; and
 - 2) details of the organisation's media response following an incident, including its communication strategy, preferred interface with the media, guidelines or templates for drafting media statements and identification of appropriate spokespeople.

Continual improvement

The organisation should continually improve the effectiveness of the BCMS.

Continual improvement operates at all levels within the development cycle and should be driven by the business continuity policy and objectives, audit results, analysis of monitored events, corrective actions and management review.

Changes arising from corrective actions should be reflected in BCMS documentation.

Continual improvement requires a process that properly identifies problems and non-conformances and then fixes them. This process should address the nature of the problem and the environment within which the problem exists and include changing the environment to ensure that the problem doesn't recur. Each step should build and improve on the previous step so that improvement covers more aspects than just the original identified problem and has a wider, more telling effect on the organisation.

The implementation of corrective actions should be validated as effective. Each action should have an estimated date of completion. After that date, the organisation should ensure that the prescribed action was accomplished and effective. If the review reveals the action did not succeed as planned, a new date for action should be set.

The continual improvement process should follow the same basic process as used for corrective actions and include the following:

- identify what to address and the present condition (non-conformance);
- identify the present process and controls (root cause); and
- determine what changes to implement (corrective action).

Corrective actions address deficiencies in the BCMS and ensure that it functions as intended, while continual improvement takes the BCMS to a higher level of efficiency and effectiveness.

Outcomes

Outcomes indicative of effective BCM may include the following:

- a) an incident management capability is enabled and provides an effective response;
- b) the organisation's understanding of itself and its relationships with other organisations, relevant regulators or government departments, local authorities and the emergency services is properly developed, documented and understood;
- c) regular exercising ensures that staff are trained to respond effectively to an incident or disruption;
- d) requirements of interested parties are understood and able to be delivered;
- e) staff receive adequate support and communications in the event of a disruption;
- f) the organisation's reputation is protected;
- g) the organisation remains compliant with its legal and regulatory obligations; and
- h) financial controls are maintained throughout an incident.

Documentation

Documented information required by the ISO Standard ISO22301:2012 includes:

- The context of the organization (4.1);
- Legal, regulatory and other requirements and evidence of compliance (4.2.2);
- Scope of the BCMS and any exclusions (4.3.2);
- Business continuity policy (5.3);
- Business continuity objectives (6.2);
- Competence of personnel (7.2);
- Business impact analysis and risk assessment process (8.2);
- Business continuity strategy (8.3) including strategy options considered;
- Continuity, incident management and recovery procedures (8.4);
- Post-exercise reports (8.5);
- BCMS monitoring (9.1);
- Internal audits (9.2);
- Management reviews (9.3);
- Nonconformity and corrective action (10.1).

In addition, documented information covering the following information may be required to ensure the effectiveness of the BCMS:

- customer contracts and service levels;
- results of business impact analyses;
- results of risk assessments;
- determination and selection of business continuity strategies;
- incident response overview;
- awareness programme;
- BCMS and incident communications with staff and interested parties - such as newsletters, meeting notes and alerts;
- training programmes for the organization and individuals;
- exercise schedule;
- contracts and service level agreements with suppliers;
- contractor and supplier notification and response procedures;
- evidence of inspection, maintenance and calibration;

- post-incident reports of incidents and near-hits;
- BCMS review meeting minutes.

Provision and access to this documentation will be agreed between the Service Provider and AT.

Section 5 – Exit Plan

The exit plan needs to provide details on how the Service Provider will transition the operation of PT Services in preparation of the expiration of their existing Service Contract, including but not limited to:

- Staff responsible for the execution of the exit plan that identifies roles and responsibilities of the staff involved in the service transition and their time commitment during this period;
- a detailed project plan outlining the task taken by the Service Provider to ensure a successful transition of the PT Services;
- approach to partner with the new Service Provider and AT throughout the transition period;
- monitor plan, and the duration of this period, once the actions to transition the PT Service have been completed.

Additionally, the Service Provider is expected to provide their commitment to maintaining and updating the exit plan on a regular basis as required by the Regional Partnering Agreement, Clause 4 Exit Plan.



Agreement

relating to

New Operator AIFS Bus Solution

Auckland Transport

AT

and

[•]

Operator

Date

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This **Agreement** is made on

2015

between (1) **Auckland Transport (AT)**

and (2) **[•] (Operator)**

Introduction

- A. The Operator provides public transport bus services under certain public transport services agreements between AT and the Operator.
- B. The Auckland Integrated Fares System (**AIFS**) is used within the public transport services in Auckland.
- C. As part of AIFS, the Operator will lease the Bus Solution from AT in accordance with the provisions of this Agreement.

It is agreed

1. Interpretation

1.1 Definitions

In this Agreement, words and expressions defined in the Service Contract but not defined in this Agreement have the same meaning in this Agreement and, unless the context requires otherwise:

BIB means, the bus solution device known as a “bus in a box” used for the purposes of training in the use of the Bus Solution;

Bus Solution means the AIFS on-board and depot hardware, wireless LAN network and related software solution specified by AT, including bus driver consoles, FPDs and HHDCs but excluding the On-board Bus Cabling installed by AT’s installation contractor or the Operator’s contractor under clause 5;

Cabling Fee means, in respect of each Vehicle, the fee payable for the installation (if applicable), testing and commissioning of the On-board Bus Cabling required for the Bus Solution as set out in schedule 2;

Defect means a defect in any item of hardware or software forming part of the Bus Solution that causes the Bus Solution to fail to operate substantially in accordance with the AIFS business operating manual (BOM);

Depot Set-Up Fee means the fee as set out in schedule 2 payable for the installation of those parts of the Bus Solution required to be installed at each bus depot of the Operator;

FPDs means the on-board fare payment devices provided by AT as part of the Bus Solution for use with AIFS;

GPS System means the bus location system used to transmit data from a Vehicle relating to the service trips of each Vehicle;

HHDCs means the hand held devices provided by AT as part of the Bus Solution for use with AIFS;

Installation Date means the estimated date by which AT will complete the installation of the Bus Solution;

Intellectual Property Rights means all copyright, database rights, trade marks, designs, patents, rights to extract data, trade or other proprietary rights or rights derivative of those rights (including licence rights), whether registered or unregistered, as well as any other rights in intellectual property which are recognised or protected under law, but does not include moral rights (if any) subsisting in any particular work;

Interest Rate means 2% per annum above the 90 day bill rate as published by the Reserve Bank of New Zealand on the first Business Day following the due date for payment.

Lease Commencement Date means, in relation to a Vehicle, unless otherwise agreed with AT, the date notified in writing by AT to the Operator that installation, testing and commissioning of the Bus Solution has been completed for all of the Vehicles providing Services on the relevant Route as specified in schedule 5 (as may be amended from time to time with the prior written approval of AT);

Monthly Rent means the monthly fee payable for the lease of the Bus Solution for each Vehicle;

NZTA means the New Zealand Transport Agency;

On-board Bus Cabling means the bus wiring loom required to connect the bus driver consoles to the FPDs and the aerial cabling required for the operation of the GPS System required to be installed on each Vehicle for the Bus Solution;

Service Contract means the Auckland Regional Partnering Agreement, together with certain Unit Agreements, between Auckland Transport and the Operator for the provision of public transport services in Auckland;

Survey Fee means the fee as set out in schedule 2 payable for the preparation of a schematic design for a Vehicle as required under clause 5.2;

Term means [] months;

Technical Manager means the person appointed by AT from time to time to act as the technical manager in relation to the Bus Solution;

Thales Confidentiality Agreement means the confidentiality agreement to be entered into between Thales New Zealand Limited and the Operator in relation to the Bus Solution;

Vehicle means those vehicles requiring the installation of the Bus Solution as listed in schedule 1.

1.2 Interpretation

In this Agreement, any references to:

- (a) a gender include each other gender;
- (b) the singular includes the plural and vice versa;

- (c) an agreement or instrument includes that agreement or instrument as modified, supplemented, novated or substituted from time to time;
- (d) a statute or other law includes regulations and other instruments under it and consolidations, amendments, re-enactments or replacements of any of them (whether before or after the date of this Agreement);
- (e) a person includes:
 - (i) an individual, a body corporate, an association of persons (whether corporate or not), a trust, a state and an agency of state, in each case, whether or not having a separate legal personality; and
 - (ii) a reference to the person's executors, administrators, successors, substitutes (including, but not limited to, persons taking by novation) and permitted assigns;
- (f) clauses, schedules and paragraphs are references to clauses of, and schedules to, this Agreement and paragraphs of the relevant schedule;
- (g) an obligation to not do something includes an obligation to not suffer, permit or cause that thing to be done.

Headings are to be ignored in construing this Agreement.

2. Partnering approach

- 2.1 The joint objectives of AT and the Operator are:
 - (a) to ensure the successful installation of the Bus Solution on all Vehicles in the Operator's fleet in Auckland and at each Auckland bus depot of the Operator within the timeframes agreed between AT and the Operator; and
 - (b) to have an efficient operation of the Bus Solution with an efficient process for resolving any Defects.
- 2.2 AT and the Operator will act in good faith in accordance with those joint objectives and will co-operate, and otherwise use their best endeavours, to achieve those joint objectives.

3. Provision of bus solution

- 3.1 Subject to the Operator providing to AT a signed copy of the Thales Confidentiality Agreement and paying the fees as described in schedule 2 to AT, AT will supply all items of the Bus Solution including any equipment necessary for the installation of the Bus Solution, including the On-board Bus Cabling whether installed by AT's installation contractor or by the Operator's contractor.

4. Depot and vehicle availability

- 4.1 The Operator will, subject to clause 4.2, at no cost to AT, make available to AT (including any contractor to AT) each depot (and related IT systems, if required) and Vehicle used in the provision of the Services for:
 - (a) the installation (if applicable), testing and commissioning of the On-board Bus Cabling;

- (b) the installation, testing, commissioning and acceptance of the Bus Solution;
- (c) maintenance (which may include replacement, upgrade or modification) of the Bus Solution in accordance with schedule 8; and
- (d) remediation (which may include replacement or modification) of any Defect.

4.2 The Operator will make available each depot and Vehicle for the purpose of:

- (a) clause 4.1(a) by such date as notified by AT by at least 10 working days' prior written notice;
- (b) clause 4.1(b) between 10 and 15 working days prior to the Commencement Date under the Service Contract (or such earlier date notified by AT by at least 10 working days' prior written notice);
- (c) clauses 4.1(c) or (d) by such date as notified by AT by at least 10 working days' prior written notice, -

at a time (and for Vehicles, at a depot location) reasonably required by AT (AT having taken into account the objective of minimising disruptions to public transport services and otherwise minimising disruption to depot operations). AT, and any contractor of AT, will comply with the Operator's reasonable depot security and health and safety rules while undertaking such work at a depot.

4.3 AT is not liable for any loss or damage resulting from the activities described in clause 4.1, except to the extent directly caused by the default of AT or its contractor under this Agreement.

4.4 If the Operator requires the Bus Solution to be installed on ten or more Vehicles, then the Operator will liaise with the Technical Manager to discuss and finalise a plan for the timely and efficient installation of the Bus Solution.

5. Installation

5.1 It is acknowledged that each Vehicle will, prior to the installation of the Bus Solution, require the installation of the On-board Bus Cabling. The Operator will promptly provide to AT written details of the model type of each Vehicle.

5.2 If as a result of the model type of the Vehicle, AT requires a schematic design to be prepared, then AT will in consideration of the Operator paying the Survey Fee to AT, procure the preparation of a schematic design, AT will provide a copy of the schematic design to the Operator promptly following completion.

5.3 In consideration of the Operator paying the Cabling Fee to AT, AT will in respect of each Vehicle:

- (a) as indicated in schedule 2, either:
 - (i) arrange for the On-board Bus Cabling to be installed by AT's installation contractor; or
 - (ii) provide the On-board Bus Cabling for installation by the manufacturer of the Vehicle if such On-board Bus Cabling is being installed in the factory by such manufacturer,

- (b) procure AT's installation contractor to commission and test the Bus Solution in each Vehicle.
- 5.4 Both parties will comply with the process for the installation of the On-board Bus Cabling under schedule 3 (if the Vehicle is fully assembled overseas) or schedule 4 (if the Vehicle is assembled in New Zealand) (whichever is applicable).
- 5.5 Any On-board Bus Cabling installed in a Vehicle by AT will become the property of the Operator upon receipt by AT of the full amount of the Cabling Fee, and all warranties for workmanship for that On-board Bus Cabling will be assigned or transferred to the maximum extent permitted to the Operator for its benefit from the date of the On-board Bus Cabling is installed.
- 5.6 The Operator will ensure that the Vehicle's electricity supply complies with the appropriate specification required for the proper operation of the Bus Solution. If, in the opinion of AT or the contractor to AT, the Vehicle's electricity supply does not comply with the appropriate specification required for the proper operation of the Bus Solution, then the Operator authorises AT, or the contractor of AT, to undertake additional works to install additional devices to ensure that the electricity supply complies with the required specification and the Operator will indemnify AT for all costs and expenses incurred by AT as a result of such non-compliance.

6. Bus solution acceptance tests

- 6.1 The Operator acknowledges and accepts that within 10 days after the Installation Date, acceptance testing will be undertaken for the Bus Solution. AT will give the Operator at least 24 hours' notice of the start of the acceptance tests and permit the Operator to observe all or any part of the testing.
- 6.2 If the Bus Solution fails the acceptance testing, then AT will modify or replace the bus driver consoles, FPDs and HHDCs.
- 6.3 The Operator will compensate AT for all costs and expenses incurred by AT as a result of the Bus Solution failing to pass the acceptance tests if such failures arise due to a reason other than:
 - (a) the defective installation of the On-board Bus Cabling by AT's installation contractor; or
 - (b) defective bus driver consoles, FPDs or HHDCs.

7. Bus Solution acceptance

- 7.1 Acceptance of the Bus Solution will be deemed to have occurred on whichever is the earliest of:
 - (a) the completion of the acceptance tests and AT notifying the Operator that the Bus Solution "goes live"; and
 - (b) the use of the Bus Solution by the Operator in the normal provision of Services.

8. Bus solution lease

- 8.1 AT leases to the Operator and the Operator accepts a lease of the Bus Solution for the Term from the Lease Commencement Date and at the Monthly Rent in schedule 5.
- 8.2 The Operator may at any time request BIBs from AT for the purposes of training, which will be leased to the Operator at AT's standard rates prevailing at the time.

9. Ownership

- 9.1 The Intellectual Property Rights in the Bus Solution are, and will remain, the property of AT, and AT reserves the right to grant a lease of the Bus Solution to any other person.
- 9.2 The Operator will do and execute, or arrange for the doing and executing or, any act, document or thing that AT may consider necessary or desirable to perfect or protect the right, title and interest of AT in and to the Intellectual Property Rights in the Bus Solution.

10. Security interest

- 10.1 The Operator will not grant or otherwise provide any security interest over all or part of the Bus Solution (other than any security interest created by this Agreement).
- 10.2 This Agreement constitutes a security interest in the Bus Solution in favour of AT and all proceeds of all or part of the Bus Solution for the purposes of the Personal Property Securities Act 1999 (the "PPSA"). The Operator acknowledges that AT may register its security interest under the provisions of the PPSA.
- 10.3 The Operator will not, without the prior written approval of AT:
- (a) sell, lease, sublease, mortgage, charge or otherwise dispose of, deal with, or part with possession of all or part of Bus Solution other than:
 - (i) to NZTA (or other regulatory authority responsible for Bus Solution acceptance, or any other person approved by AT) for testing, commissioning or acceptance purposes; or
 - (ii) to any AT-approved maintenance provider for maintenance or overhaul work, or modifications to the extent required or permitted by this Agreement; or
 - (iii) as expressly authorised by this Agreement;
 - (b) imply or represent (or allow another person to imply or represent) that any person other than AT owns all or part of the Bus Solution.

11. Training

- 11.1 Both parties will comply with schedule 6.
- 11.2 Any training for the use or operation or maintenance of the Bus Solution provided to the Operator will be supplied by AT at such rates as agreed between both parties.

12. Payment

- 12.1 The Operator will pay to AT, in respect of each Vehicle:
- (a) the Depot Set-Up Fee, no later than the 20th day of the calendar month following the date of invoice;
 - (b) the Monthly Rent, on the 20th day of each calendar month in advance, with the first payment to be paid on the Lease Commencement Date;
 - (c) the Survey Fee, no later than the 20th day of the calendar month following the date of invoice; and
 - (d) the Cabling Fee:
 - (i) no later than the 20th day of the calendar month following the date of invoice; or
 - (ii) if the Operator has agreed to pay the Cabling Fee in instalments, the amount of such instalment on the 20th day of each calendar month, with the first payment to be paid by on the 20th day of the calendar month following the date of invoice.
- 12.2 All amounts payable to AT by the Operator under or in relation to this Agreement will, unless otherwise agreed with AT, be paid without deduction, set-off or counterclaim by electronic transfer to the bank account specified by AT.
- 12.3 AT will issue to the Operator a valid GST tax invoice for any amount payable by the Operator under this Agreement.
- 12.4 Where a payment to be made under this Agreement is due on a day which is not a working day the due date will be the next working day (unless the next working day falls in the next month, in which case the due date will be the previous working day).
- 12.5 If GST is chargeable on any supply made by AT to the Operator under this Agreement, the Operator will pay to AT an amount equal to the GST chargeable on that supply in addition to, at the same time and in the same manner as, the consideration otherwise payable under this Agreement for that supply.
- 12.6 If the Cabling Fee is paid to AT under clause 12.1(d)(ii) and any of the following events arise:-
- (a) the bus route which the Vehicle operated on is terminated and the Vehicle cannot, as agreed with AT, be redeployed for the provision of public bus transport services on any other bus route;
 - (b) the relevant Service Contract is terminated (whether or not due to the default of the Operator); or
 - (c) the Vehicle is no longer operating as part of the Operator's fleet, -
- then the Operator must immediately notify AT of such occurrence and pay to AT, no later than 5 Business Days after such occurrence, the outstanding balance of the Cabling Fee.
- 12.7 If the Operator fails to make any payment due to AT under this Agreement by the due date for payment, then, without limiting any right or remedy of AT's, the Operator will pay interest on the overdue amount at the Interest Rate. Such interest will accrue on a daily basis from

the due date until actual payment of the overdue amount, whether before or after judgment. The Operator shall pay the interest together with the amount overdue.

- 12.8 AT may set-off or deduct the amount of any unpaid Cabling Fee or other amount payable by the Operator under this Agreement from any amount payable by AT under a Service Contract.

13. Stock

- 13.1 AT and the Operator will comply with schedule 7.

14. Support and maintenance

- 14.1 The Operator and AT will comply with schedule 8 in relation to the support services.
- 14.2 AT will, in consultation with the Operator, provide a maintenance protocol for scheduled maintenance and spares for the Bus Solution at each depot.
- 14.3 AT will undertake:
- (a) at AT's cost, scheduled maintenance of the Bus Solution in accordance with the maintenance protocol (as modified by AT from time to time, in consultation with the Operator);
 - (b) at the cost of the Operator, unscheduled maintenance (except any unscheduled maintenance caused by any Defect in the Bus Solution that is the responsibility of the Bus Solution supplier).
- 14.4 AT may authorise the Operator to contact directly the Bus Solution supplier or contracted maintenance services provider for the purpose of scheduled or unscheduled maintenance of the Bus Solution.
- 14.5 The Operator will co-operate with AT in any manner reasonably required by AT in order to carry out any scheduled or unscheduled maintenance and provide access to the Vehicles and the depots for the purpose of carrying out any such investigations or repairs.
- 14.6 The Operator will comply, as soon as reasonably practicable, with AT's reasonable requests for information or assistance.
- 14.7 If AT or a person instructed by AT attends a Vehicle at the Operator's request to investigate a failure of the Bus Solution, which in AT's reasonable opinion has not arisen as a result of a Defect, AT may charge the Operator for the time spent on such visit on a time-and-materials basis at its standard rates then in force.

15. Fleet growth

- 15.1 The Operator and AT will comply with schedule 9.

16. Limitation of liability

- 16.1 AT will not in any circumstances be liable whether in contract or tort, under statute or otherwise, for:

- (a) any loss (whether direct or indirect) of profits, business, business opportunities, revenue, turnover, reputation or goodwill;
 - (b) any loss or corruption (whether direct or indirect) of data or information;
 - (c) loss (whether direct or indirect) of anticipated savings or wasted expenditure (including management time); or
 - (d) any loss or liability (whether direct or indirect) under or in relation to any other contract.
- 16.2 Clause 16.1 will not prevent claims, which fall within the scope of clause 16.3, for:
- (a) direct financial loss that are not excluded under any of the categories set out in clause 16.1(a) to 16.1(d); or
 - (b) tangible property or physical damage.
- 16.3 AT's total aggregate liability in contract or tort, under statute or otherwise, arising in connection with this Agreement will be limited to the total charges paid by the Operator to AT during the 12-month period immediately before the date on which the cause of action first arose.

17. Termination

- 17.1 Without restricting the ability of AT to terminate a Service Contract, AT may, by written notice to the Operator to that effect, terminate this Agreement immediately or on the date specified in the notice if the Operator does not perform any of its obligations under this Agreement in any material respect and such non-performance:
- (a) is not capable of remedy; or
 - (b) is capable of remedy, but has not been remedied by the Operator within 5 working days of receipt of a written notice from AT requiring the non-performance to be remedied.
- 17.2 Where a Service Contract is terminated, this Agreement will terminate in relation to that part of the Bus Solution relating to that relevant Service Contract, as determined by AT.
- 17.3 If AT terminates this Agreement under clause 17.1, the Operator shall immediately pay to AT all of AT's outstanding unpaid invoices, together with interest calculated at the Interest Rate (if any) on the amount of the outstanding unpaid invoices and, in respect of any goods or services carried out relating to the installation, testing or commissioning of the Bus Solution or the On-board Bus Cabling (if applicable) but for which no invoice has been issued, AT will issue an invoice for such goods or services calculated on a time and materials basis in accordance with AT's standard rates for such works.
- 17.4 Termination of this Agreement will not affect any accrued rights or liabilities of either party at the date of termination and will not:
- (a) prejudice any other rights or remedies that either party may have under this Agreement or at law;
 - (b) affect the continuance in force of any provision of this Agreement to the extent it is expressed or by implication intended to continue in force after termination; and

- (c) affect a defaulting party's obligations under this Agreement during any termination notice period.

18. General provisions

- 18.1 This Agreement records the entire agreement between the parties, and prevails over any earlier agreement, relating to the transaction recorded in this Agreement.
- 18.2 Each party will promptly do everything reasonably required to give effect to this Agreement.
- 18.3 The illegality, invalidity or unenforceability of a provision of this Agreement under any law will not affect the legality, validity or enforceability of that provision under another law or the legality, validity or enforceability of any other provision of this Agreement.
- 18.4 This Agreement may be signed in any number of counterparts all of which, when taken together, will constitute one and the same instrument.
- 18.5 This Agreement is governed by and to be construed in accordance with New Zealand law and the parties irrevocably submit to the non-exclusive jurisdiction of the courts of New Zealand.

Execution

Executed as an agreement

SIGNED by **Auckland Transport** by:

Authorised signatory

Name

Title

SIGNED by [•] by:

Director

Director

Print name

Print name

Schedule 1: Vehicles

Schedule 2: Charges

<u>Type of fees</u>	<u>Amount of fees (exclusive of GST)</u>
Monthly Fee	\$[]*
Depot Set-Up Fee	\$[]**
Survey Fee	\$[]
Cabling Fee	\$[] which [includes][does not include]* the installation of the On-board Bus Cabling.

* delete as appropriate

[Note: the following are to assist with completion of the monthly fee and depot set up fee and should be deleted when completing the above schedule.]

[* From \$310 per month based on a Vehicle with one bus driver console unit and two FPDs.

** From \$70,000 - may vary following site survey and dependent on depot size and layout.]

Schedule 3: Bus wiring process - vehicles assembled overseas

1. Process

- 1.1 Prior to the commencement of the manufacturing of a Vehicle, the Operator will provide to AT:
- (a) plans for the Vehicle, with dimensions and preferred factory cable paths;
 - (b) wiring schematics for the Vehicle, including details of any factory power conditioning or power stabilisation devices; and
 - (c) details of the manufacturer of the Vehicle (**Manufacturer**) and its single point of contact for the installation of the bus wiring.
- 1.2 AT will forward the contact details and plans to AT's installation contractor.
- 1.3 AT's installation contractor will review the installation requirements and advise AT and the Operator point of contact of the exact specifications for the cable and bus wiring installation and any further information required to complete a pre-wire (which may also include mounting brackets for any Bus Solution device).
- 1.4 The Operator will procure that the Vehicle will have the On-board Bus Cabling installed in the factory by the Manufacturer and an area on the Vehicle's bus switchboard will be specifically reserved for the installation of the Bus Solution hardware as required by AT's installation contractor.
- 1.5 The Operator may upon written request to AT, require AT's installation contractor to provide a pre-constructed wiring loom to the Manufacturer for installation by the Manufacturer.
- 1.6 All costs and expenses incurred by AT for any work undertaken by AT's installation contractor which is in addition to the standard work required to be undertaken by AT's installation contractor or the Manufacturer in relation to the installation of the On-board Bus Cabling will be at the cost of the Operator and the Operator will pay AT on demand for any such costs incurred.
- 1.7 When the Vehicle arrives in New Zealand, AT's installation contractor will inspect the wiring loom to ensure it has been installed correctly and there are no errors or defects in the On-board Bus Cabling.
- 1.8 If any errors or defects are identified, AT's installation contractor will carry out any relevant repairs and all costs incurred by AT in relation to such repairs will be the Operator's responsibility and the Operator will pay AT on demand for all costs incurred in such respect.
- 1.9 As soon as the installation of the wiring loom has been inspected (and has not been rejected) by AT's installation contractor, AT's installation contractor will install all necessary switchgear, any real time devices and bus solution devices and the Vehicle will be made available for the acceptance testing under clause 6.

2 Liabilities

Neither AT nor AT's installation contractor will be liable for any defects in, or loss or damage caused or contributed to by wiring installations undertaken by third parties other than wiring installations undertaken by third parties on the instruction of AT.

3 Installation by third party manufacturer

AT's installation contractor will have the right to refuse to install or maintain all or part of the Bus Solution devices if it considers that the wiring installation undertaken by the Manufacturer does not comply with the installation requirements or the standards of installation that would be expected of a reasonable contractor in New Zealand.

Schedule 4: Bus wiring process - vehicles assembled in New Zealand

1 Process

- 1.1 In the case of a new Vehicle, prior to the commencement of the manufacturing of a new Vehicle, the Operator will provide to AT:
 - (a) plans for the vehicle, with dimensions and preferred factory cable paths;
 - (b) wiring schematics including details of any factory power conditioning or power stabilisation devices;
 - (c) details of the Vehicle manufacturer (**Manufacturer**) and its single point of contact for the installation of the bus wiring.
- 1.2 AT will forward contact details and plans to AT's installation contractor.
- 1.3 AT's installation contractor will review the installation requirements and advise AT and/or the Operator point of contact of the specifications for the cable and bus wiring installation and any additional information and technical details required to complete a pre-wire, which may include mounting brackets for any Bus Solution device).
- 1.4 There may be a requirement that AT's installation contractor attend the factory during the manufacturing and building of the Vehicle in order to undertake a quality assurance check of the wiring installation. Such quality assurance check will usually be undertaken if the factory has not previously carried out a ticketing scheme pre-wire. The costs and expenses of such quality assurance check will be at the sole expense of the Operator.
- 1.5 The Operator will procure that the Vehicle will have the On-board Bus Cabling installed in the factory by the Manufacturer and an area on the Vehicle's bus switchboard will be reserved for the installation of the Bus Solution hardware as required by AT's installation contractor.
- 1.6 The Operator may upon written request to AT, require AT's installation contractor to provide a pre-constructed wiring loom to the Manufacturer for installation by the Manufacturer.
- 1.7 All costs and expenses incurred by AT for the work undertaken by AT's installation contractor or the Manufacturer in relation to the installation of the On-board Bus Cabling will be at the cost of the Operator and the Operator will pay AT on demand for any such costs incurred.
- 1.8 When the Vehicle arrives in the depot, the AT's installation contractor will inspect the wiring loom to ensure it has been installed correctly and there are no errors or defects on the On-board Bus Cabling.
- 1.9 If any errors or defects are identified, AT's installation contractor will carry out any relevant repairs and all costs incurred by AT in relation to such repairs will be the Operator's responsibility and the Operator will pay AT on demand for all costs incurred in such respect.
- 1.10 As soon as the installation of the wiring loom has been inspected by the AT installation contractor, the AT installation contractor will install all necessary switchgear, any real time

devices and bus solution devices and the Vehicle will be made available for the acceptance testing to be carried out under clause 6.

2 Liabilities

Neither AT nor the AT installation contractor shall be liable for any defects in, or loss or damage caused or contributed to by wiring installations undertaken by third parties other than wiring installations undertaken by third parties on the instruction of AT.

3 Installation by third party manufacturer

AT's installation contractor will have the right to refuse to install or maintain all or part of the Bus Solution devices if it considers that the wiring installation undertaken by the third party does not comply with the standards of installation that would be reasonably expected of a reasonable contractor in New Zealand undertaking such work.

Schedule 5: Lease provisions

1 Ownership

The Bus Solution (including for the avoidance of doubt, any intellectual property which is part of or used in the Bus Solution, even if developed or acquired by the Operator) remains the property of AT. The Operator has no interest in, or right to, the Bus Solution other than as bailee.

2 General undertakings

2.1 The Operator will provide to AT as soon as reasonably practicable:

- (a) notice of any incidents involving loss of or material damage to any Bus Solution;
- (b) notice of the occurrence of any event which is reasonably likely to adversely affect the ability of the Operator to perform any of its obligations under this Agreement;
- (c) all information which AT requests regarding the Bus Solution, for the purpose of replying to enquiries made by NZTA or any other regulatory authority.

2.2 The Operator acknowledges and accepts that it is responsible for the payment of any cost or expense relating to the operation or use of the Bus Solution (other than any cost or expense that is expressed to be the responsibility of AT under this Agreement), including depot WIFI and AT WAN, cabling and installation for the Bus Solution, depot IT hardware, consumables (such as printer paper and ticket papers), training and training equipment and hand-held revenue protection devices.

2.3 The Operator will:

- (a) use the Bus Solution in accordance with the requirements of the manufacturer and any reasonable requirements of AT;
- (b) not remove from any Vehicle or depot (as the case may be) or modify or undertake any work on the Bus Solution, except that the Operator may take temporary practical steps (such as swapping a malfunctioning on-board unit) to work around day-to-day issues arising with a malfunctioning on-board unit if such steps are notified to AT promptly;
- (c) not access, copy or reverse engineer any software or intellectual property comprised in or otherwise relating to the Bus Solution.

2.4 The Operator will allow AT to manage complaints in relation to the Bus Solution.

3 Insurance

3.1 The Operator will ensure that the Bus Solution is included in its general insurance policy for loss, damage or destruction (including vandalism) of Vehicles caused by accident and any insurable risk commonly insured for equipment of a similar nature to the Bus Solution (including fire and theft) for an amount not less than the replacement value of the Bus Solution (or such amount specified by AT) but subject to any assumption of risk by way of deductible approved by AT.

- 3.2 The insurance will comply with the requirements of the relevant Service Contract and will be in the joint names of AT and the Operator.

4 Loss and damage

- 4.1 If the on-board bus driver console, FPDs and HHDCs, depot hardware or such other hardware forming all or part of the Bus Solution but excluding the On-board Bus Cabling is lost, stolen, damaged or destroyed (including vandalism), then the Operator will immediately notify AT of such occurrence and:
- (a) either:
 - (i) AT will replace such components and on payment of the amount specified in subclause (a)(ii);
 - (ii) the Operator will pay to AT no later than 30 days after such occurrence an amount equal to the insured value of the ticketing asset for the unexpired Term and will be deemed to have taken a lease of the replacement components provided by AT under subclause (a)(i) on and from the date of replacement on the terms of this Agreement;
 - (b) or, if AT notifies the Operator that it will repair the relevant unit, the Operator will pay the cost of repair.
- 4.2 AT does not provide any express or implied warranty, guarantee or other assurance regarding the Bus Solution including its performance or fitness for any use or purpose.

5 Redelivery

On expiry of the Term or a Service Contract, the Operator will at its cost make available its Vehicles at its Auckland depot for removal of the Bus Solution by AT (or a contractor of AT). The Operator will use its best endeavours to ensure the Bus Solution is in the same order and condition (fair wear and tear excepted) as the Lease Commencement Date. The lease of the relevant Bus Solution is terminated on such removal.

6 Renewal

If, before the expiry of the Term, AT provides written notice to the Operator of its intention to renew the lease of the Bus Solution installed on a Vehicle and the Operator agrees, the lease in respect of the relevant Vehicle(s) under this Agreement will be renewed for a further term (as specified in the notice) and at a monthly rent for the renewed term to be agreed between AT and the Operator (such rent to reflect the maintenance cost of the Bus Solution for the relevant Vehicle only).

Schedule 6: Training

If AT agrees to provide training to the Operator, the Operator will comply with the following obligations:

Operator Obligations		Duration
1	Make available, at no cost to AT, staff and drivers for training regarding the operation of the Bus Solution, or alternatively provide resource for a 'train the trainer' programme.	As scheduled by AT
2.	Make such staff members available for training at such times and locations reasonably required by AT.	At all times
3	Where a 'train the trainer' is preferred, provide resource to attend refresher training sessions.	Quarterly or as scheduled by AT
4	Participate in a training audit programme to ensure that the quality of training is maintained and driver knowledge is at the requisite level.	As scheduled by AT
4	Provide regular feedback to AT to allow updates or changes to be made to any training programme, and to further enhance the quality of AT's training.	At all times

AT will comply with the following obligations in relation to any training to be provided to the Operator:

Auckland Transport Obligations		Duration
6	Provide training resource, either to facilitate the training directly to staff and drivers or in a 'train the trainer' programme'	At all times
7	Provide the Operator with details of the training programme and audit requirements and provide regular refresher training sessions.	At all times

Schedule 7: Stock

The Operator must comply with the following obligations:

Operator Obligations		Duration
1	Maintain an up to date list of all device movements and record all individual serial numbers including the details required for identifying each Vehicle, device identification/serial numbers, all actions taken on each device relating to real or perceived faults and device swap outs in a form approved by AT.	at all times
2	Provide to AT, an updated report of every level 1 fault mitigation activity, device swap out, dispatch of faulty device and receipt of replacement device.	within 60 minutes of event
3	Provide to AT, upon request, monthly reports including the latest updated spares inventory.	at all times
4	Ensure all spare devices are insured up to their full replacement value and are stored in a controlled area free from damp or contaminants.	at all times

Auckland Transport must comply with the following obligations:

Auckland Transport Obligations		Duration
5	Maintain and manage a comprehensive spares inventory to ensure basic levels of spares are available to meet the requirements of the Operators as AT considers appropriate from time to time.	At all times

Schedule 8: Support services

The Operator will comply with the following obligations and within the timetable set out below:

Operator Obligations		Duration
1	Operator to execute first level device fault mitigation procedure (as trained by AT).	Within 60 minutes of discovery
2	Notify AT of a device failure including providing the nature and details of that failure.	60 minutes from fault confirmation
3	Despatch device to AT service provider at the Operator's cost.	24 hours from fault confirmation
4	Ensure only trained staff execute fault mitigation and device swap out.	At all times

AT will comply with the following obligations:

Auckland Transport Obligations		Duration
5	Log fault with the repair and maintenance contractor or ticketing scheme provider.	1 working day
6	Despatch a replacement device at AT's cost.	24 hours from receipt of faulty device or 1 working day
7	Train Operator to carry out device fault notification, mitigation and swap out.	Included in operator training programme

Schedule 9: Fleet growth and replacement of existing vehicles

The Operator will comply with the following obligations within the specified duration:

Operator Obligations		Duration
1	Update AT with fleet projections for the subsequent 12 month period.	every 3 months
2	Advise AT of a Vehicle leaving service.	as soon as practicable
3	Advise AT of a new Vehicle being ordered.	as soon as practicable
4	Ensure that a Vehicle is available in the depot once delivered in order for ticketing device install and commissioning to be completed.	3 working days, during normal hours for <4 buses at once. Larger numbers of install on a job by job basis
5	Provide an Operator specific ticketing representative, who shall be subject to the approval of AT, who shall attend workshops and provide feedback and input across future scheme enhancements.	As scheduled by AT
6	Provide resource to test any relevant scheme change at no additional cost to AT.	As scheduled by AT.

AT will comply with the following obligations within the specified duration:

Auckland Transport Obligations		Duration
5	Commence dialogue with the Manufacturers.	within 5 working days of receipt of operator notification
6	Manage ticketing machine availability to meet Operator fleet projections.	subject to receipt of accurate 3 monthly updates from operators (see item 1) and availability from the manufacturer
7	Notify Operators of any requirement to increase fleet size	3 months' notice (AT responsible for ensuring ticketing devices are available and installed)

Auckland Integrated Fares System

AIFS Smartcard

Business Operating Model (Integrated Fares)

V 6

July 2016

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1 Introduction

1.1 Purpose

The purpose of this document is to describe the Business Operating Model (BOM) for the Auckland Integrated Fares System (AIFS) and public transport services as they transition through a phased implementation staged as:

- Phase 1 -Implementation of Auckland Integrated Fares and Ticketing scheme – Completed.
- Phase 2 - Integrated Fares - 3rd Quarter 2016
- Phase 3 - The Public Transport Operating Model (PTOM) as endorsed in the current Regional Public Transport Plan (RPTP). – 01/06/2015

This document shall focus on and serve to inform existing contracted PTOs of the changes attached to **Phase 2 – Integrated Fares**.

Phase 3 – PTOM, is dealt with in a separate BOM issued to those operators tendering for AT PTOM Units.

The Business Operating Model takes into account all aspects of business operations between AT and PTOs through Phase 2 of the transition including changes from a customer perspective.

The Business Operating Model describes which entity is responsible for the operation and management of the various business aspects specifically relating to ticketing, fares, revenue management, revenue protection and reporting which are required to support PT Contracted Services.

The Business Operating Model may also form the basis for establishing and agreeing any variation to existing PT contracts that are triggered by the implementation of Phase 2 - Integrated Fares.

1.2 Terms

Term	Explanation
AIFS	Auckland Integrated Fares and Ticketing Scheme
AIFS Equipment	Equipment supplied to AT by Thales for use in the AIFS scheme.
AT HOP Card, i.e. smartcard	The single ticket used across all AT Contracted Services
CCCWP	Customer Contact Centre Web Portal
CRT	Customer Response Team
CSB	Central Solution Business
CST	Central Solution Technical
CWP	Customer Web Portal

Term	Explanation
Devices	Where the term “devices” is used in the document these refer to the various Thales supplied items such as Bus Driver Console (BDC), Fare Payment Device (FPD), Hand Held Device Checker (HHDC) or the retail units VRD, SRD, TOT etc.
EO	Enforcement Officer – employed by AT with ability to issue infringement notice (enforceable civil proceedings)
EOD	Equipment Operating Data – fare engine, topology, GPS, trip and service pattern information etc.
Exempt Services	Exempt service as described in section 103(2) of the LTMA or treated as an exempt service under section 153(2) of the LTMA.
FIM	Financial Incentive Model
Integrated fares	Integrated Fares is scheduled to go live 3 rd Quarter 2016. Changes include a new zonal system and new approaches in the way fares are calculated, settled and apportioned. Integrated Fares shall be marketed to the public using the title Simpler Fares .
MDC	Mobile Data Concentrator or Depot Concentrator
MoT	Ministry of Transport (MoT)
MSD	Ministry of Social Development
NITIS	National Integrated Ticketing Interoperability Standard
NITIS Certified	Equipment that has been certified by NZTA as being in accord with the NITIS requirements.
NZTTL	New Zealand Transport Ticketing Limited. A wholly owned subsidiary of NZTA. Responsible for national integrated ticketing. Their remit is to provide a national smart ticketing platform.
PT	Public Transport
PTO	Public Transport Operator includes Bus Operators, the Rail Operator and Ferry Operators.
PTOM	PTOM is the Public Transport Operating Model / NZTA endorsed Public Transport Operating Model
PTOM Unit	Means a Unit (as defined in section 5(1) of the LTMA and specified in Auckland’s RTP)
Reverse a Product	A reversal is executed when a customer or retailer loads an incorrect product to a card and the customer then receives a refund.
Refund a Product	The refund concept is only triggered when linked to a product reversal or if a customer requires a refund on stored value card content – there is no ability for a customer to obtain a refund on the balance of a product that has already been engaged.
Registered Smartcard	Is one where an individual is associated with a particular smartcard. That is, the individual’s identification details, such as name, address and contact details are within the AIFS

Term	Explanation
	scheme and associated with the unique identifier of a smartcard. There is no electronic or visible record on the smartcard itself as to the identity of the registered individual.
RO	Retail Outlet
RPO	Revenue protection Officer – employed by PTO ability to check cards and tickets and issue in transit fare but no enforcement powers.
Sales	Includes cash sales, proceeds from product load sales and proceeds from top up sales irrespective of the payment method (Cash or EFT) at all locations.
SGC	Super Gold Card
Stage	Proxy for measurement of distance – used for apportionment and used for fare calculation and apportionment during Phase1 (pre zonal system)
Stakeholder Account	A bank account administered by AT used to hold all revenue received in relation to AIFS ticketing payments.
SV	Stored Value also referred to as HOP money
Thales	Supplier of the AIFS ticketing scheme
Zone	Baseline for calculating fares. A zone is a defined geographic area. All stops within an area form part of that zone. Passengers are charged for the number of zones they travel through as part of their journey.
Zone overlap	In some boundaries between zones there are stops associated with both zones.

2 General Concepts

2.1 SuperGold [and Senior Citizen Concession Changes]

The Ministry of Transport (MoT) have signalled that by July 1 2016 SuperGold cardholders in Auckland are required to use a regionally integrated smart card that can be used across the modes in order to qualify for free travel under the national scheme. Although the national SuperGold public transport concession excludes travel in the 3.00 pm to 6.30pm weekday period, SuperGold customers will be required to use an AT HOP card to travel for free during this time period.

Additionally, from 1 July 2016 AT Senior Citizen ID cardholders will also be required to use an AT HOP card with the SuperGold Concession loaded in order to access their free travel concession from 9am on weekdays and all day weekends and public holidays.

2.2 Integration of Ferry Fares

At launch of Integrated Fares, for stored value travel ferry services remain outside of the zonal fares system and current point-to-point fares will remain in place. However, at launch 3 new ferry monthly passes will be introduced. In the future selected ferry services may be incorporated into a zonal system and be included in the journey concept.

2.3 Leg

When a customer travels on a service, they are performing a single journey leg. A leg is defined as the travel performed between boarding and alighting a single service. Typically, a single fare is paid for a leg performed where a customer is able to tag on and off with their smartcard when boarding and alighting respectively, or pay a cash fare at the start of the leg. For AT HOP travel, a leg may form part of a multiple leg journey. For cash travel all journeys are for one leg only.

2.4 Journey

For the purpose of Integrated Fares a journey consists of one or more legs up to a maximum of five legs subject to the journey definition test below. A journey defines the entire set of legs or total distance from origin to final destination and can comprise multiple legs. Each leg may be taken on any of the three modes (including qualifying ferry services to be introduced at a later date) the concept is used to allow a customer to reach their destination by completing multiple legs commencing from the origin point. In accordance with AT's Fare Policy, the concept of a journey is only applicable to fare payment using a smartcard. Cash paying customers do not benefit from the journey concept as each leg is separately purchased.

A Journey ID has been added to the AIFS data set to provide a link to each leg of a respective journey.

Journey Definition = 4 hour duration, max 5 legs, interleg duration maximum 30 mins between legs.

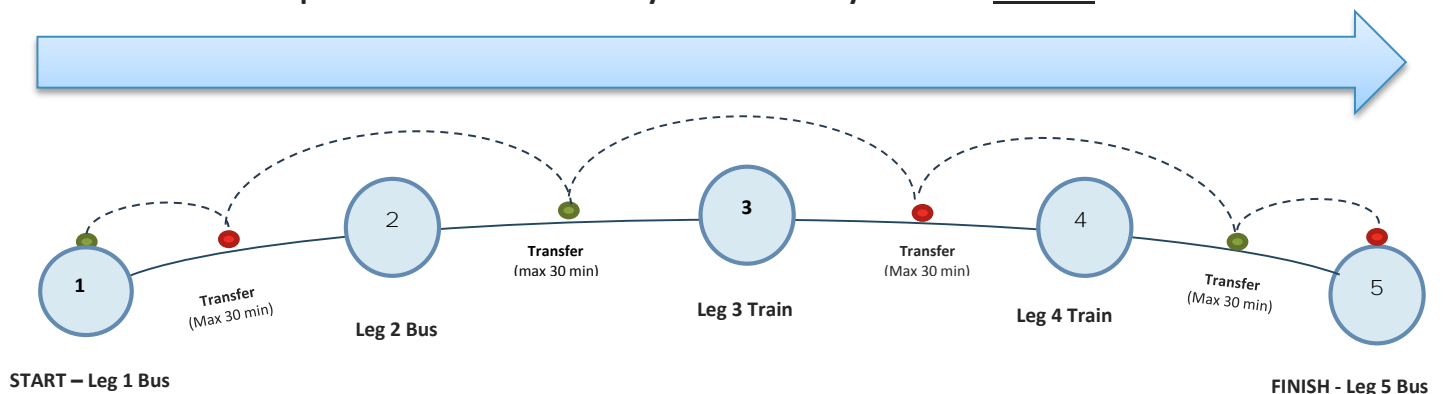
In order for a leg to be considered within a journey, the following conditions must be met:

- **Maximum Journey Duration:** The tag on for leg 1, and the tag off for leg 5 must fall within the maximum journey duration defined as 4 hours
- **Inter-Leg Duration:** The time between tag off for a leg, and the tag on for a subsequent leg must not exceed the inter-leg duration. This is defined as 30 minutes. AT's system also has the capability to have different inter-leg durations for peak and off-peak travel, but at the launch of Integrated Fares both will be set to 30 mins.
- **Maximum Number of Legs:** A customer can perform up to 5 legs within the maximum journey duration of 4 hours.
- **Allowed Service Pattern:** certain exempt fares or Exempt Services do not form part of journey legs.

Examples

In the simplified **Example 1** depicted below, the journey commences at the point in which the customer first tags on. Five legs have been performed use qualifying Bus and Train services, with the tag off at leg five representing the last event within the journey.

Example 1 - Multi-Mode Journey - Total Journey Duration 4 Hours from Start

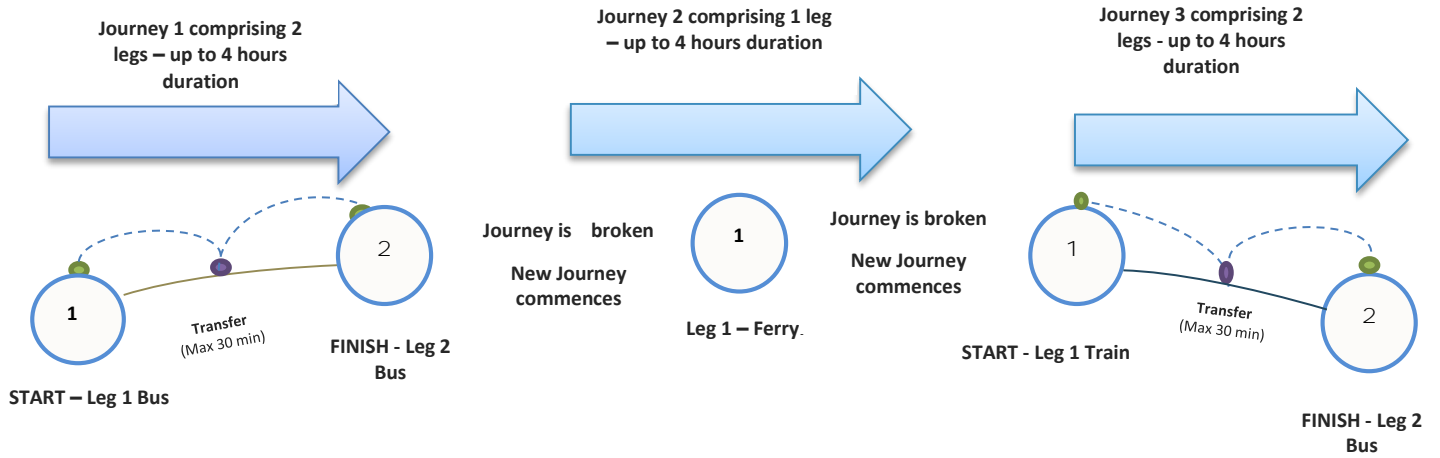


Failure to Tag Off: If a customer has failed to tag off for the previous leg, the tag on for the current leg would be considered the commencement of a new journey. In the simplified example depicted above, the journey commences at the point in which the customer first tags on. Five legs have been performed in total, with the tag off at leg five representing the last event within the journey.

In the simplified **Example 2** depicted below, the 1st journey commences at the point in which the customer first tags on. 2 legs have been performed using qualifying Bus services, with the tag on to ferry "Breaking the Journey" as the ferry service is non qualifying. The single ferry leg becomes a separate journey. When the customer tags back on to a qualifying train service the 3rd journey commences then finishes when they tag off of leg 2 representing the last event within Journey 3.

Please note: Auckland Transport will be seeking to implement ferry integration in the future. At that point Example 2 (below) will no longer apply as ferry will form part of a valid multi-leg journey.

Example 2 – Journey broken by Ferry Modal Use – 3 Separate Journeys



3 Implementation Phasing

- **Following the Completion of Phase 1 – AIFS**, PTOs and Customers across the Contracted Auckland PT Network now utilise a Smartcard (the AT HOP card) with the AIFS Transport Application loaded to the card. The card is accepted across all contracted services and customers are able to load stored value for single stage based fares and also load daily and monthly pass products. Stage based cash fares are also available.
- **Implementation of Phase 2 – Integrated Fares**, customer fares will change from stage based to zone based fares and introduction of the 5 leg, 4 hour journey concept. In the back-end stages will be retained for use in apportionment and settlement of revenue for all journeys. Existing Gross, Net and Commercial services will remain in place unless they are changing as part of implementation of Integrated Fares. AT has rationalised day passes, monthly bus / train passes, and introduces 3 new ferry monthly passes.
- **Implementation of Phase 3 – PTOM**, contracts will be tendered or directly appointed through negotiations with incumbent operators and awarded as Annual Gross Price Partnering Contracts which will align seamlessly with the revised settlement and apportionment approach adopted during Phase 2. A further product rationalisation may occur where the Day Pass transitions to a Daily Cap and the Monthly Pass transitions to a Weekly Cap. Zone based single leg cash fares are also available. This will be done by way of a variation to this Business Operating Model.
- **Consistent Principles Maintained Through all Phases** - AT continue to own the fare tables, GPS data and EOD which is shared across all PTOs and loaded into the Central Solution and utilised by the on-board and fixed ticketing devices to record sales, process the action list and transfer files to and from depot WLAN systems and depot DDCS or similar networked devices. WLAN solutions will be hosted on the AT IT network.
- PTOs will be able to access data via the AT IT network on the Thales Reporting Solution with access to the Central Solution Technical (CST Level 3).
- PTOs will share a common set of zone based daily and monthly pass products with common zone boundaries and product definitions.
- AT will continue to develop fare policy and products that strive to increase uptake of the AT HOP smartcard and reduce the number of customers using cash.
- **The Retail and Customer Contact Network** – Managed by AT utilising the AT HOP brand across all PTOs and products. The channels are; selected AT local retail agents, online sales channels, purpose built Customer Service Centres and specialised help centres. By utilising AT HOP payment technologies customers are able to set auto load and pass renewal functions linked to their bank accounts or debit cards in an effort to drive customers to the web portals and automated reloads and (in

the future) automated pass renewals. The number and location of agencies will be reviewed by AT from time to time. For an updated list please refer to www.at.govt.nz.

- PTOs running exempt services (as defined by the LTMA) outside the PT network may also deploy their own smart card range of products and prices, however these will not carry the AT brand nor will they have the AIFS transport application loaded to the card. Where a PTO is running both contracted and exempt services AT requires visibility on card branding to ensure the look and feel are completely different to the AT HOP branded card.
- PTOs will at all times comply with all requirements of the Business Operating Model (BOM).

3.1 Operator Obligations During Cutover to Phase 2 Integrated Fares

3.1.1 Maintain the Project Schedule

Operators will work with AT to maintain the project go live schedule and this will include attendance at workshops and providing input and feedback as requested by either the project team or the AT Metro business.

3.1.2 Training

Given reasonable notice operators will make available their lead trainers for train the trainer sessions and follow the already established AT/Operator AIFS training principles using the base collateral provided by ATs training lead on the Integrated Fares Project.

Operators will take all reasonable steps to ensure their operational and customer facing staff are trained and meet the minimum proficiency levels as set by the integrated fares lead trainer.

Operators shall take all practical steps to ensure all affected staff are trained and ready by the "customer facing go live event".

Accurate records shall be kept up to date as agreed with the AT training lead.

Each operator shall provide a single point of contact for training.

3.1.3 Media Contact

All media interaction shall be via AT. Operators are not to discuss the Integrated Fares Project outside their businesses. Any media enquiries shall be forwarded to AT.

3.1.4 Cut Over Events

There will be a single cutover event for Integrated Fares which will include updates to the following elements:

- Updates to the core ticketing system software (CST)
- Updates to the core apportionment and settlement software (CSB)
- Updates to all device software for all modes (including BDC, FPD, VRD and NPOST)
- Website updates
- Changes to other AT systems
- An EOD deployment to all devices

Operators will be expected to work with AT during the cut over to ensure buses are updated according to the agreed schedule with a focus on minimising impact on customers. AT will work with Operators to develop a comprehensive plan for the cutover weekend

4 Integrated Fares Principles

4.1 Integrated Fares Product Family

- Single leg cash – paper ticket
- Journey Concept – 4 hours, 5 legs, 30 min interlegs, card based, stored value only
- All Zone Bus and Train **Day Pass** including inner harbour ferry
- All Zone Bus and Train **Month pass** – bus and train only
- Family Weekend fare – Children aged (5 to 15) with a registered AT HOP card with a child concession loaded will have their journey capped at the 1 zone child fare during weekends and public holidays for journeys on buses and trains.
- 3 monthly ferry passes which may carry the AT brand names:
 - Ferry Inner Harbour Monthly Pass which covers inner harbour services
 - Ferry Mid Harbour Monthly Pass which covers mid harbour services
 - Ferry Outer Harbour Monthly Pass which covers outer harbour services

4.2 Integrated Fares Contract Types

Existing Gross Contracts, Net Contracts and Commercial Registrations shall remain valid through this phase. The methodology for settlement will vary with settlement and apportionment based on a pro-rating share of the fare based on stages travelled as part of the journey. In some cases a commercial agreement between AT and the PTO may be required to balance revenue impacts or Operators will migrate from Net and Commercial to Gross.

4.3 Definition of Stages and Zones under Integrated Fares

4.3.1 Stages

Under Integrated Fares Stages will no longer be used for customer fare calculation. However, stages become a proxy for distance used to calculate apportionment and ultimately settlement under Integrated Fares (and PTOM).

4.3.2 Zones

Currently zones are only used for period passes (day and month passes). These 3 zones (A, B & C) will be replaced by a number of geographic zones.

Across the network there shall be a number of zone overlaps at boundaries between 2 zones where points will be included in both zones. This has been done to enable passengers to transfer between services without any fare penalty.

AT envisage that all network maps shall be available to operators online through the AT SharePoint site in order that any changes are made available to operators as they are enabled.

5 Integrated Fares Zonal map

See below the Integrated Fares Zonal Map setting out all geographic zones (named and coloured) with zone overlaps shown in grey. Note that AT may make changes to this map from time to time.



6 Integrated Fares Zone Overlaps

Under the implementation of the new Zonal fares and zone boundaries AT have introduced the concept of Zone Overlaps.

The purpose of a Zone Overlap is to mitigate customers being charged for travel within a Zone when their leg starts or finishes just inside a Zone. In essence the Zone Overlap concept is a replacement for the Floating Stages concept that existed under Phase 1 AIFS.

The Zone Overlap boundaries and stops contained therein are consistent across all Contracted Services for both rail and qualifying bus services.

The Zone Overlaps are set and built in to the ticketing scheme by AT and apply to both cash fares and SV.

PTOs will have access to the latest versions of the Zone Overlap maps via a web portal managed by AT.

AT may change Zone Overlaps from time to time.

Zone Overlap Map Example



7 Fares in Auckland

7.1 Overview

AT's fares policy sets the terms and conditions for all aspects associated with contracted public transport service fares in Auckland. AT sets the fares for all contracted public transport in Auckland.

Exempt services under the Land Transport Management Act, as identified in Auckland's RTP, set their own fare levels but may be part of AIFS through offering HOP stored value, or other products as a fare payment mechanism. These services may not form part of the Journey Concept, Pass products or any Capped fare.

7.2 Fare Policy – General Principles

7.2.1 Fare Values

Fare values are set by AT and determined by:

- Passenger types – the taxonomy of passengers according to certain criteria e.g. Adult, Child, SuperGold, Tertiary, Accessible, etc.;
- Geographic arrangement – the areas, zones or zone overlaps associated with the fare;
- Time of day – fare values may vary based on the time of day e.g. cheaper fare during off-peak;
- Day of week – fare values may alter according to the day of the week or for public holidays; and
- Exception Fares – fare values may alter according to the type of transport service i.e. niche services, City Link or mode being used.

7.2.2 Fare Changes

From time to time and at least annually AT will review the fare schedule customers pay and at ATs discretion a revised fare schedule may be implemented.

No variation to the BOM is required because of a change in the Fare Schedule, but AT will inform Operators in advance of any fare change.

7.2.3 Policy Scope

AT's Fare Policy also defines:

- The terms and conditions associated with refunds;
- The locations at which particular fares can be purchased;
- Which media is available at each location or on each mode i.e. card vs. paper ticket;
- Which payment methods are available at each location or on each mode;
- Which fare related functions are available at each particular location;

- Which services a fare may apply to (eg. CityLink) or conversely which services are excluded;
- The physical appearance of the tickets being either paper or smartcards;
- The duration of any particular fare. E.g. single ride, monthly, etc.;
- The types of smartcards available being anonymous or registered;
- The terms of use of ticketing within the AIFS scheme;
- The product definitions.

Responsible	Requirement	KPI
AT	Setting Fares Policy for public transport in the Auckland region in accordance with the Regional Public Transport Plan. This includes fares on all contracted buses, trains, and ferry services and at retail agents.	At all required times
AT	Creating all data necessary to implement the then current Fares Policy.	At least ten business days prior to its implementation at a PTO
PTO	Ensuring that all PTO operated AIFS Equipment is operating with the then current Fares Policy equipment parameters.	At all required times
PTO	Only charge fares in accordance with the then current Fares Policy (applies only to contracted services).	At all required times

7.2.4 Fare Policy when Integrated Fares are implemented

- The public-facing name for Integrated Fares shall be Simpler Fares. Once Simpler Fares have been successfully implemented, they will just be referred to as Fares.
- The network will comprise a number of geographic Zones and the Journey Concept and a simpler set of pass and fare products shall be implemented as part of Integrated Fares prior to PTOM Unit contract commencement.
- AT will define the maximum number of legs, the maximum journey time, and the transfer window between legs of a journey (which may be differentiated between peak and off-peak).
- The concept of transfer discounts will no longer be used. Post implementation of Phase 2, fare calculations for a multi-leg journey paid for using an AT HOP Card will be calculated based on the Zones travelled through from origin to destination determined by tag-on and tag-off points for each leg of the journey.
- In a situation where the next leg or any leg of a journey is running late and the customer tags off outside the 4 hour time validity, the journey concept will not be applied to the

affected leg and a new journey will commence. Should the customer wish to receive a refund, the refund will need to be pursued via a second level refund at AT's discretion and assessed on a case-by-case basis.

- City Link fare will remain a separate fare from the normal zonal fares, but has been fully integrated into the journey fare concept.
- All fares will be Zone based; the concept of stage based travel shall have no meaning from a customer perspective. The concept of stage based travel will apply to a proxy distance based calculation used for apportionment and this concept will be relevant for operators, AT and NZTTL (NZTA).
- AT HOP card products will include a monthly Bus/Rail all Zone pass.
- AT HOP card products will include a daily Bus/Rail/Inner Harbour Ferry all Zone pass.
- Only NITIS compliant smartcards issued by AT, NZTTL or other NZ regional territorial transport authorities may be accepted on AT Metro contracted services.
- Travel using smartcard stored value will receive a discount of at least 33% from cash Zone based fare.
- A family weekend fare shall be included whereby a child (aged 5 to 15) with a registered AT HOP card and a Child concession loaded shall have their fare for a journey capped at the 1 zone child fare on weekends and public holidays.
- Concession fares are offered to qualifying concessionaires.

7.2.5 Future Enhancements

- Once Integrated Fares has been implemented, the New Network full implemented, and all Operator contracts implemented under PTOM, AT will review a number of potential enhancements including daily or weekly caps, changes to the zonal map (potentially reducing the number of zones) and other enhancements.

7.2.6 Fare Discount Table

Indicative Fare Structure			
Passenger	Payment Options	Available Discounts (at least)	Identification Requirement
Non-concession	AT HOP Stored Value	33% of the relevant zone based single cash fare	None
Child 5-12	AT HOP Stored Value with a Child Concession	40% of the zone based Adult Stored Value fare 20% of the zone based single child cash fare <i>NOTE: at launch 2 zone child fare does not comply with this policy.</i>	None
	Cash	40% of the zone based Adult single cash fare <i>NOTE: at launch 2 zone child fare does not comply with this policy.</i>	None

Indicative Fare Structure			
Passenger	Payment Options	Available Discounts (at least)	Identification Requirement
Child 12-15	AT HOP Stored Value with a Child Concession	40% of the zone based single Adult Stored Value fare 20% of the zone based child cash fare	Must be in school uniform or present valid school student Identification
	Cash	40% of the zone based Adult cash fare	Identification card or school uniform
Child 16-19	AT HOP Stored Value with a Child Concession	40% of the zone based single Adult Stored Value fare 20% of the zone based child cash fare	Valid AT student identification in accordance with the policy requirements
	Cash	40% of the zone based single Adult cash fare	Valid AT student identification in accordance with the policy requirements
Tertiary Students	AT HOP Stored Value with a Tertiary Concession	20% of the zone based Adult Stored Value fare	Valid student Identification with a valid AT identification sticker
Adult 65+	AT HOP Card with SuperGold Concession	100% from applicable zone based Adult Stored Value fare within the agreed time parameters of the SuperGold Scheme, currently after 9am Monday to Friday and Weekends, or as specified from time to time by AT. SuperGold cash ticket withdrawn 1 July 2016	SuperGold Card or identification card in accordance with the policy requirements and approved by AT
	SuperGold Card		SuperGold Card or identification card in accordance with the policy requirements and approved by AT
	SuperGold cash ticket		SuperGold Card or identification card in accordance with the policy requirements and approved by AT
Accessible	AT HOP Stored Value with an Accessible Concession	40% of the zone based Adult Stored Value fare 20% of the zone based single Accessible cash fare	Valid identification –Total Mobility ID or Royal New Zealand Foundation For The Blind ID
	Cash	20% of the zone based single Adult cash fare	Valid identification –Total Mobility ID or Royal New Zealand Foundation For The Blind ID

Indicative Fare Structure			
Passenger	Payment Options	Available Discounts (at least)	Identification Requirement
Child 5 – 15 “Family Offering”	AT HOP Stored Value with a Child 5 - 15 Concession	Discounted to 1 Zone Child Stored Value fare per Journey on weekends and public holidays	None

8 Ticketing Media

Ticketing media in Auckland incorporate both smartcards and paper. All smartcards will be supplied by AT. At some future date NITIS compliant smartcards supplied and branded by other regional councils for their own integrated ticketing systems may be accepted on the AIFS, as advised by AT.

Stored Value and other smartcard products may be sold and reloaded/renewed at all AT retail agents including train ticket offices, AT customer service centres, vending and reload devices, via auto-load and via the web.

Cash fares supported by AIFS paper tickets will be available at ticket and vending machines. Train paper tickets are available at train ticket offices. Bus paper tickets are only available on board the bus. Ferry paper tickets are available on board the ferry on select services; otherwise they are available from ferry ticket offices. Future enhancements may include ferry / bus paper ticket dispensed from ticket and vending machines.

Paper ticket media used with leased AIFS Equipment procured and distributed by PTOs shall be compliant with AT's paper specifications as noted below:

- Thermal Paper : RICOH 130 LBS (thickness 76 microns +/- 6 microns)
- Roll width : 80mm +0/-0,2mm
- Roll diameter : 60mm +/- 1mm
- Roll internal diameter : 12,2mm +0,2/-0mm
- Packaging : Shrinkable film

Operators will be notified 30 days in advance of any changes to the paper specifications and will need to comply within that notice period.

No advertising will be permitted on paper ticket media, however AT may specify branding and or advertising to be reflected on paper ticket media.

Responsible	Requirement	KPI
AT	Procurement, warehousing and distribution of all paper ticket media on AIFS Equipment supplied by AT (e.g. VRDs and TOTs).	Ensure that adequate stocks of all paper media are maintained at all retail locations such that the system operation is not compromised through a lack of ticket media.
AT	Procurement, warehousing and distribution of AT supplied smartcard media.	Ensure that adequate stocks of all smartcard media are maintained at all AT locations such that the system operation is not compromised through a lack of ticket media.
PTO	Procurement, warehousing and distribution of all paper ticket media on AIFS Equipment used by the PTO (e.g. BDCs).	Ensure that adequate stocks of all paper media are maintained at all PTO locations such that the system operation is not compromised through a lack of ticket media.

8.1 Smartcards and Privacy

AT places high importance upon the maintenance of the privacy of all HOP cardholders and it is expected that privacy will be maintained for all HOP cardholders.

Responsible	Requirement	KPI
AT	Ensure the privacy of all cardholders in compliance with the requirements of the privacy policy [ref Privacy]	At all required times
PTO	Ensure the privacy of all cardholders in compliance with the requirements of the privacy policy [ref Privacy]	At all required times

8.2 Physical Appearance

Smartcard and paper ticket media will have a graphic design and layout defined by AT. The design will include a reference to HOP and/or AT.

The paper ticket media will contain information relating to the purchase of the ticket such that the ticket can be manually inspected to determine its validity.

Responsible	Requirement	KPI
AT	Define the physical appearance of all smartcards and paper ticket media.	At all required times
AT	Coordination with the supplier of smartcard media to ensure design compliance.	At all required times
AT	Coordination with the supplier of AIFS Equipment to ensure design compliance in relation to printing on paper ticket media.	At all required times
PTO	Coordination with AT and the supplier of AIFS Compliant Equipment to ensure design compliance in relation to printing on paper ticket media.	At all required times

9 Business Rules and Consistent Principles

9.1 Principles

- AT own the fare tables, GPS data and EOD which is shared across all PTOs and loaded into the Thales/NZTTL Central Solution and utilised by the on-board and fixed ticketing Devices to record sales, process the action list and transfer files to and from depot WLAN systems and depot DDCS or similar networked Devices. WLAN solutions will be hosted on the AT IT network.
- AT own all data generated via the AIFS scheme except in the case of Exempt Services.
- PTOs will share a common set of zone boundaries and product definitions. There will be no operator specific products available on AIFS Devices.
- AT will continue to develop fare policy and products that strive to achieve the aims and objectives consistent with AT fare policy as defined in the current Auckland RPTP.
- PTOs will at all times comply with all requirements of the Business Operating Model (BOM).

9.2 The Retail and Customer Contact Network

Managed by AT utilising the AT HOP brand across all PTOs and products.

9.2.1 The Channels are:

- Selected AT local retail agents
- Online sales channels
- Customer Service Centres and specialised help centres.
- PTOs running exempt services (as defined by the LTMA) outside the contracted PT network may also deploy their own smart card however these will not carry the AT brand nor will they have the AIFS transport application loaded to the card. Where a PTO is running both contracted and exempt services AT requires visibility on card branding to ensure the look and feel are completely different to the AT HOP branded card.

9.3 Cash Servicing

Cash servicing applies to the management of cash revenue associated with AIFS. There are two types of cash servicing, that associated with a PTO and that associated with automated equipment.

Access to equipment for cash servicing of automated equipment is controlled via secure physical keys for use only by authorised cash collection staff.

Responsible	Requirement	KPI
AT	For automated equipment (VRDs), provide cash collection and replenishment.	At all required times
AT	For automated equipment (VRDs), count and bank all collected cash.	Within 24 hours of being collected.
PTO	For manually operated equipment (TOTs, SRDs, BDCs, etc.), count and bank all collected cash.	Within the next banking day of being collected unless otherwise agreed.

9.4 Card Payment Technologies

Registered cards - By utilising AT HOP payment technologies customers are able to set Stored Value auto top up and (in the future) pass renewal functions linked to their bank accounts or debit cards in an effort to migrate customers to the web portals and automate reloads and pass renewals.

The number and location of agencies will be reviewed by AT from time to time. For an updated list please refer to <https://at.govt.nz/bus-train-ferry/at-hop-card/at-hop-retailers/>.

9.5 Float in Automated Equipment

Automated sales equipment such as VRDs may contain cash, which has been deposited as a result of purchases made by customers, as well as float cash, which is used for dispensing change.

Responsible	Requirement	KPI
AT	Ownership of the float in automated Sales equipment	At all required times
AT	Maintaining sufficient float in automated Sales equipment	At all required times

9.6 Lost Data

Device transactions may be lost during the course of operating the AIFS scheme. This situation can occur if a Device is stolen or damaged beyond data recovery.

For AIFS Equipment on Ferry and Rail, the current architecture limits the potential data loss as a result of vandalism etc. – Transactions are submitted every 15 minutes or if the number

of transactions in the Device reaches 450 It is these latest transactions on a rail or ferry Device that would be unrecoverable and any such reimbursement that a customer wishes to claim would have to be performed through the specified process.

For AIFS Equipment on bus, the PTO is required to ensure each vehicle connects to the Depot WLAN network at least once in every 24 hour period and **always prior to commencing the first trip of the day** to ensure fare data is uploaded and also to ensure on line top ups, concession updates, Action lists, EOD and other relevant updates are down loaded to the BDC. If a BDC is damaged, data may be removed manually by Thales however if the BDC is destroyed in an accident or a fire etc. it will not be possible to settle or apportion that lost transaction data.

Any data received that is older than 7 days will be considered expired and may be settled manually outside the AIFS scheme at ATs discretion and only in extenuating circumstances – execution of this manual process shall be at the expense of the PTO.

9.7 Infringement Notices

Revenue from Infringement Notices is managed independently from the AIFS BOM and is therefore not included in the scope of this document.

9.8 HOP Card Issuance

Customers will be able to obtain an AT HOP card from a range of channels

- Retail agents configured as either an SRD (small retail Device) or TOT (ticket office terminal)
- AT Customer Service Centres located at major rail and bus way stations using TOT or SRD Devices.
- AT Rail and Ferry Station ticket offices using TOT or SRD Devices
- Through the AT HOP customer web portal (CWP)

The following fees will apply to issuance of AIFS smartcards:

Fee*	TOT, SRD	CWP, CCCWP
Card issuance fee	\$10.00	\$10.00
Registered mail	N/A	\$10.00

*Fees are subject to change at AT's discretion and information pertaining to fee changes will be made publically available. See the www.ATHOP.co.nz web site for more details.

- The issuance fee is a non-refundable amount paid by the customer for possession of the AT HOP smartcard. The amount paid is transferred as sales revenue to the Card Issuer, being Auckland Transport
 - The issuance fee may be waived or amended at the discretion of Auckland Transport.
- When purchasing a card via the CWP, customers will be able to select from two delivery methods, being Standard Post, or Registered Post. The Standard Post option will not incur any additional postage charges to the customer, whereas the Registered Post option will incur an additional \$10.00 charge

9.9 Card Registration

When a customer has obtained an AT HOP card, they will be able to create an account and register their card to that account via the CWP or CCCWP. Once registered, the AIFS will link a card, or several cards, to an individual account. Note, it may take 24 hours from the time of registration for these features to be enabled.

When attaching several cards to an individual customer account, a customer is able to access product and travel history data related to each of the cards attached to that account (i.e. “child” cards attached to a “parent” account) , as well as purchase products and load HOP money onto those attached cards. In addition, the parent account holder is able to subscribe to auto-reload for stored value and (in the future) auto-renew functionality for pass products those cards.

When attaching a child to a parent account, the child account will inherit characteristics of the parent account, such as address, telephone number etc. to which a parent will be able to modify these values.

The following rules apply when attaching a “child” to a “parent” account:

- A child cannot be attached to more than one parent
- The child cannot also be a parent (i.e. have an additional child attached to that child)
- The child cannot have a payment account attached. Only parent accounts will have payment accounts attached
- Customers wanting to pay concession fares using a smartcard will be required to create a registered account before a profile will be loaded and relevant concession fares charged. Discounted fares are charged to a customer’s smartcard when the AIFS identifies a relevant concession profile loaded on a smartcard. Depending on the profile, registration can be performed online via the CWP.

9.10 Provision of Replacement Smart Cards

Replacement smartcards may be issued to customers as a result of unforeseen circumstances. Such circumstances are as follows:

- If a smartcard is deemed to be defective
- If a smartcard is damaged, or has been declared lost or stolen

Replacement Card Reason	Must be registered	Replace at TOT NPOST	Replace at CWP/CCCWP
Defective	✓	✓	
Damaged	✓	✓	
Balance transfer	✓		

In cases where a customer’s card is deemed to be defective, a cardholder can either be registered or unregistered when obtaining a replacement card. However, if a customer’s smartcard has been damaged, or declared lost or stolen, they must be a registered

cardholder in order to get a balance transfer of any products or HOP money to the replacement card. In cases where the card has been damaged, lost or stolen the customer must purchase a new card first before any balance transfer or concession reload may occur.

9.10.1 Defective Cards

When a customer’s smartcard is faulty and cannot be used to pay a fare (i.e. the card is at fault when trying to tag on or off, or present the card to a reader) the card will be replaced free of charge, with any remaining balances or products, for registered cardholders only, transferred to the replacement card. Customers can either be registered or unregistered cardholders when declaring a defective card, this may only be declared at a Customer Service Centre as they will carry out the assessment.

9.10.2 Damaged Cards

Should a sales operator deem a smartcard to be damaged intentionally or through misuse, the card is to be replaced with an additional issuance fee equal to the card issuance fee. If the card is registered any remaining balances or products will be transferred to the replacement card, this must be declared at a location with a TOT/SRD configured NPOST Device.

If a damaged card cannot be read by an FPD then the customer will have to pay the relevant cash fare to their destination.

9.10.3 Lost or Stolen Cards

Customers can declare their smartcards as lost or stolen. An issuance fee will apply to the provision of a replacement card, with any balances or products transferred to the replacement card. When a card is reported as lost or stolen the balance is protected 24 hours from the time the card is reported lost/stolen - the card will not be deactivated until the instruction has been sent out to the network via the action list. Note AT does not indemnify customers for any losses or misuse against a lost, stolen or damaged card or AIFS Smart Card Products.

9.11 Fare Payment Methods

The following table outlines how fares will be paid using the products proposed:

Product	Applicable Modes	Fares Payable Using	Fare Payment Method	Paper Ticket Issued
HOP money	All modes	Smartcard	Tag on-tag off	No
HOP All Zone Day pass	Bus, Rail and Ferry (Inner Harbour only)	Smartcard	Tag on-tag off	No
HOP Bus and train Monthly All Zone pass	Bus and Train only	Smartcard	Tag on- tag off	No

Ferry Monthly Passes – Inner, Mid and Outer	Ferry services only	Smartcard	Tag on, tag off	No
Hop Daily or Weekly Cap	All modes	Stored Value	Tag on-tag off	No
Family Weekender (child pays 1 zone fare per journey on weekends and public holidays)	Bus and Rail	Stored value	Tag on – Tag off	No
Single Trip Paper Ticket	All modes	Cash and/or bank cards	Upfront payment	Yes
Special Events – patronage count only	Rail and Bus	Event ticket or HOP card	Tag on, present event ticket	No

9.12 Refunds and Product Reversal

9.12.1 Refund on Smartcard Purchase

A customer wishing to return their smart card will not be able to claim a refund on the issuance fee.

9.12.2 Reverse a Pass Product Loaded to a Smart Card

There will be no charge for the reversal of a pass product. Day passes are eligible for reversal when it has not been used. Any day pass product that has been engaged (used) will no longer be valid for refund. Monthly passes can be reversed as long as it has not been used. Any Monthly pass that has been engaged (used) will no longer be valid for a refund. Any refund may only be given under extenuating circumstances and at the discretion of AT. However the transaction fee is unable to be refunded where one is charged (none as at July 2016).

9.12.3 Refunds

Two different refund methods may be used to ensure customers are reimbursed if incorrect products have been sold:

- First Level Refund.**
 These can be provided by staff using TOT configured NPOST Devices. If a customer has loaded the wrong pass to their card and it has not been engaged it is possible to refund the pass and add the correct product. First level refunds are where the product being refunded and the new product being loaded are of equal value.

Note. Refunds are only available on products that have not been engaged

- Second Level Refund.**
 Via phone or online through the AT Hop Service delivery desk

9.12.4 Refunds from a VRD Where No Change Can be given

Under certain circumstances such as a machine running low on change or a customer requiring more than the \$20 change the VRD Devices are able to provide a claim receipt will be issued from the Device.

For a customer to be refunded this money they must first have the claim validated at the nearest HOP Customer Service Point or HOP Customer Service Person then present the claim to a ticket office to receive their refund. A customer may also call the help line and receive direction on their refund.

9.13 Payment Functions with AIFS Smart Card

		Bus		Rail/Ferry	Retail	Retail	On Line	CSC
		BDC	FPD-ob.	FPD	VRD	NPOST		
SALE	Load HOP Money				✓	✓	✓	✓

USAGE	Load Daily and Monthly Pass				✓	✓	✓	✓
	Obtain Smartcard (Replace Defective card)							✓
	Purchase Smart Card					✓	✓	✓
	Check HOP Money Balance	✓	✓	✓	✓	✓	✓	✓
	Check Monthly Pass Expiry	✓	✓	✓	✓	✓	✓	✓
	Print Transaction History				✓	✓	✓	✓
	Change Concession Status						•	✓
	Change Concession Status – Child under 16						✓	
	Purchase Paper ticket	✓			✓	✓		
	Tag on/off with Stored Value	✓	✓	✓				
	Tag on/off with Daily and Monthly Pass	✓	✓	✓				
	Stored Value as payment means	✓	✓	✓	✓	✓		✓
	Stored Value as payment means	✓	✓	✓	✓	✓		✓

9.14 HOP Money Sales Rules

HOP money can be loaded onto cards at various sales Devices (eg, VRD, NPOST etc.), as well as indirectly by presenting a card at validation Devices (eg, FPD etc.) via action list and auto-load top-up means. The following table specifies the sale rules for Devices where smartcards can be topped-up, and stipulates the system rules which apply to sales transactions performed. The function/sale rule can be changed by AT from time to time as deemed appropriate.

Function/Sale Rule	Card-present				Card not present		
	BDC	VRD	NPOST		CWP	CCCWP	Auto-load
			TOT	SRD			
Top-up		✓	✓	✓	✓	✓	✓
Minimum allowed top-up		\$5	\$5	\$5	\$5	\$5	\$5
Maximum allowed top-up*		\$300	\$300	\$300	\$300	\$300	\$300
Top-up fee (may be varied by AT)		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Top-up cancellation possible?		✓	✓	✓	✓	✓	
Top-up reversal possible?			✓	✓			

Function/Sale Rule	Card-present				Card not present		
	BDC	VRD	NPOST		CWP	CCCWP	Auto-load
			TOT	SRD			
Payment Types							
Cash		✓**	✓	✓			
EFTPOS		✓	✓	✓			
Bank account					✓	✓	✓
Credit Card/Debit Card		✓	✓	✓	✓	✓	✓
HOP money		✓	✓	✓			
Voucher							

* Up to a maximum Epurse value of \$300

** Only available on VRD-F

9.14.1 Global Sale Rules

- The maximum amount of HOP money value held on a smartcard is \$300. Any top-up transactions performed cannot lead to a balance which exceeds this value. A transaction cannot be generated by sales Devices, nor action list or auto load, should a top-up value lead to a balance which exceeds the maximum HOP money value. (I.e. a customer cannot top up \$20 if their current balance is \$290, as \$310 is greater than the \$300 maximum purse value).
- The minimum allowed HOP money top-up transaction value is \$5. Customers may top-up any amount of HOP money higher than this value but not exceeding \$300.
- When undertaking the top-up process, sales staff or customers will be able to cancel a transaction prior to completion of payment processing (i.e. not follow through with, and complete a top-up transaction).
- Depending on the channel or Device, customers will be able to pay for top-ups performed using cash or bank card (EFTPOS or credit/debit card).

9.15 Using a Smart Card to Pay for More than One Passenger

The operational rule for tag on tag off is “One Card, One Customer” however HOP money may be used to purchase a paper ticket at a BDC on bus or at a VRD (for rail). The fare level charged will be the same as a cash fare.

9.16 Initial Fee at Tag On

At the start of a leg a customer must tag on using their smart card. At this point depending upon what stored value/product is loaded on the card an initial fee may be deducted. The initial fee represents the fare applied to the HOP money purse in the event a customer does not tag off at the end of their journey.

If a customer has a valid pass product loaded to their card no initial fee will be deducted.

The initial fee may vary based upon; operator, concession status, product and domain definition. This initial fee may be varied by AT from time to time to encourage the correct tag-on tag-off behaviour by passengers without unduly disadvantaging them.

When tagging off at the end of the leg the difference between the initial fee and actual fare will be calculated and funds credited back to or deducted from the HOP Money purse as required.

When tagging off at the end of a multi leg journey the correct fare for the total number of zones travelled through will be calculated and funds will be credited back or deducted from the card.

If a customer fails to tag on but completes the tag off event AIFS will generally (depending on mode) treat the tag off as a tag on and deduct the initial tag on fee.

If a customer tags on but fails to tag off AIFS will retain the initial tag on fee for settlement and apportionment as appropriate.

9.17 Minimum HOP Money Balance Required to Travel

A customer must have at least \$0.00 balance on their card to tag on regardless of the length of trip being undertaken. A customer tagging on with a negative balance will result in a red light display on the FPD or gate and a different audio sound to a valid tag on. These customers do not have a valid ticket to travel and must pay cash for their journey.

Should a valid pass be present on the card but the customer does not have at least a \$0.00 balance then the customer will not be able to tag on and must pay a cash fare to travel.

If a customer makes a multiple leg journey with insufficient funds to have a \$0.00 balance on the final leg, then the customer will not have a valid ticket to travel and must pay a cash fare for the final leg.

9.18 HOP Money Settlement and Apportionment Rules

Ensuring Operators are remunerated for all passengers that they carry regardless of payment method or product used, except where a fare cap has been reached.

- Any stored value revenue collected is apportioned and settled to the Operator or AT, dependant on the contract type associated with the contract for the service for the leg, proportionally, depending on the number of stages travelled for the journey at card level.
- All period pass usage revenue will be apportioned and settled to the operator or AT, dependant on the contract type associated with the contract for the service for the leg, proportionally, depending on the number of stages travelled at a Scheme level.
- All paper ticket revenue will be apportioned and settled to the operator or AT based on the contract type associated with the Contract for the service for the leg.

- Post PTOM contract commencement, revenue will be settled to AT. Only Exempt Services will be settled to the PTO. However revenue will still be apportioned to the route for the service which will then be rolled up to the appropriate Unit (a combination of one or more routes).

9.18.1 Defined Apportionment Calculations are illustrated below

		Apportionment value calculation
Stored Value Usage Base Apportionment	Apportioned to the Operator or AT for each Leg of the Journey	Total Value of Journey * (Stages travelled for the Leg / Total Stages travelled in the Journey) at Card level.
Period Pass Usage Based Apportionment	Apportioned to the Operator or AT for all Period Passes which expired	Total Value of expired Period Pass Sales * (Stages travelled per Leg / Total Stages travelled using the expired Period Passes) at Scheme level.
Period Pass Fixed Apportionment	Apportioned to Operators at the sale of the Pass based on the configured percentage	Fixed % of the Sales Price per Operator
Cap Applicable Travel	Caps are only utilised for the Stored Value payment method. There is no apportionment or settlement once a cap value is reached	Up to a cap revenue is apportioned and settled as per the definition under Stored Value apportionment. Once the Cap is reached all further Cap applicable travel until the end of the Cap Period will incur a \$0 fare and there will be no revenue will be apportioned or settled to the Operator providing the service. Some services may not be covered as part of the cap (eg. Exempt services)
BUS Paper Based	Settlement is 100% to Operator or AT based on the Contract Type of the Line for the Leg	Fare for the Trip is 100% apportioned to the Operator or AT
RAIL / FERRY Paper Based	Settlement is 100% to Operator or AT based on the Contract Type of the Leg	Fare for the Trip is 100% apportioned to the Operator or AT

$$\text{Stored Value apportioned for each Leg of a Journey} = \frac{\$ \text{ Paid for Journey – 1}^{\text{st}} \text{ tag on to last tag off}}{\text{Line stages travelled by leg}} * \text{All Line stages travelled for all legs of the Journey by Card}$$

Example: Customer A travels 3 bus legs on a journey (on qualifying bus services) Total fare = 5 Zones from the first tag on to the last tag off, a total in this case of 9 stages travelled. Leg 1 breaks down as - 3 Stages over 1 Zone and is therefore 3/9 of the total 5 Zone fare. Leg 2 breaks down as - 4 Stages over 2 Zones and is therefore 4/9 of the total 5 Zone fare. Leg 3 breaks down as - 2 Stages over 2 Zones and is therefore 2/9 of the total 5 Zone fare.

$$\text{Period Pass apportioned \$ for Line (usage based only)} = \frac{\$ \text{ Paid for Pass}}{\text{Line stages}} * \text{All stages travelled by Line for Period Passes expiring on (the current day - 7 days)}$$

Period pass product requiring Apportionment / Settlement other than fixed

- For all period pass products, except those defined as requiring Fixed Settlement, revenue is apportioned at Scheme level by Line.
- I.e. a day pass product based on stages travelled may be used for travel by bus, train and inner harbour ferry, where inner harbour ferry = 3 stages (or as defined by AT).
- Apportionment to each line is based on the distance travelled (represented in proxy by stages) on that Line for each journey and then summed over the usage period of the pass.
- Settlement is determined by contract type for the Contract / PTOM unit, and occurs 7 days after the expiry of the pass.
- Sales revenue for un-activated Period Passes that remain inactive after 60 days, settles to AT.

9.18.2 Settlement Timing

Settlement occurs at 2.00am each working day. If the time of settlement falls on a weekend or public holiday funds or revenue will be settled the following working day. The CSB assumes transactions which are 7 days or older than the current settlement date as being expired transactions. Expired transactions may be settled following manual verification at AT's discretion.

9.18.3 Settlement of HOP Money Sales

Any HOP money top up funds that are collected by retail agents will be banked initially into their respective bank accounts. All top up funds are to be settled to the stakeholders account on a daily basis at the end of the settlement day.

9.18.4 Apportionment

Settlement occurs after apportionment of stored value across the journey (single and multi-leg

9.18.5 Settlement of HOP Money Usage

*****Note the first settlement will not occur until 7 days after cut over event 1 - Software for integrated fares is loaded into the scheme. See section 4.1.4***

From then onwards;

7 days following the end of each settlement day;

- Revenue earned from provision of services will be settled to the relevant operators.
- Revenue earned from any exempt services will be settled to PT operators.
- Revenue earned for Gross Price Partnering Contracts will be settled to AT.

9.19 Fare for Push Bike

Customers taking a push bike with them on train or certain ferry services will not be charged a fare. Note carriage of a push bike is not available on bus. Carriage on rail or ferry during peak times is subject to PTO staff discretion.

9.20 Monthly Pass Auto Renewal

This feature may be offered at some point in the future. A pass with on line auto renewal in place would renew 3 calendar days prior to the engaged pass expiry.

9.21 Monthly Pass Expiry

The pass is configured to operate from the day first activated to the day before that date in the following calendar month. For example, a pass activated on 5 January will expire at 11:59pm on 4th February.

9.22 Day Pass Expiry

A day pass is valid until the end of the day it is first engaged. For example, if a pass is engaged at 9:15am on Monday then it remains valid up until 23:59 on Monday.

9.23 Top Up and Reload Activation

9.23.1 On Line – Auto Reload/Renew Function

Only available to registered card holders - The first time this is utilised the pass or SV funds will not be available until the scheme has rolled over (settled) and the card has been tagged on to a Device that has down loaded the action list containing the functional instruction.

Customers should allow a maximum of 72 hours for this however in most instances it will be less than 24. Once the pass product auto reload function is implemented by the business and a customer has the feature applied to their registered card and activated, passes would renew 3 calendar days out from expiry.

Stored value auto top is a current AT Hop feature and works the instant the card reaches the customer determined low balance threshold.

Note: if a customer is using a direct debit/AP from a bank account then standard banking processes to load the payment will apply prior to the AIFS scheme loading the functionality to the customer's profile. Time frames for this will vary between banks.

In instances where a customer is paying by credit card AT will cover the credit card fee. AT will also take the risk should the payment not be honoured after the customer has commenced using the Pass/SV product when paying from a nominated bank account/credit card. In the case of three dishonoured payment attempts the card will be grey listed, and may be subsequently blacklisted.

Auto Load can be configured via CWP or CCCWP. Customers define the threshold that will trigger a top up. Lowest threshold is \$0.00 Customers define the top up amount however it must be equal or greater than the minimum top up amount allowed via retail (\$5).

If a customer does not have sufficient funds to complete the top up, the scheme will try 3 times to complete the purchase before the card is blacklisted. The business rules will always assume a customer will make a successful purchase and will immediately credit the customer's card at the first attempt allowing the customer to travel until such time the payment is successful or finally rejected. AT carry the risk of this customers travel in the event a payment is rejected permanently.

9.23.2 On Line – One off purchases and Top Ups

Following the completion of the on line transaction the pass or SV funds will not be available until the scheme has rolled over (settled) and the card has been tagged on to a Device that has down loaded the action list containing the function instruction. Customers should allow a maximum of 72 hours for this however in most instances it will be less than 24 hours.

9.23.3 VRD, NPOST, TOT, SRD – Top Up and Pass Purchase

In these Devices activation and availability of Stored Value or products purchased is immediately loaded to the card following completion of the sale transaction. I.e. this is a card present transaction.

9.23.4 Retail Agency Network via EFTPOS Devices

All retail agents utilising EFTPOS for product purchase or top up will have a contactless reader/writer in place and this will ensure purchases are immediately available without delay following the completion of the transaction. I.e. this is a card present transaction.

9.24 Top Up Hierarchy

When a customer has a pending top up via action list; at tag on the top up will be applied prior to the initial fee (fare) being deducted.

9.25 Degraded Mode

Customers will be able to tag on and off with Devices in various degraded mode states and such usage will be proportioned against pass usage or SV as appropriate.

9.26 Anti-Pass Back Duration

At a fixed Device e.g. rail / ferry FPD this will be a 30 sec duration, however this may be configured by AT to be a longer or shorter period in order to optimise customer behaviour to comply with the system.

At an Electronic Gate this will be a 30 second duration

On a front door FPD on bus the duration parameter is also 30 seconds however if a legitimate free exit is required then driver intervention is required.

For mobile bus Devices only; anti pass back duration will also apply to the time between tag off and successive tag on, this is to ensure a customer does not accidentally perform a subsequent tag.

- Where FPD's on board the bus have been set to tag off only (all rear door FPDs), the anti-pass back functionality does not apply, and customers will be charged a 1 zone fare if they tag off at the same location as they tagged on.

For Rail and Ferry gate lines;

- Where a customer passes their card back over a gate line for another customer to tag on and that customer tags on after the pass back duration has expired then the first tag on will be treated as a tag off and the last tag off will be treated as a tag on journey with no tag off and the initial fare will be retained.

9.27 Free Exit Duration

Customers can annul their previous tag on event should they wish to leave the paid area after tagging on. Annulment must happen at the same stop point as the tag on event. On bus the duration is 5 minutes and manual driver intervention is required to annul the tag on event. On rail and ferry the period is less than 20 minutes and must also be the same location as the tag on event.

9.28 On Board Top Up

No on-board top up of HOP Money or load of period passes will be provided by PTOs.

9.29 Operator Specific Products

Products specific to one operator or shared by a number of operators which are not AT Metro products will not be supported by the AIFS scheme configuration and will not be used on contracted services.

9.30 SuperGold Fares

SuperGold fares are supported by AIFS through cash tickets with a valid SGC or through an AT HOP card with SGC profile loaded. SuperGold fares are currently available off peak after 9am on weekdays, and all day during weekends and public holidays. NZTA, MSD and AT may review this policy in accordance with the RPTP.

9.30.1 Customer Turns 65

When a customer turns 65 and assuming their card is registered and includes their date of birth, their profile will not automatically revert to an eligible SuperGold concession. It will remain adult or the relevant concession already loaded to the card.

If a customer then wishes to benefit from their SuperGold eligibility then from 1st July 2016 onwards they need to register their card and apply to have a SuperGold concession loaded to their card. From 1 July 2016 onwards this will be the only way to obtain a SuperGold fare discount – there will be no paper tickets and no manual counting on of SuperGold customers.

A SuperGold concession can only be applied face to face at a customer service centre.

9.31 Grey List

If a customer fails to tag on or tag off 3 times in a rolling 2 week period their smartcard will be grey listed through a manual process managed by AT.

Within the central system smartcard numbers will be escalated to a “grey list” when the system deems transactions pertaining to a card to be undertaking suspicious usage behaviour (i.e. regular missing tag on / tag off) the grey list can be utilised to further investigate such behaviour related to a card and it is possible to “blacklist” a card from the grey list.

Customers may still use their cards should a grey list entry correspond to their card number.

A Grey listed card may have the listing reversed at ATs discretion.

9.32 Black List

AT HOP card numbers within the black list are used to block a cards usage on all Devices rendering the card invalid. Once a customer presents a blacklisted card to a Device, the card status will change and the card itself will be blocked, when this happens, the customer will have to pay cash for their fare.

Black listing is used where a grey listed card continues to be used negligently and where a card has been reported lost or stolen.

A Black Listed Card cannot be reversed.

9.33 EOD (Equipment Operating Data)

The topology and fare table data required to run AIFS will be supplied, configured tested and managed by AT.

Operators may from time to time be called upon to aid and assist the verification of data, this may be via a desk top GPS approach, workshops or it may involve on road testing. Reasonable notice shall be given to the operator and cooperation shall not be unreasonably withheld.

10 Operation of AIFS Ticketing Devices – Specific to Bus

It is the operator's responsibility to ensure drivers comply with the basic principles of Device functionality. These principles include but are not limited to;

- Trip On – used to define the process that the driver performs to select the trip (service pattern) as typically indicated by his duty card. This is performed at the first stop of his service pattern prior to accepting passengers onto the vehicle.
- Trip Off – used to define the process that the driver performs at the end of the trip (service pattern) after all passengers have left the vehicle.
 - The only exceptions to the above are continuous and circular routes where passengers may remain on the vehicle while the driver 'trips off' the current service pattern and 'trips on' to the next service pattern.
- Drivers shall ensure that all Trip On processes are completed accurately and that -
 - No passengers from the previous trip remain on the vehicle i.e. the previous trip has been completed and all passengers have tagged off, and no new passengers have tagged on.
- Drivers shall ensure that all Trip Off processes are completed accurately and that –
 - No passengers from the current trip remain on the vehicle. I.e. the current trip has been completed, all passengers have tagged off and no new passengers have tagged on.
- Drivers that Trip Off early or Trip On early to new service patterns without giving customers the opportunity to tag off and depart the vehicle cause customers to be charged the incorrect fare, are a cause of lost revenue to AT and create unforeseen overheads to the business in terms of refunds and also the cost to resource the response to customer queries and provide infrastructure to reconcile these driver errors.

Where AT has to intervene and reconcile the correct fare regardless of whether that be a refund, deduction or any type of interface with a customer to respond or rectify an issue caused by a driver tripping on or off incorrectly then all associated costs related to a specific event shall be compiled and may be deducted from the operators account.

- AT shall have 20 working days from the time it becomes aware of such an event to rectify the problem and collate the associated costs.
- AT shall have a further 10 working days to submit the claim for costs to the operator for review.
- The operator shall have 10 working days to respond and if necessary challenge the claim.
- If no response is received from the operator challenging the claim then AT shall deduct the value of the claim from the next convenient payment made to the operator.
- Any claim in dispute shall be dealt with under the general terms of dispute resolution contained in the Auckland Regional Partnering Agreement

11 AT HOP Customer Contact and Sales Channels

Channels

- **AT HOP Call Centre:** 09 366 4467
- **CRT:** written response for letters, emails and online enquiries
- **HOP Service Delivery:** 2nd tier support
- **Online:** AT.govt.nz/athop
- **Top-up machines:** all train stations and the Northern Busway
- **Customer Service Centres:** Britomart, AUT, Newmarket, New Lynn, Papakura, Smales Farm, Constellation, Albany, Manukau, Botany
- **Train Station Ticket Offices:** Britomart, Newmarket, New Lynn, Manukau, Panmure, Papakura, Pukekohe
- **Retailers:** 73 retailers across Auckland, refer to AT.govt.nz/retailers for a current list

Services by channel	Call Centre	CRT	HOP SD	Online	Top-up Machines	Customer Service Centres	Ticket Offices	Retailers
Buy a card				✓		✓	✓	✓
One Off Top up				✓	✓	✓	✓	✓
Auto top up				✓				
Buy a pass (excluding day pass)				✓	✓	✓	✓	✓
Card/transaction information	✓	✓	✓	✓	✓	✓	✓	✓
Why is my card not working?	✓	✓	✓			✓		
Registration	✓			✓		✓		
Refunds			✓					
Report lost card	✓			✓				
Balance Transfer			✓	✓				

SLA's

- HOP SD – response within 10 working days
- CRT – response within 10 working days

12 Customer and PTO Contact and Support

12.1 Customer Support

AT provide customer contact and support via a range of channels including:

- Face to Face; (Customer Service Centres)
- Phone; (Contact Centre)
- Written Response;
- HOP Operations Team (Service Desk, Card Management and Retail Support);
- Retail Outlets;
- Mail;
- Online; and
- Ticketing Machines (VRDs - Vending Reload Devices).

Responsible	Requirement	KPI
AT	Customer contact and support	At all required times

12.2 Response to Enquiries

Enquiries regarding aspects of AIFS operation may originate from a number of sources including:

- General public;
- AT staff; and
- PTO staff.

Enquires may include a variety of topics such as:

- Discrepancies in clearing and settlement;
- Discrepancies in AT GL Posting;
- Discrepancies in reconciliation;
- Discrepancies in autoload;
- AIFS operation and function; and
- Application of Business Rules.

Responsible	Requirement	KPI
AT	Investigate questions and correct problems, as appropriate, in relation to the operation of the Central Solution and any other parts of the AIFS Solution	At all required times

13 Finance

13.1 Regulatory Rulings

13.1.1 IRD

A ruling regarding AIFS and GST has been provided to AT - ref IRD Ruling Appendix C. The one pertinent point contained in the ruling is:

1. All transactions in AIFS are GST inclusive. Therefore there are no tax invoices available separately identifying the GST component of any transaction.

13.1.2 FMA

A ruling regarding AIFS financial management has been provided to AT. The pertinent points contained in the ruling are:

1. Refunds can only be requested by customers when they surrender their smartcard and may only be provided on stored value card content;
2. Refunds cannot be processed at a customer contact centre; and
3. Refunds are not provided on unused portions of day or monthly passes.
4. Refunds can only be given to registered customers.

13.2 Free Operator Staff Travel & Fringe Benefit Tax

An operators staff with valid entitlement may be issued with an AT HOP Smartcard and this card will be loaded with an operator specific pass product that enables the holder to travel for free on all AT contracted services provided by that operator (the employer). Usage of this pass is only available to current staff, is not transferable and not available to family members of the employee.

Operators are to treat the pass in the same manner as any other concession type and must require a passenger to provide proof of eligibility when they tag on.

The operator is to ensure that staff abide by all terms and conditions of card use including tagging on and off for all legs of all journeys taken. Staff that fail to tag on or off repeatedly may be grey listed or black listed in the same manner as any other card user, likewise if the card does not have a \$0.00 balance or positive balance the user will not be able to tag on to a journey and will have to pay cash for the trip.

Any staff travel card that has been black-listed may not be re-issued to the staff member without AT approval.

Operators are required to notify AT of the intent to terminate an individual's employment within 24 hours of their last shift to ensure the free travel pass is disabled. Failure to comply with this requirement will mean that the operator is billed for the cost of all travel since the user's last day of employment.

All Fringe Benefit Tax (FBT) liabilities are to be managed, paid and owned without exception by the operator (employer). If an operator fails to meet their tax obligations or any obligation to AT under this section then AT reserve the right to remove staff pass products or support.

13.3 Revenue

The AIFS revenue management process flows are described in Appendix A

Responsible	Requirement	KPI
PTO	Ensuring cash or other collected funds that are lost or stolen are available to be deducted from its operating account.	At all required times

13.4 Transaction Processing and Settlement

The AIFS will calculate the amount to be settled to each PTO operating account and the AT operating account according to the Settlement Rules.

Processing of AIFS transactions takes place in two parts:

- Firstly, all transactions are collected and processed in a raw form; then
- Secondly, financial transactions are processed and settlement is calculated based on the contract type and apportionment rules.

Settlement

- AIFS stored value transactions are processed and settlement is calculated 7 days following the end of each operating day.
- AIFS Cash Transactions are processed and settlement calculated following the end of each operating day. Settlement occurs at 10 pm on the following banking day.
- Period pass revenue is calculated, apportioned and settled 7 days after the period pass has expired

Settlement Processing

- Once the settlement and apportionment calculation is complete a bank file is created at this time (currently ~2:30 am each day).
- This file is then sent to the bank and settlement occurs at the next available interbank settlement. Interbank settlements typically occur at ~10:30 pm Monday to Friday and credits/debits appear in bank account the next morning.
- The interbank settlements times and days are indicative and may vary without notice.

Apportionment

- Apportionment is calculated by dividing the journey fare by all the stages travelled and prorating each leg by the number of stages travelled on that leg – see section 9.18 for the detailed apportionment rules.
- Stored value is apportioned at an individual card level.
- Period pass revenue is apportioned at a scheme level not at individual card level.

Any transactions received after 7 days will be considered expired and may be settled manually outside the scheme at the discretion of AT with all management and processing costs passed to the operator.

Responsible	Requirement	Target
AT	Ensuring that transactions are processed.	95% of transactions successfully uploaded and processed prior to end of business day are processed in next available interbank settlement.
AT	Ensuring that transactions are settled.	95% of transactions processed prior to end of business day are processed in next available interbank settlement.
AT	Ensuring that settlement is according to the AIFS then current settlement rules.	100% of settlements according to the rules

14 Related Systems

There are two types of related systems associated directly with the operation of AIFS Equipment. These are:

- ***Systems that AIFS Equipment interfaces to directly; and***
- ***Systems the PTOs access in order to operate their business.***

14.1 Systems that AIFS Equipment Interfaces to Directly

This includes Devices and systems such as any real time passenger information system or vehicle management Devices. It also includes network and data connections.

Any interface with AT Devices must first be approved by AT, this may include bench top and field testing. Any costs required to be met in the course of approving any interface shall be met by the operator.

AT is not obliged to approve or develop any interface for any reason.

Access to AT IT systems is detailed under 11.6.

Any operator Device that interfaces with an AT Device or system must without exception remain free of faults at all times which may impede the reliability of AT Devices, fare calculation or diminish the customer experience in any way – this is particularly important with any operator Device that emits or receives a GPS or radio signal of any type.

Any operator Device that is believed by AT to interfere with AT Devices must be removed immediately a request is received from AT HOP Operations. However AT will work with operators to resolve issues prior to removal being sought.

14.2 Systems the PTOs Access in Order to Operate their Business

This includes operator systems that may interface both with an AT Device (i.e. Telematics) or Devices that run in a stand-alone mode i.e. radio telephones.

Any operator Device that interfaces with an AT Device or system must without exception remain free of faults at all times which may impede the reliability of AT Devices or diminish the customer experience in any way – this is particularly important with any operator Device that emits or receives a GPS or radio signal of any type. This clause applies not only to Devices with a direct interface but also those which are in proximity and operate independently.

Any operator Device that is believed by AT to interfere with AT Devices must be removed immediately a request is received from AT. However AT will work with operators to resolve issues prior to removal being sought.

14.3 Operators to Ensure PTO Device Installs do not Impede Operations of AT Devices

Operators are to ensure that any installation work carried out alongside AT Devices or networks does not “piggy back” power, data, air recirculation or any other connection, circuit,

power supply, Wi-Fi or network being used by an AT Device or system i.e. operators shall not take power supplies or utilise earthing connections already forming part of an AT Device or system.

There is no real or implied requirement for AT to provide bespoke interface solutions to operators Devices. If development is required to enable a PTO's Device to interface with an AIFS Device then approval must be sought before any installation proceeds and all costs shall be to the operators account. Such development and interface is at the complete discretion of AT.

14.4 PTO Access to AT IT Systems

PTOs will have secure access to the AT systems via the internet including:

- AT Enterprise Data Warehouse (EDW) – sales, patronage and services reporting
- CRM – customer complaint management
- RAPID – Real Time reporting
- Footprints – PTO Device fault reporting

Related Systems Responsibilities Table

Responsible	Requirement	KPI
PTO	Supplying all computing equipment and infrastructure required to access the internet.	At all required times
PTO	Ensuring AT supplied tools are operational on PTO computing infrastructure.	At all required times
PTO	Ensuring access to AT systems is conducted according to AT access requirements see Appendix B	At all required times
PTO	Ensuring that user lists are regularly reviewed to ensure that only current employees are given access	Monthly
PTO	Reporting all access issues to AT Contact Centre	As required
PTO	Ensuring any installation work in proximity to an AT Device or network is executed using best practice and fully independent of any AT Device or network	At all times
PTO	Ensure no modification or alteration of AIFS Equipment without AT's written consent or contrary to AT's instructions	At all times
PTO	Ensuring that systems or Devices used by the operator will at no time interfere with AT Devices	At All Times

15 Reporting

Reporting is a fundamental requirement for ticketing systems. Reports are provided in both pre-defined standard formats as available in the report dashboard. In addition to reports, raw transactional data may be provided. However this level of bespoke ad-hoc reporting or access may incur a cost to the operator which would be assessed on a case by case basis.

Ad-hoc reports are those created uniquely using special reporting tools. Ad-hoc reporting will typically be performed using database query tools executing a bespoke request for data from the AT Enterprise Data Warehouse (EDW).

Standard reports and ad-hoc reports are delivered as requested by the user as a “pull” using the Business Objects reporting suite of tools for reports sourced from the AT Enterprise Data Warehouse (EDW). PTO’s may either use these reports or a raw data extract which can be provided which the Operator may create their own reports from within their own systems.

Raw data would be delivered automatically as a “push”.

The AIFS processes transactional data each night for data collected before the end of the operating day (currently 2:00 am). This data is further processed the following night to provide settlement and related financial data. Following each stage of processing, the processed data is passed to the AT Enterprise Data Warehouse (EDW) from where it can be accessed by AT and the PTOs.

15.1 Operator Report Dashboard

Reports are developed from time to time to meet changing operational requirements; below is a list of the reports currently available to PTOs and is subject to change based on future operational needs.

15.1.1 Bus Operator Standard Reports

Note – report suite is subject to change from time to time

- **Depot Operation Reports**
 - Maximum Load Report
 - Bus Upload and Communication Report
 - Transaction Upload Performance Report
 - Late Transaction Upload Performance by Vehicle Report

- **Operator Service Delivery Reports**
 - Schedule Adherence Any Stop
 - Schedule Adherence at First Stop
 - Actual vs. Schedule Travel Time
 - Master Schedule Report
 - Operator Fleet list Report
 - PT Operations Service Delivery Overview
 - Punctuality League Table
 - Punctuality Stats by Operator and Route
 - Schedule Adherence Graph

- Bus Punctuality Over Time by Operator Graph
- Capacity Usage by Trip Stops
- Capacity Usage by Stop Departure Time
- Capacity Usage Exceeding by Stop
- Boarding and Alighting by Route Dashboard
- Capacity (over and under usage) Table by Route by Day
- Capacity Table by Route by Day Range
- General Diagnostic – Capacity
- General Diagnostic – Feedback
- General Diagnostic – Patronage

- **Driver Reports**
 - Driver Transaction Detail Reports
 - Duty Summary Report
 - Duty by Driver Report
 - Failure to Tag Report
 - Reversals Report
 - Free Exit Report
 - Manual GPS Switch Off Report
 - Inactivity Report
 - Incorrect Trip Line Owner Report
 - Trip Time Mismatch (more than 30 min) Report
 - Staff Usage Report
 - BDC Exception Report

- **Settlement and Reconciliation Reports**
 - Daily General Settlement Report
 - Daily Product Settlement Report
 - Driver Shift Takings Report

- **Revenue and Patronage Reports**
 - Daily Revenue Report
 - Daily Comparison Report
 - Patronage and Revenue Report
 - Line Patronage and Revenue Report
 - Trip Analysis by Trip Report
 - Origin and Destination Zones by Product Report
 - Origin and Destination Zones Summary Report
 - Revenue Breakdown by Class Report
 - Revenue Breakdown by Value Report
 - Line Audit Summary Report
 - Trip Analysis by Line Report
 - Zone Boarding Analysis Report
 - Zone Exiting Analysis
 - Accounts Reconciliation Report
 - Revenue Protection Officer Activity Report
 - Multiple Days Revenue Report

- **External Reports**
 - Key Factor Report
 - Concessionary Fare Report
 - Concessionary Fare Report – SuperGold
- **CRM Reports**
 - Bus Operator Feedback Report
 - Operators Time to Close Report

15.1.2 Ferry Operator Standard Reports

- **Operational Reports**
 - AT HOP – Ferry Transactions by Transaction Date Report
 - AT HOP – Ferry Passenger Journeys by Concession Type – Transaction Date
 - AT HOP – Ferry Tag On / Off Summary – Transaction Date Report
- **Financial Reports**
 - AT HOP – Ferry Daily Settlement Report
 - AT HOP – Ferry Transaction Report by Msg Received Business Date Report
 - AT HOP – Ferry Tag On / Off Summary by Msg Received Business Date Report
 - AT HOP – Ferry Passenger Journeys by Concession Type – Msg Received Business Date Report

15.1.3 Rail Operator Reports

- The Rail Operator shall utilise access to the AT Data Warehouse and tailor its own internal and external reporting needs based on the raw data feed relating to all rail activities.

15.2 Core Reporting Responsibilities Matrix

Responsible	Requirement	Target
AT	Deliver scheduled (“push”) raw data	95% delivered by next business day
AT	Processed transactional data available in the AT Enterprise Data Warehouse (EDW)	95% delivered by next business day
AT	Processed financial data available in the AT Enterprise Data Warehouse (EDW)	95% delivered by next business day
AT	Accuracy and completeness of data in standard reports	95% delivered by next business day

Responsible	Requirement	Target
AT	AT Enterprise Data Warehouse (EDW)	99.9% available, between Monday – Friday 8:30 a.m. NZDT – 5:00 p.m. NZDT
AT	Provision of training in all reporting tools provided by AT for standard reporting	At all required times
AT	Ensure privacy of data between PTOs such that one PTO cannot view or download data relevant to another PTO.	At all required times

16 Records Management

Records management applies to all records maintained in relation to AIFS. This includes hardcopy and softcopy information as well as AIFS and any associated databases.

Access to records will be by authorised persons only. Access to hardcopy record will be controlled via physical means and access to softcopy information and databases will be controlled via appropriate security and access controls.

At least 13 months of data, from the AT Enterprise Data Warehouse (EDW), will be available on-line and periods prior to that will be available off-line. This allows ready comparisons of year on year information with longer time lines available off-line. PTOs may submit a request to AT if they require access to data outside the 13 month period.

Responsible	Requirement	KPI
AT	Ensure that at least 13 month's electronic records and data will be available on-line to PTOs.	At all required times
AT	Ensure that electronic records and data older than 13 months will be available off-line to PTOs.	At all required times
PTO	Ensure that only those people with authorised access to AIFS and any associated databases use that access. That is, PTO must prevent unauthorised access to the extent of their operations.	At all required times

17 AIFS Equipment

17.1 AIFS Certification

All Devices and interfaces used within the AIFS scheme must be certified by NZTTL / NZTA for such use in accordance with NITIS requirements.

All AIFS Devices are certified and compliant to NITIS version 1.2. Any changes made to the Devices or solution will at all times remain NITIS compliant.

All compliance will be managed by AT.

Responsible	Requirement	KPI
AT	Obtain NITIS Certification for all AIFS equipment prior to its use within the AIFS scheme	At all required times

17.2 AT HOP Depot Solution

Within each bus depot there shall be an AT supplied depot solution comprising but not limited to a main server rack, hardware and WLAN network including access points.

The Operator shall work with AT to provide a suitable and secure location for the rack including a dedicated power circuit from the main board and labelled AT HOP server. No other devices are to be powered from this circuit.

The Operator shall work with AT to ensure the WLAN network and access points are installed in optimal locations for best possible results based on the depots daily operations approach and bus movements supplied by the Operator.

The entire solution shall be designed, supplied and installed by AT with each depot solution being a bespoke configuration to suit the variables within each depot environment.

The depot solution shall be paid for in full by the operator based on the terms and conditions negotiated between AT and the Operator.

17.3 Supply, Installation and storage of AT Ticketing Devices

Contracted PT services in Auckland are provided with the oversight of AT. The services themselves are provided via contract arrangements between AT and the Operators. For the avoidance of doubt, all Contracted PT services in Auckland are part of the AIFS scheme to the exclusion of all other schemes.

For the avoidance of doubt AT's responsibilities include:

- Sourcing of Devices including Smartcards;
- Installation of off board Devices;
- Installation of on board Devices
- Installation of any other AIFS Device, infrastructure or related network solution;

- Storage of Devices in a secure environment (excluding depot spares);
- Management of the Device lifecycle;
- Distribution of Devices to all nominated AIFS locations and other locations as required;
- Management of Device inventory at all nominated AIFS locations and other locations as required; and
- Destruction of Devices returned to AT.

17.3.1 Pre-wire of Buses

Subject to the written approval on a case by case basis by AT, an operator may organise the prewire of a bus themselves. However certain non-negotiable conditions apply;

- Without exception this only applies to new buses in build and the wiring loom is installed by the bus builder not the operator.
- The loom shall be provided by AT and paid for by the operator.
- Loom installation must follow the guidelines provided by ATs contracted installation representative.
- AT may require that an install contractor's representative visit the factory where the bus is in build and oversee the loom install. This will be at the operator's expense irrespective of where the bus is in build.
- Operators are required to notify AT of new bus builds a minimum of 6 weeks in advance of the intended use date and collaborate with AT to ensure adequate time is available to coordinate the install design with the manufacturer, visit the production line and provide a loom. This requirement is extremely critical for bus types that AT or the installer have not specified previously.
- Any bus that is not wired by the AT install contractor shall be subject to a formal inspection and sign off by AT's install contractor or AT before and Device is installed and commissioned. This shall be at the operator's expense.
- AT reserves the right to reject any prewire if it believes the install of ticketing Devices may incur damage to those Devices or if it believes workmanship is not of an acceptable standard.
- Any existing bus already in New Zealand shall be wired by the AT install contractor as required, without exception.
- All prewire costs are applied to the operators account.
- Once complete and paid for in full the prewire, including changes to switch boards and all cabling, becomes the property of the operator. When a bus is decommissioned AT removes the Devices only and no part of the prewire is removed from the vehicle.
- If a bus requires a Switch Mode Power Supply (SMPS), Uninterrupted Power Supply (UPS) or any other form of power conditioner or power converter then all costs for that Device and installation shall be applied to the operators account, any such Device shall be procured and installed by AT or their installation contractor. Any requirement for such a Device shall be determined by AT and any costs will be over and above the standard Pre Wire/Device Install price.

Responsible	Requirement	KPI
AT	Manage the AIFS Equipment	At all required times
PTO	Operate equipment according to all instructions and manuals.	At all required times
PTO	Notify AT of equipment failures or defects	Within 60 minutes of swap-out occurring for bus and as observed for fixed Devices.
PTO	Secure storage of spare Devices allocated to the PTO	At all times

17.4 Operation of Ticketing Devices

AIFS equipment is designed to provide public transport ticketing on all public transport services in Auckland.

Responsible	Requirement	KPI
PTO	Operate the AIFS according to all instructions and manuals	At all required times
AT	Operate the AIFS according to all instructions and manuals including the data communications network and business continuity arrangements.	At all required times
PTO	Ensure that faults with the operation of AIFS Equipment are notified to AT	100% of faults notified within 60 mins of observation/reporting of the fault
PTO	All installed AIFS equipment must be operational	According to the performance requirements outlined throughout section 18
PTO	Any installed non-AIFS equipment must not be operational on contracted PT services	At all required times

17.5 Maintenance

17.5.1 Introduction

AT and their respective ticketing contractors and/or subcontractors are responsible for the maintenance of all AIFS Equipment supplied. Operators are responsible for the initial diagnosis of all AT supplied AIFS Equipment on buses, with the exception of AVL maintenance which managed by AT, or one of their contractors.

Operators will be responsible for swap out of any faulty AT supplied bus AIFS Equipment (except AVL equipment). If the swap out of the faulty AIFS Equipment is successful the faulty equipment will be returned to Thales directly for repair. If the swap out of AIFS Equipment is not successful the Operator needs to notify AT. AT or one of their contractors will inspect the vehicle to determine the best approach to resolve the issue.

The AT Ticketing Contractor (Thales), acting as AT’s agent, will be responsible for the maintenance of all AIFS Equipment and associated licenses with the exception of cleaning bus devices which is the responsibility of the Operator. Maintenance of bus devices is currently managed by a third party supplier contracted to Auckland Transport.

Maintenance performed by AT, or one of their contractors, will include repair, storage, distribution and replacement of equipment. It does not include the swap out of on bus AIFS Equipment at depot level which will be carried out by the Operator.

17.5.2 Levels of Maintenance

Maintenance of equipment related to AIFS has different management according to the owner of the equipment and the type of maintenance being provided. There are five levels of maintenance considered:

- Cleaning;
- Preventative Maintenance;
- Level 1- initial and on-going troubleshooting to the level of swap out, and enclosure replacement either of complete Device or module depending upon the Device;
- Level 2 - providing maintenance service and support for Devices requiring off site repair and /or replacement; and
- Level 3 - Providing warranty service and replacement for Devices and AIFS Equipment unable to be repaired.

Preventative maintenance includes:

- Regular scheduled maintenance, including inspection, adjustment, diagnosis, analysis, re-calibration and servicing of Devices to minimise need for corrective maintenance;
- Lubrication, testing, sealing, replacement and replenishment of parts in all Devices; and
- Replenish all consumables and expendables for Devices as required except for TOT, BDC and VRD.

Cleaning includes:

- Regular cleaning; and
- Removal of graffiti.

PTOs are responsible for the cleaning of all AIFS equipment installed within locations of their responsibility. E.g. for Bus, this means on board buses and at depots; for ferry this means on board ferries, handheld Device, booking offices and at wharves; etc.

17.5.3 AT Supplied AIFS Equipment

Responsible	Requirement	KPI
PTO	All cleaning	At all required times
PTO	Supply of all consumables associated with cleaning	At all required times
PTO	Provide adequate and appropriate storage of AIFS Equipment	At all times

Responsible	Requirement	KPI
AT	Validity of all licenses	At all required times
AT	Management of maintenance facilities, staff and equipment	At all required times
AT	All preventative maintenance	At all required times
AT	Supply of all consumables associated with preventative maintenance	At all required times
AT	All Level 1 maintenance	At all required times
PTO	Maintain service records and reports for AIFS Equipment. These records must be supplied to Thales with returned faulty equipment.	At all required times
PTO	Return faulty AIFS Equipment requiring Level 2 or Level 3 maintenance to Thales within 1 week of failure.	Return faulty AIFS Equipment within 1 week of failure
AT	All Level 2 maintenance	At all required times
AT	All Level 3 maintenance	At all required times

17.6 Performance

AT is responsible for the performance of AIFS equipment.

In order for AT to assure itself that ticketing is ready and consistently available on all public transport across Auckland, AT will need to keep records to demonstrate that their AIFS Equipment is operating to specified performance levels.

Responsible	Requirement	Target
AT	AIFS Equipment will meet the reliability performance measures as per the mean time between failure schedule and lifecycle of Device	At all required times
AT	AIFS Equipment will meet the functional performance measures.	At all required times
AT /PTO	Maintain accurate records of AIFS Equipment reliability performance for reporting to Thales	At all required times

The customer facing equipment such as the BDC and FPD will be subject to reliability measures. The 'Reliability' of a Device is determined based on failures of the Device. A piece of AIFS Equipment is considered to have failed if any aspect of its functionality or operation has stopped operating with the exception of failures caused by a third party or user error.

That is, AIFS Equipment that is not fully operational is deemed failed and there is no concept of a “partial” failure (except for exclusions listed above).

17.7 Vandalism or Accidental Damage of Equipment

From time to time, it is anticipated that AIFS equipment may be subject to varying degrees of vandalism and wilful abuse. Vandalism may occur as a result of actions taken by PTO staff, AT staff and members of the general public.

Vandalism or accidental damage may be defined as an event where an operator or its representative interferes with or accidentally damages an AT Device during scheduled maintenance or during a repair or installation of a vehicle, vessel or associated structure i.e. an operators office environment or premises.

Vandalism and repair costs associated with accidental damage costs include equipment repair or replacement including all time and materials to install and “make good”.

If an operator runs a service and is unable to collect a fare because of vandalism or accidental damage event then AT may seek financial compensation by calculation of average revenue for that trip on a similar operating day as a genuine pre-estimate of loss incurred.

Responsible	Requirement	KPI
PTO and RO	All costs for on vehicle, in depot and in third party RO all types of vandalism.	At all required times
AT	All costs for off vehicle and public accessible locations for minor vandalism (Thales maintenance).	At all required times
AT	All costs for off vehicle and public accessible locations for major vandalism.	At all required times
AT	All costs for all types of vandalism at customer service centres.	At all required times

17.8 Training

It is essential that all people using AT equipment are trained in using the equipment in the correct manner, this applies to both PTO and AT staff.

Responsible	Requirement	KPI
PTO	Train their own staff in the operation of the AIFS Equipment at the PTO’s cost.	At all required times
AT	Providing initial train-the-trainer training to all PTOs in the operation of AIFS Equipment supplied to the PTO and AT IT systems accessed via the internet at AT’s cost.	At all required times

17.9 Service Variation

The parties understand and agree that this BOM is an operational document subject to change as the AIFS solution evolves through operation. The parties acknowledge that it is not intended to apply the formal variation process for every variation to the BOM but that a written record will be maintained for each such variation which is not subject to the formal variation process set out in the PSA or PTOM Partnering Agreement. Any such variation will be contractually binding on the parties in accordance with the terms of such written record.

If AT and the PTO are unable to agree whether or not the formal variation process should be applied to a proposed variation to the PT services within 10 business days of the request for variation, then the formal variation process set out in the PSA or PTOM Partnering Agreement will be applied to any such proposed variation.

However, some matters are reserved for change at the sole discretion of AT and these are identified as such throughout the BOM, in these instances the change process in the PSA or PTOM Partnering Agreement will not apply.

17.10 Testing of Change

Either AT, NZTTL, NZTA or a PTO may be responsible for initiating a change to AIFS. There are two types of changes applicable during the operation phase of the lifecycle, operational changes and non-operational changes.

Operational changes include changes to the EOD including sets of ticket types, customer types, topology data and fare values. Operational changes also include relocation of equipment such as from one vehicle to another, adding or deleting a vehicle, adding or deleting a depot.

Non-operational changes that impact the ticketing system and the PTO will be made via a contract variation process. All changes will be subject to price agreement prior to being developed. AT has responsibility for ensuring that proposed non-operational changes are tested and approved.

All changes to the system either operational or non-operational will be tested in an integrated test facility provided by AT's ticketing contractor Thales. The Integrated Test Facility (ITF) will have sufficient equipment to allow completed verification of all changes prior to release. The integrated test facility will be subject to the same guidelines as all other equipment.

AT and its ticketing contractor Thales have established a formal process to control the implementation of new or changed software and hardware to the operational AIFS system. The operational AIFS system is typically known as the production environment. The process is commonly known as a release process. Integral to the release process will be the approval by AT of all changes prior to their release to the production environment.

Responsible	Requirement	KPI
AT	Ensuring that proposed operational changes are tested and approved in collaboration with relevant PTOs and their third party suppliers.	At all required times

Responsible	Requirement	KPI
AT	Ensuring that proposed non-operational changes are tested and approved in collaboration with relevant PTOs and their third party suppliers.	At all required times
AT	Ensuring that all changes impacting AIFS Equipment are NITIS Certified and AIFS compliant.	At all required times
AT	All reasonable costs and time associated with any non-operational changes to equipment which has been supplied by AT.	At all required times
PTO	All costs associated with making vehicles available for any operational change to equipment which has been supplied by AT.	At all required times

17.11 Surplus Equipment

Surplus equipment may arise from time to time typically as a result of down-sizing the number of buses or depots.

Responsible	Requirement	KPI
AT	All costs and time associated with secure removal and disposal of any AIFS Equipment which has been supplied by AT.	At all required times
PTO	Notify AT of all surplus, redundant, destroyed or otherwise obsolete AIFS Equipment	100% of equipment removed from AIFS scheme notified to AT with 24 hours of the equipment becoming surplus
PTO	All costs associated with making vehicles available to enable the secure removal or disposal of any AIFS equipment which is considered surplus, redundant, destroyed or otherwise obsolete.	At all required time.

If an operator deems that some bus equipment is surplus to their requirements they shall:

1. Inform AT in writing giving at least 90 days' notice that such equipment will become surplus.
2. AT will determine what the lease settlement amount shall be (if any) acting reasonably.
3. The operator will at its cost make available its vehicles at its Auckland depot for removal of the Bus Solution by AT (or a contractor of AT). The Operator will use its best endeavours to ensure the Bus Solution is in the same order and condition (fair wear and tear excepted) as at the lease commencement date.
4. In the instance where the equipment becomes surplus as a result of expiry of a services agreement or the term of the equipment lease the redelivery process as

defined in the lease agreement or lease schedule attached to the amending agreement shall be applicable.

17.12 Operators Fleet Management Obligations Specific to Ticketing Equipment

17.12.1 Connection to Central Solution

All buses shall connect to the central solution via depot Wi-Fi before commencing their first service each day. This does not preclude buses being taken home or parked outside the depot by drivers at the end of the previous shift however it does mean the vehicle must return to the depot prior to commencing services each operational day in order to collect the latest action lists and EOD etc.

There will not be an option for buses to connect via drivers home internet connection or any other connection aside from the network supplied and installed by AT at the operators depot/depots. This requirement ensures all action lists and card top ups are processed efficiently, security is robust and a consistent customer experience is maintained across all operators.

Buses need not connect to their home depot to transfer files but they must connect at a depot which is specific to that operator. Some operators with large fleets may need to assign buses to specific home depots – AT will advise if this is required or not.

In terms of the requirement to up load files at the end of shift – all buses must connect and successfully complete file upload no less than 24 hours following the end of the last service pattern run.

17.12.2 Fleet Tracking

The operator must fit all vehicles with GPS AVL equipment as required under the Service Contract and have processes in place to track the status of all buses at all times – specifically if there is an unforeseen event and AT needs to locate any bus or all buses in the fleet an operator must within 60 minutes be able to provide a list of buses and spare Devices that are;

- On the road running services
- In depot workshops
- At third party workshops or other locations.
- Buses that drivers have taken home – these buses must be accessible to AT staff at any time.
- Buses locked in paint bays etc. which may not be visible during a normal depot inspection i.e. if the bus needed to be located after hours.
- Or any other bus not covered above that provided any contracted services
- Where an operator has multiple depots and buses are shared between locations then the operator must be able to provide a list of what depot locations buses will go to and its ETA to the depot once they finish their shift.

- **No AT Ticketing equipment is to leave Auckland without prior approval from AT.**

17.12.3 Operators to Make Fleet Available

Operators will make their fleet and WLAN systems available within 60 minutes of an AT request (or its installation contractor or Device supplier) if in the case of some unforeseen event where AT is required to access, investigate or remedy any Device at any time of day.

Operators are to reasonably aid and assist in the timely rectification or remedy.

17.12.4 Buses on Charter or Off Site

Buses on charter or leaving the Auckland area for any reason for more than 24 hours must have BDCs removed and a BDC baseplate cover installed (supplied by AT HOP Operations). The operator must update the AT HOP helpdesk with details of the swap out and also its re-installation without exception.

A bus going off site – for example into a third party workshop for more than 24 hours must also have its BDC removed and a BDC base cover installed – if the bus is having significant work carried out or the environment is likely to be dusty etc. then the BDC base may also require removal (only to be carried out by AT or AT's Device installation contractor).

17.12.4.1 Single Point of Contact

In any instance where there is a technical or customer facing go live event, an issue or event requiring access to the operator's fleet and depot or where AT trigger the fleet availability requirement for any reason, operators are to have an authorised single point of contact on site within 90 minutes of receipt of the notification.

17.13 Procurement of New Ticketing Equipment

The lead times to manufacture new AIFS Equipment such as Devices may be up to 10 months. Therefore AT has a requirement to proactively work with operators to accurately forecast Device requirements up to 12 months in advance.

Where there is a requirement for new devices driven by AT such as new services or an expanding network the onus is on AT to ensure device availability matches these aspirations, in these instances the affected PTOs are required to proactively work with AT in regard to fleet planning.

Where there is a requirement for new devices due to an operators fleet growth or a growth in staff resourcing then the onus is on the operator to ensure AT are notified so that Devices may be procured in a timely manner.

AT will take no responsibility for a short fall in Devices where an operator has failed to provide regular timely updates for their requirements.

18 Revenue Protection

18.1 General

Revenue protection covers the activities for ensuring that people travelling on public transport have paid the appropriate fare to travel.

Revenue protection will be undertaken by Revenue Protection Officers (RPOs), where employed by PTOs using a handheld device to check smartcards. A record of the checking of smartcards and other tickets will be produced in order to provide reporting as to the extent of checking performed. Officers will use visual inspection to determine the validity of paper tickets.

Enforcement Officers (EOs) have authority to inspect tickets and issue infringement notices and are employed by AT whereas Revenue Protection Officers (RPOs) have authority to inspect tickets, sell tickets and sell transition (penalty) fares but no authority to issue infringement notices and are employed by PTOs.

Responsible	Requirement	KPI
AT	Policy associated with revenue protection	At all required times
AT	Cooperate with PTOs to implement and manage revenue protection in accordance with the policy	To Be Determined
PTO	Cooperate with AT to implement and manage revenue protection in accordance with the policy	To Be Determined

18.2 Enforcement Officers

Enforcement Officers (EOs) are the staff employed by AT to implement revenue protection only, they have no other operational functions other than revenue protection. EO's may be stationed at particular locations or may travel on all modes to execute their responsibilities. Passengers must only travel with a valid ticket, which includes that any passenger travelling with a concession ticket must also travel with their corresponding concession entitlement.

Responsible	Requirement	KPI
AT	Employ, train and otherwise manage EO staff	Sufficient staff to effectively and efficiently apply revenue protection
AT	Board buses, ferries and trains for the purposes of conducting revenue protection activities	At all required times
AT	Obtain from vehicle drivers information necessary to conduct revenue protection activities, including Route number, Driver ID information, HOP equipment information	At all required times
AT	Check status of AIFS devices and services on the vehicles and at fixed locations.	At all required times

Responsible	Requirement	KPI
AT	Check driver or operator compliance with correct AIFS sales and HOP card load activities.	At all required times
AT	Check passengers' tickets to ensure that they are travelling with a valid ticket	At all required times
AT	Issue Infringement Notices as appropriate to passengers who are travelling without a valid ticket	At all required times

18.3 Bus

Revenue protection on buses is undertaken by both the operating PTO and AT officers. PTO operations staff may be authorised as Revenue Protection Officers. PTO's will employ staff specifically as Revenue Protection Officers.

Responsible	Requirement	KPI
PTO (Bus)	Allow AT EOs to conduct revenue protection on board buses and at depots	At all required times
PTO (Bus)	<u>Make all reasonable endeavours to ensure compliance by passengers using the HOP fare system</u>	At all required times A service payment adjustment may be made by AT if ticket inspections show that more than 10% passengers on a Bus Operator's services are detected as not having valid tickets for their journey. The service payment adjustment shall be 5 times the value of the revenue lost as calculated by AT.
AT	Supply HHDCs to enable bus PTO staff authorised as RPOs to conduct checks on fare payment by passengers.	At all required times
PTO (Bus)	Provide to RPOs as requested vehicle driver information necessary to conduct revenue protection activities, including Route number, Driver ID information, HOP equipment information	At all required times
PTO (Bus)	Ensure that passengers who have not paid a correct fare for the journey purchase a ticket for the journey being made.	At all required times
PTO (Bus)	Employ, train and otherwise manage operations staff authorised as RPOs staff	Ensure there is sufficient staff to effectively and efficiently apply revenue protection

18.4 Ferry

Revenue protection on ferries and at wharves is undertaken by both the operating PTO and AT enforcement officers. PTO operations staff may be authorised as Revenue Protection Officers. PTO's may employ staff specifically as authorised Revenue Protection Officers.

Responsible	Requirement	KPI
PTO (Ferry)	Allow AT EOs to conduct revenue protection on board ferries and at wharves	At all required times
PTO (Ferry)	Make all reasonable endeavours to ensure compliance by passengers using the HOP fare system	At all required times A service payment adjustment may be made by AT if ticket inspections show that more than 10% passengers on a Ferry Operator's services are detected as not having tagged on at a card reader at the start of their journeys or has not purchased a valid ticket
PTO (Ferry)	Conduct first level ticket inspections at wharves and on ferries	At all required times
AT	Supply HHDCs to enable ferry PTO staff authorised as RPOs to conduct checks on fare payment by passengers.	At all required times
PTO (Ferry)	Provide to RPOs as requested information necessary to conduct revenue protection activities, including, Trip number	At all required times
PTO (Ferry)	Ensure that passengers who have not paid a correct fare for the journey purchase a ticket for the journey being made	At all required times
PTO (Ferry)	Employ, train and otherwise manage operations staff authorised as RPO	Sufficient staff to effectively and efficiently apply revenue protection

18.5 Train

Revenue protection on trains and at stations is undertaken by both the operating PTO and AT officers. PTO operations staff may be authorised as Revenue Protection Officers. The PTO may employ staff specifically as authorised Revenue Protection Officers.

Responsible	Requirement	KPI
PTO (Train)	Employ, train and otherwise manage RPO specific staff	Sufficient staff to effectively and efficiently apply revenue protection
PTO (Train)	Make all reasonable endeavours to ensure compliance by passengers using the HOP fare system	At all required times A service payment adjustment may be made by AT if ticket inspections show that more than 10% passengers on a Train

Responsible	Requirement	KPI
		Operator's services are detected as not having tagged on at a card reader at the start of their journeys or has not purchased a valid ticket
PTO (Train)	Allow AT EOs to conduct revenue protection on board trains and at stations	At all required times
AT	Supply HHDCs to enable train PTO staff authorised as RPOs to conduct checks on fare payment by passengers.	At all required times
PTO (Train)	Inspect the tickets of all passengers entering and exiting station platforms via manually operated ticket inspection gates;	At all required times
PTO (Train)	Direct any passenger not in possession of a valid ticket to purchase a ticket from a VRD or staffed sales office at the station or sell them an on-board premium fare.	At all required times

19 Marketing and Communications

AT's primary objective is to make travel by public transport easier and simpler for people in Auckland through the use of one card that can be used across all public transport modes in the region.

The ongoing success of AT fares Policy in achieving these customer objectives is reliant on coordinated marketing and communications by AT and all PTOs. The PTOs' role in supporting and promoting AIFS is a critical component of satisfying the customer objectives.

Responsible	Requirement	KPI
PTO	Make all reasonable endeavours to: <ul style="list-style-type: none"> Support and positively represent the HOP system and AT Fares Policy; Participate as requested in HOP promotional activities 	At all required times
PTO	Ensure AT approved branding is applied within all ticketing environments (e.g. on buses or uniforms) as defined by AT	At all required times
PTO	Ensure AT approved branding is applied to all AIFS Compliant Equipment as defined by AT	At all required times

20 Operating Governance

There are a number of areas that need to be addressed as part of ongoing contract governance in relation to the AIFS. The present operating governance practices used for managing PTO contracts will need to be expanded to include topics relevant to AIFS. In particular, the following governance areas should include AIFS topics:

- Organisation and Contacts;
- Meetings and Reporting;
- Dispute Management;
- Equipment performance including reporting of actual equipment reliability
- Disengagement; and
- Audit.

Responsible	Requirement	KPI
AT	Include AIFS as a specific items in all governance activities with PTOs	At all required times

21 AT HOP Terms and Use

Scope: The terms of use (**Terms**) govern your possession and use of HOP smartcards (**AT HOP Cards**) issued by Auckland Transport (**we, us, our**) or our authorised agents (**Retail Agents**) as part of the Auckland integrated fare system (**System**). By purchasing, or using, an AT HOP Card you agree to be bound by these Terms.

Terms: All AT HOP Cards are issued subject to, and must be used in accordance with, these Terms. By purchasing or using an AT HOP Card, you accept all of these Terms.

Changes: We may (at any time and without prior notice to you) revise these Terms. Changes to the Terms will take effect immediately once they are published on our website www.ATHOP.co.nz (**Website**). By purchasing, or continuing to use, an AT HOP Card after we have published revised Terms, you agree to be bound by the revised Terms.

Appendix A. Revenue Flows

Figure 1 Rail Ticket Office and Customer Service Centre Revenue and Reconciliation Flows

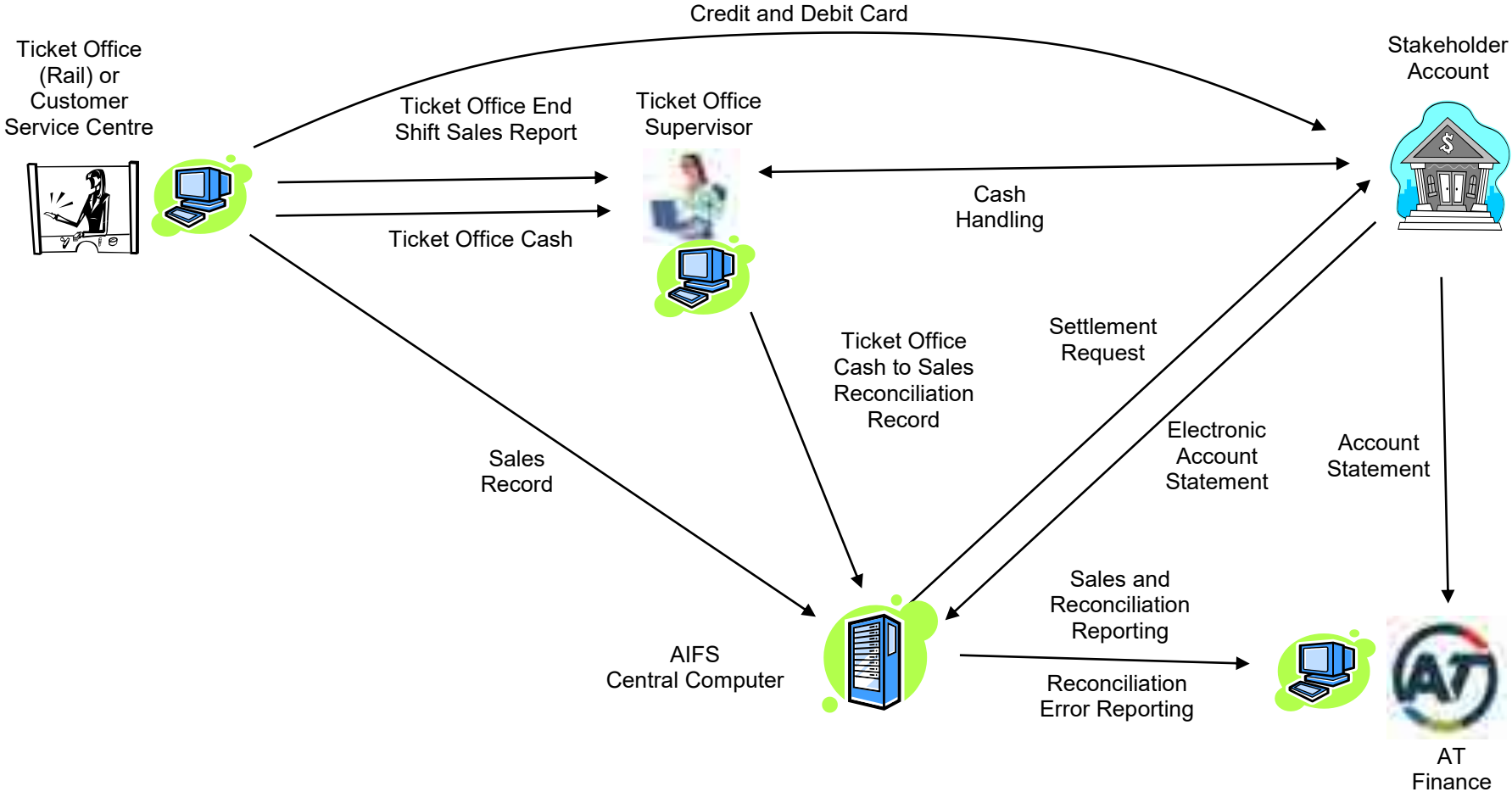


Figure 2 Ferry Ticket Office Revenue and Reconciliation Flows

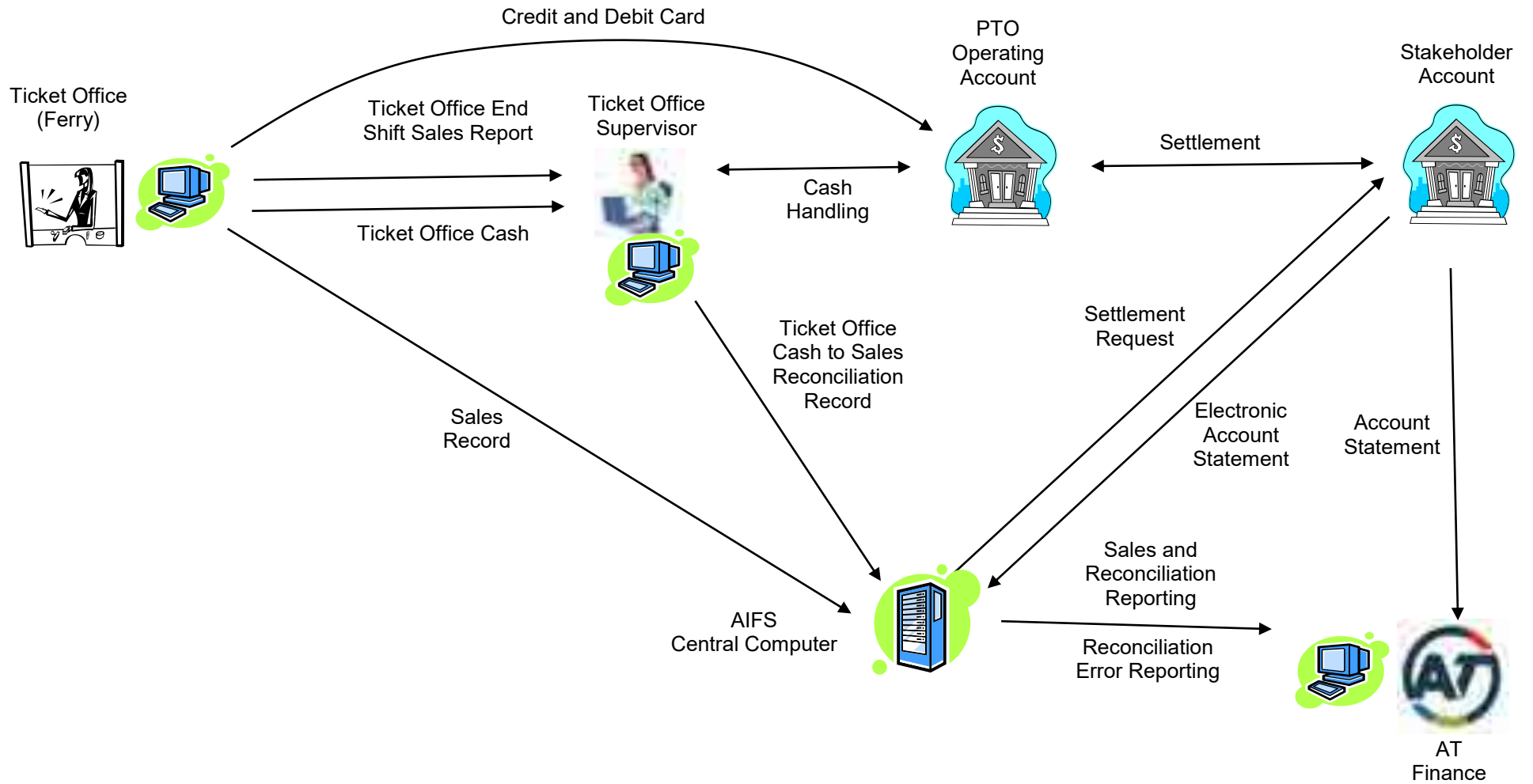


Figure 3 Vending and Reload Machine Revenue and Reconciliation Flows

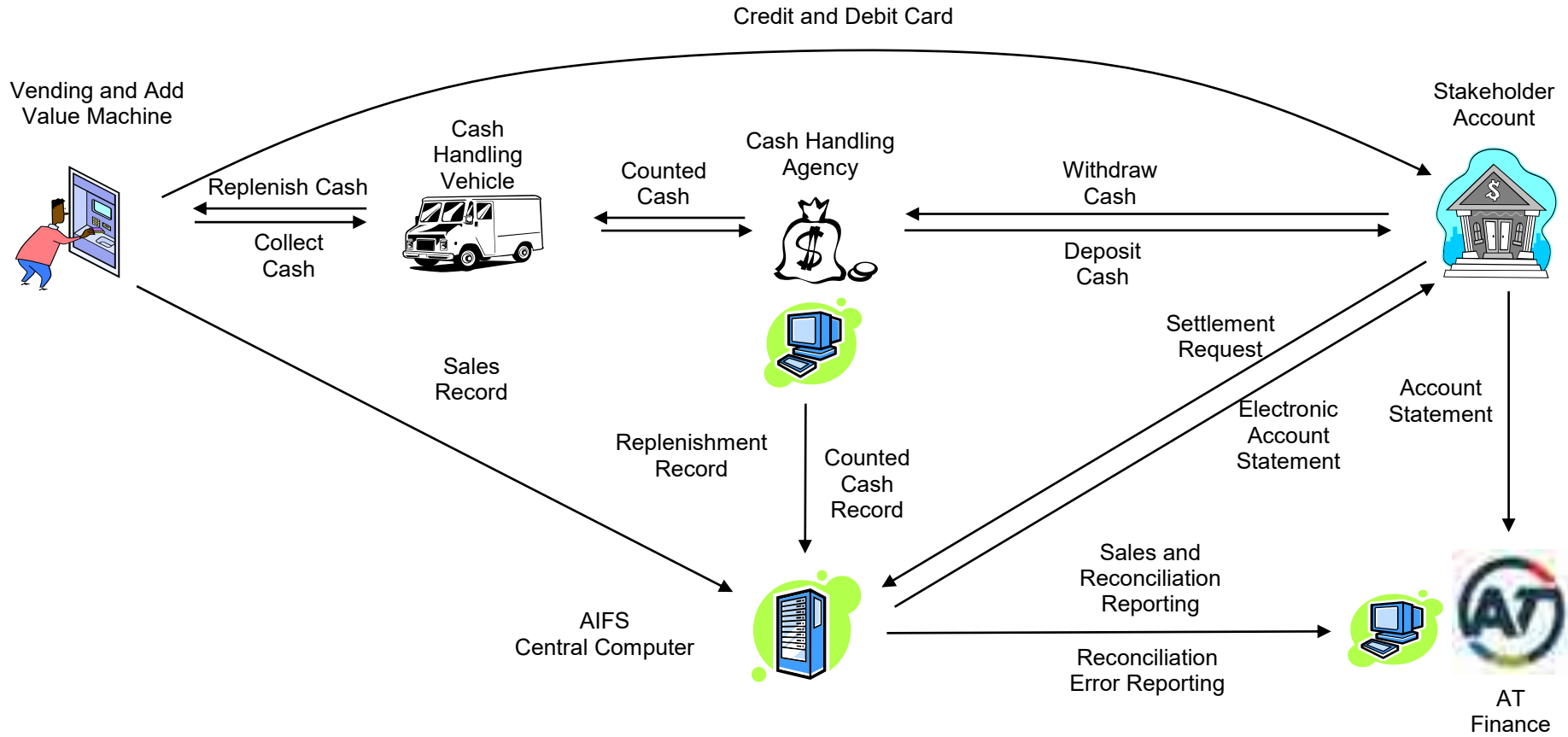


Figure 4 One-off Web Reload Revenue and Reconciliation Flows

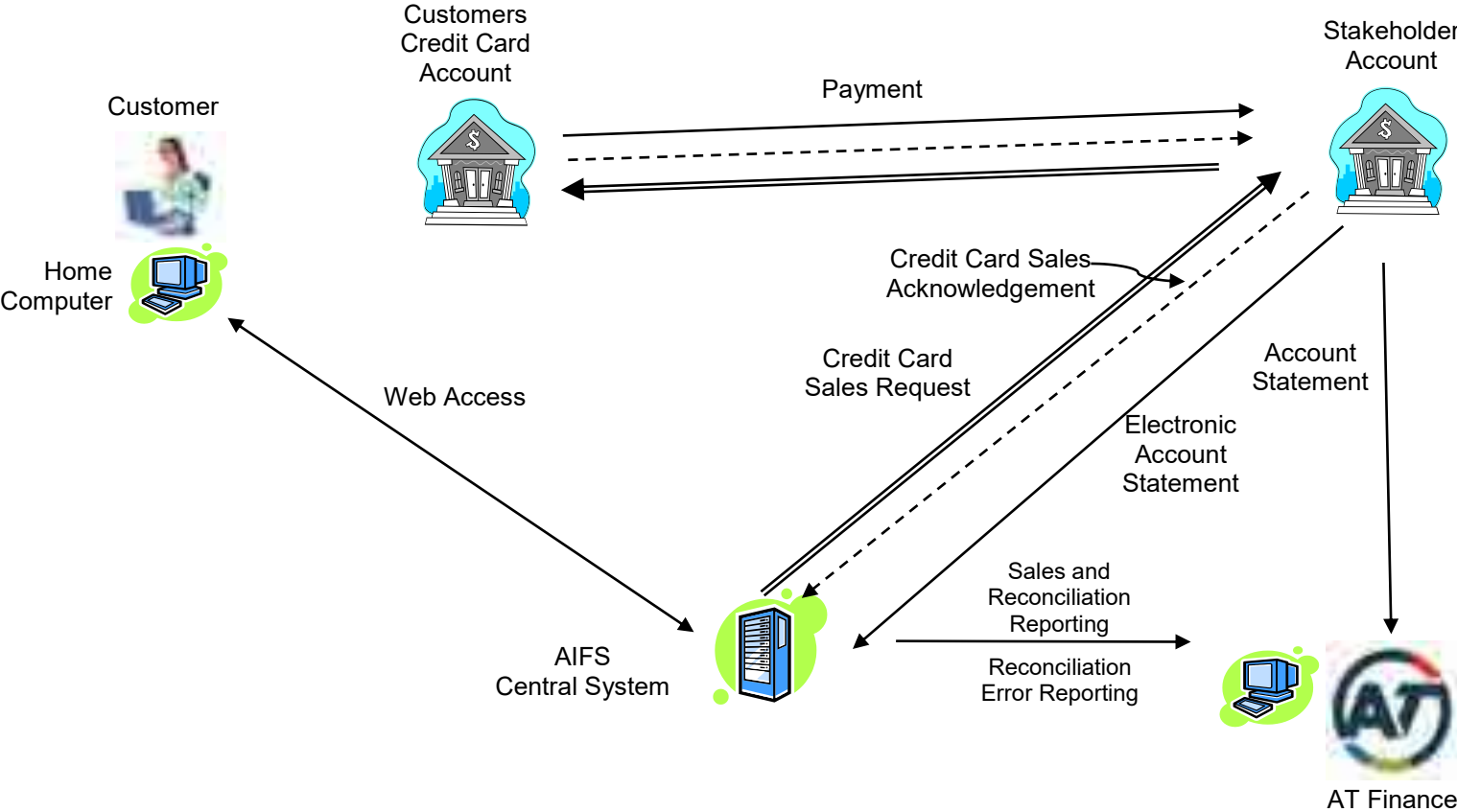
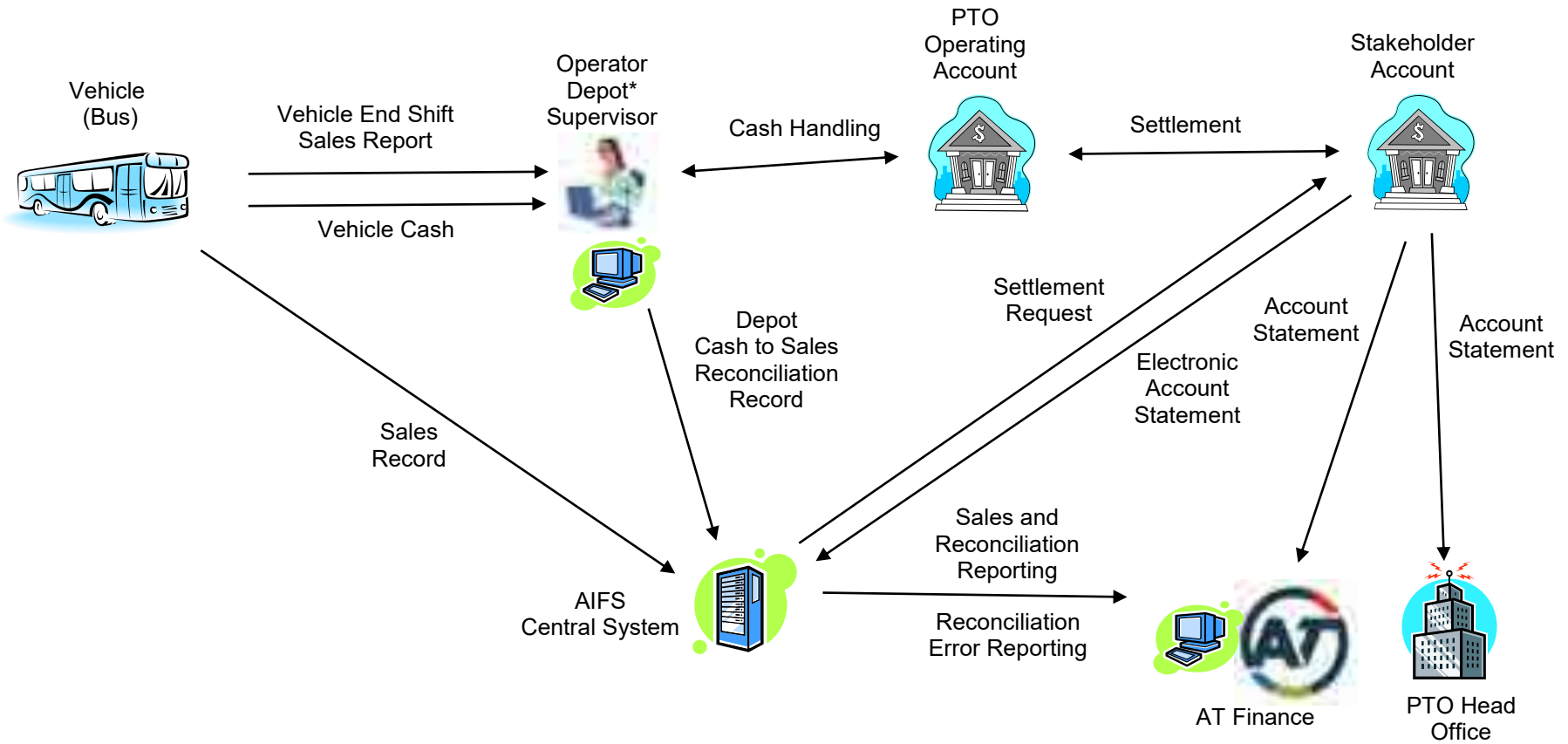


Figure 5 Vehicle Revenue and Reconciliation Flows



* Note small operators may only have one depot in which case the depot and head office will be one and the same.

Figure 6 Agent Reload Revenue and Reconciliation Flows

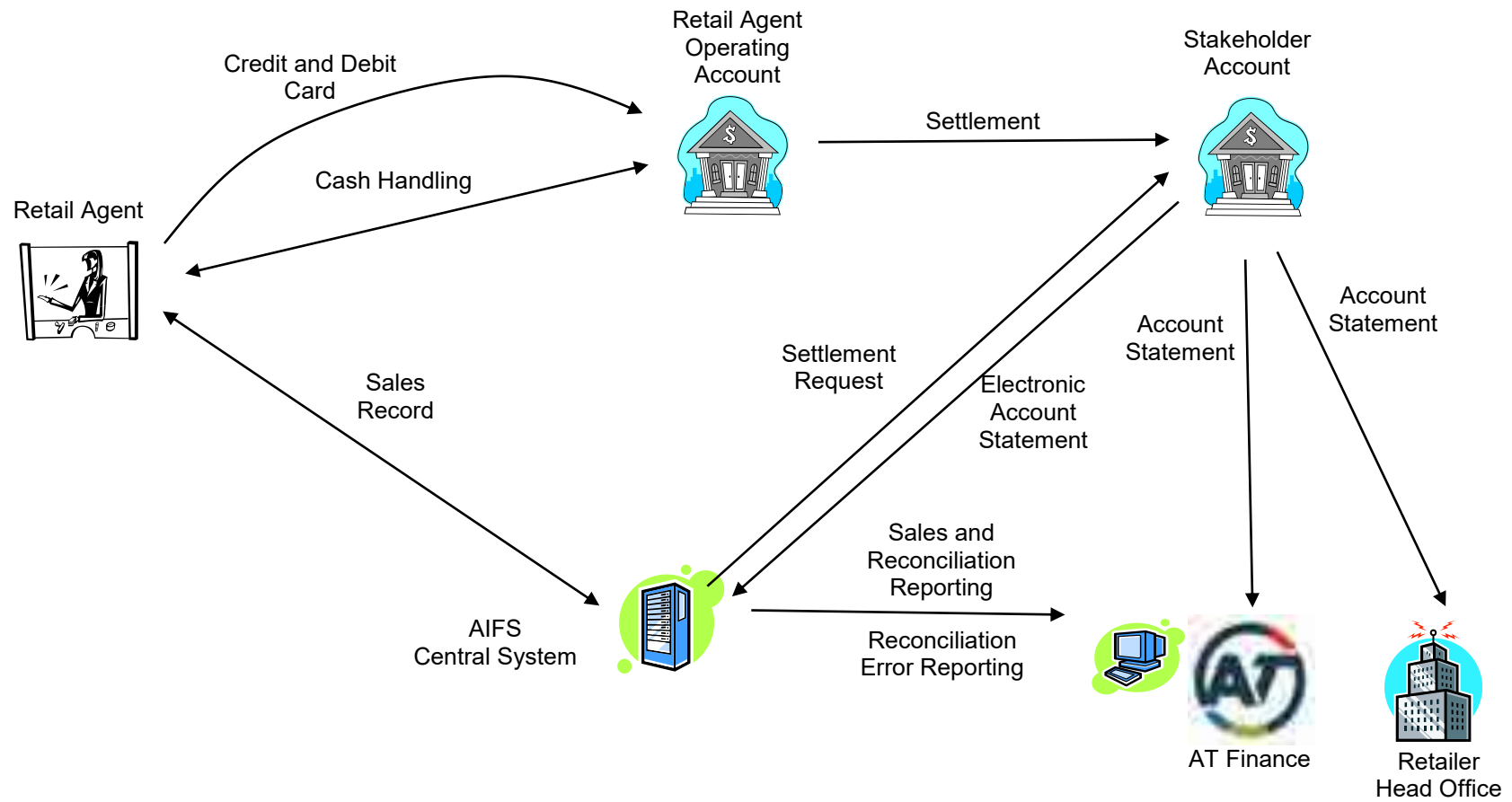
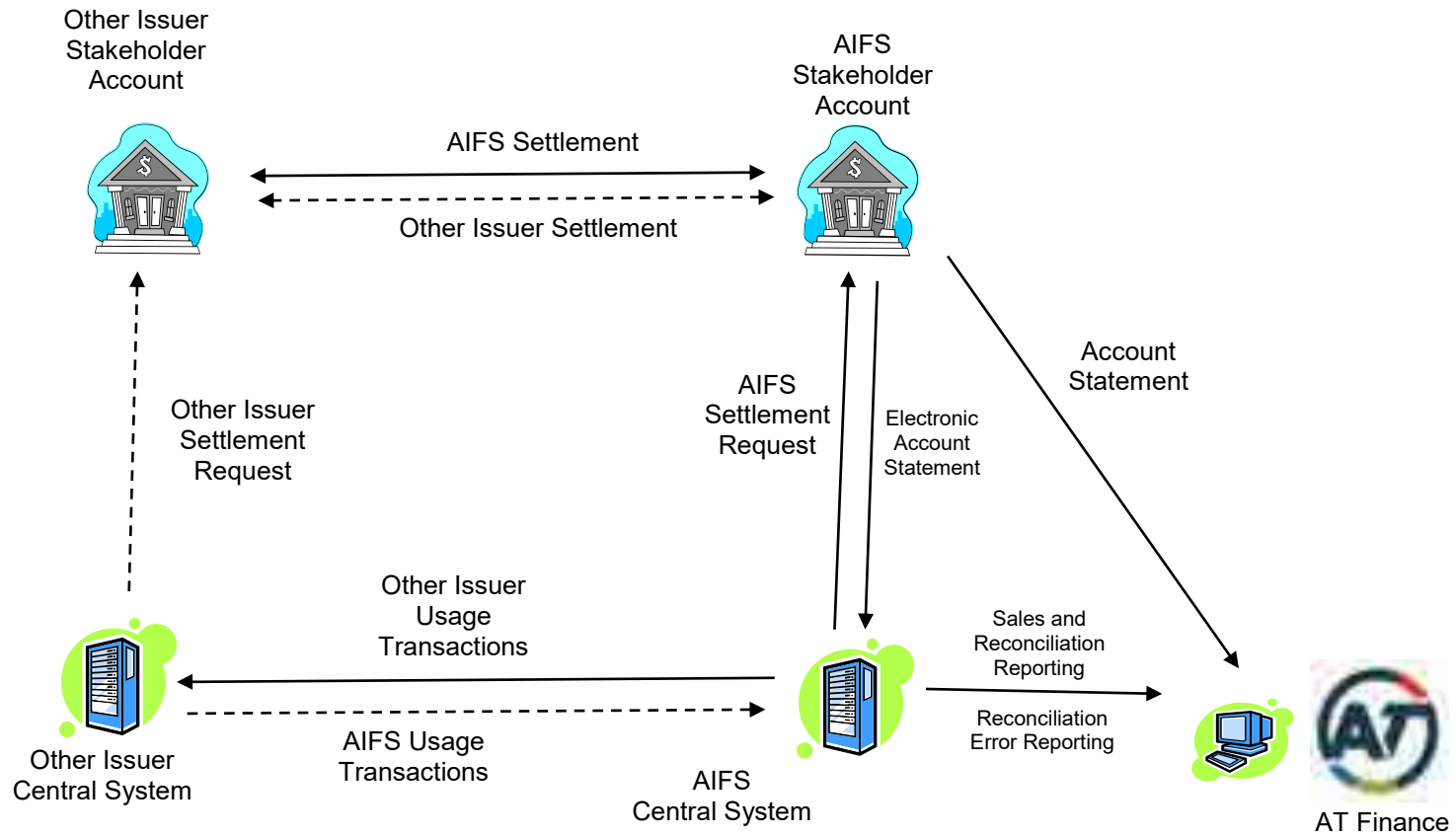
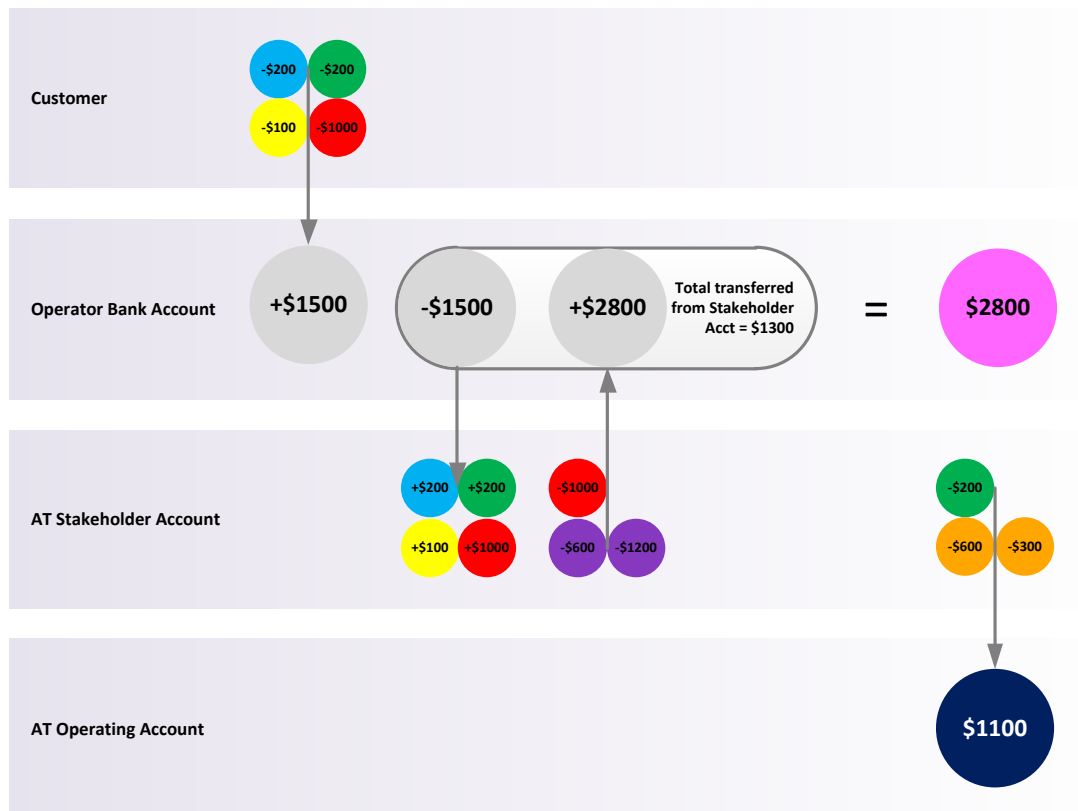
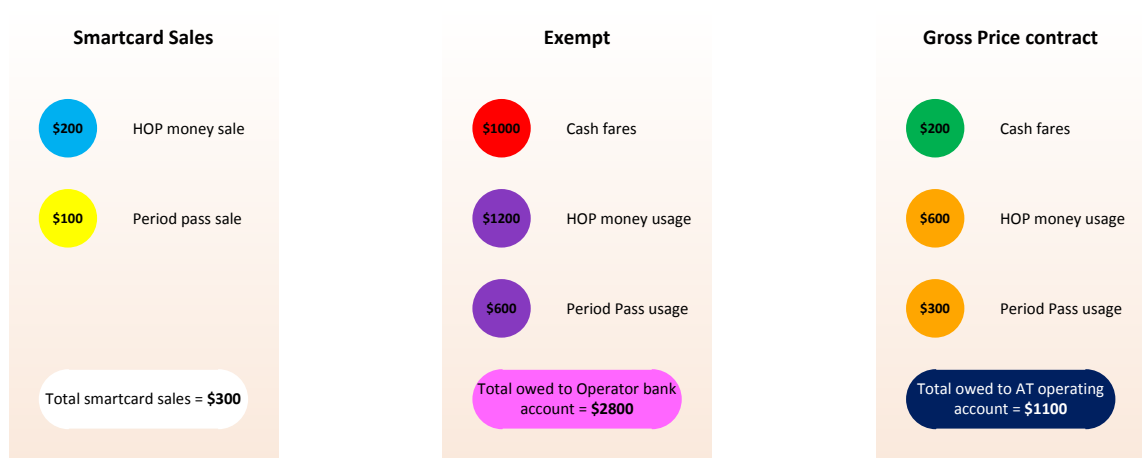


Figure 7 Other Issuer Settlement and Reconciliation Flows



Appendix A – Example of net funds transfer between parties



IT Access Policy

Policy Statement

It is essential for Auckland Transport (AT) to ensure that its IT systems are used in an appropriate manner, and that access to them is controlled to ensure that only those persons or organisations with appropriate authority can properly access them.

Policy Purpose

The purpose of the Access Policy is to manage and control access to AT systems, minimising the chances of harm, abuse or exploitation occurring, and ensuring compliance with legislation.

Policy

General

1. Confidential information must always be protected from unauthorised disclosure.
2. Visitors to AT premises must sign in at reception, wear identification ID, and be escorted whilst on AT premises.
3. Building access should be restricted by using keys, fobs or magnetic cards.
4. Only authorised staff are allowed to remove computer equipment from AT premises.
5. Damaging, altering, or disrupting the operations of the computer systems and networks owned or managed by AT is not permitted.
6. AT will manage software licenses to ensure the number of licenses purchased and used is appropriate,

and to prevent unauthorised software from being used.

Passwords and IDs

7. Written approval is required from an authorised manager before IT staff can add new users to the systems and grant privileges.
8. IT and Business Systems will implement password security restrictions.
9. Users are only permitted to access information, applications and systems that they have been allocated access rights to.
10. Access privileges to sensitive systems, networks and information must be promptly reviewed at the time a user leaves to provide services to AT.
11. After three (3) unsuccessful log-in attempts user access will be automatically disabled.
12. All user management maintenance tasks carried out by IT staff must be logged and reported monthly.
13. Specific access privileged user IDs must be strictly limited, and issued on a "need to know" basis, approved by Senior IT Management.
14. AT may revoke the privileges of any user at any time at part of the necessary process.

Networks

15. Network connections must be configured to securely authenticate users.

External Business

- 16. Before conducting business on business activities over the internet, the identity and trustworthiness of the individuals or the organisation must be confirmed.
- 17. When using computer systems or when conducting business on behalf of AT, staff must not deliberately compromise themselves.
- 18. Approval must be obtained to endorse or establish business processes using the internet.
- 19. Business transacted online must comply with the provisions of the Electronic Transactions Act 2002, as well as AT's Financial Delegations Authority Policy.
- 20. Electronic communications must meet the requirements of the Unqualified Electronic Messages Act 2007.
- 21. Electronic systems that handle payments made to AT via credit card must meet the requirements of the Payment Card Industry Data Security Standard (PCI DSS).
- 22. AT will not gather personal information about people who visit its web sites without having obtained their permission and will not disclose personal information to third parties.
- 23. Connections between AT and the internet (or any other publicly accessible computer network) must provide an approved firewall, web related access control.
- 24. Online business arrangements between AT and a third party must be supported by a documented agreement, signed with appropriate delegation.

Encryption

- 25. Encryption must be used to encrypt data where the risk of loss through theft or interception is high.
- 26. Where encryption is used Government approved standard algorithms must be used and the keys must be changed at least every ninety (90) days or if compromised.

Application (scope)

This policy affects all users of corporate systems and networks owned or managed by AT.

This policy applies to directors, employees, contractors, consultants, volunteers and visitors.

Signed by



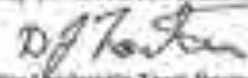
David Webster

Chief Executive

30 September 2011

Version: 4.0

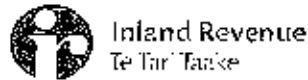
Signed by General David Foster, CFO



Executive Leadership Team Review

8 September 2011

Review Date: 30 June 2012



PRODUCT RULING - BR Prd 12/02

This is a product ruling made under s 91F of the Tax Administration Act 1994.

Name of the person who applied for the Ruling

This Ruling has been applied for by Auckland Transport.

Taxation Laws

All legislative references are to the Goods and Services Tax Act 1985 unless otherwise stated.

This Ruling applies in respect of ss 5(11E), 5(11F), 8(1), 9(1), 10, 24(6)(b) and 60.

Exceptions

This Ruling does not consider or rule on the GST treatment of:

- payments that Auckland Transport makes to Transport Operators under cl 3.4 of the Settlement Agreement
- amounts that are forfeited and become the property of Auckland Transport under the HOP Card Terms of Use
- administration fees Auckland Transport may charge Cardholders under the HOP Card Terms of Use.

The Arrangement to which this Ruling applies

The Arrangement is the sale of a smartcard-based ticketing media (HOP Card) issued by Auckland Transport for use on the Auckland public transport network to a member of the public (Cardholder), and:

- the loading of an amount of stored value to be used for travel on buses, trains or ferries (HOP Money product); or
- the loading of a bus, train or ferry pre-paid trip (for travel between specific points) (pre-paid trip product); or
- the loading of a bus, train or ferry period pass (period pass product);

onto the purchased HOP Card and the use of the HOP Card by a Cardholder to undertake the appropriate travel.

Auckland Transport is a body corporate and a council-controlled organisation of the Auckland Council, established by s 38 of the Local Government (Auckland Council) Act 2009. Auckland Transport is “resident” in New Zealand and is a “registered person” and a “local authority” as those terms are defined in s 2(1).

Further details of the Arrangement are set out in the paragraphs below.

Background

1. Public transport within the Auckland region is currently highly fragmented and is provided by a number of independent transport operators, each of which has its own fare structure and ticket formats.
2. Public transport in the Auckland region comprises three modes of transport: bus, train and ferry.
 - Buses in the Auckland region carry around 50 million passengers a year, and are provided by several different operators. Each operator has its own fare structure and ticketing options, although in some cases a multi-operator pass is available.
 - Trains in the Auckland region carry around nine million passengers a year. Auckland Transport is responsible for planning, developing and operating the Auckland train network, and contracts the day-to-day running of the train network to an independent commercial transport operator.
 - Nine ferry services in the Auckland region transport around five million passengers a year. Auckland Transport contracts ferry operators to run some of these services. However, the majority of passenger ferry services are run by four independent companies.
3. Three “types” of arrangement exist between Auckland Transport and the transport operators providing public transport services in the Auckland region (Transport Operator/s): gross contracts, net contracts and commercial registration.
 - Gross contracts are based on the gross operating price payable by Auckland Transport to the Transport Operator for providing the service. The Transport Operator is reimbursed at an agreed rate for the operating costs associated with providing the service. Auckland Transport bears any revenue risk.
 - Net contracts are based on the net cost payable by Auckland Transport to the Transport Operator for performing the service after the deduction of fare revenue earned by the operator. The Transport Operator is reimbursed a tendered rate, so bears the revenue risk for providing the service.
 - A commercial registration arrangement is where Transport Operators are responsible for registering a commercial service. The services are operated without funding assistance from Auckland Transport, and the Transport Operator bears all the revenue risk.
4. The type of arrangement held between Auckland Transport and Transport Operators will impact on the revenue allocated to each Transport Operator per customer transaction, as well as the nature in which revenues are settled between Transport Operators.
5. Transport Operators are “resident” in New Zealand and are “registered persons” as those terms are defined in s 2(1).

Auckland integrated fare system

6. To improve public transport accessibility and efficiency, Auckland Transport intends to introduce an integrated fare system (AIFS) using smartcard technology. Under the AIFS, all Transport Operators servicing the Auckland region will operate under the same fare structure, and customers will be able to purchase tickets to use transport with all Transport Operators in the region. The new AIFS will enable Cardholders to travel on Auckland’s public transport using a variety of smartcard products: pre-paid trips, period passes and HOP Money (AIFS Products) across multiple operators and modes.
7. Auckland Transport will be responsible for the overall management and oversight of the AIFS.
8. Retailers for AIFS Products (Retailers), other than Auckland Transport and Transport Operators, have yet to be decided. However, it is likely that there will be a large number of Retailers, and that the number of approved Retailers will increase, and change, with time. Retailers are “resident” in New Zealand and are “registered persons” as those terms are defined in s 2(1).
9. Retailers will pay all funds received from the sale of HOP Cards (Issuance Fees) and AIFS Products into a separate “ring fenced” bank account (Stakeholder Account) controlled and administered by Auckland Transport as Stakeholder.

Relevant documents

10. The documents relevant to the Arrangement are the:
 - Settlement Agreement to be entered into between Auckland Transport and each Retailer and Transport Operator, which will be in a form that is not materially different to the “Settlement Agreement” supplied to Inland Revenue on 4 May 2012 (Settlement Agreement).
 - HOP Cards Terms of Use that govern a Cardholder’s possession and use of a HOP Card, in a form that is not materially different to the “HOP Cards Terms of Use” supplied to Inland Revenue on 4 May 2012 (Terms of Use).

Clearing and settlement

11. Clearing and settlement entails the identification and distribution of earned revenues between Transport Operators, Retailers and Auckland Transport. Auckland Transport will be responsible for apportioning funds between these relevant parties for all transactions performed over an agreed number of business days, and the subsequent revenue earned by each party will be based on apportionment rules as defined by Auckland Transport.

Settlement Agreements

12. Auckland Transport will enter into a Settlement Agreement with each licensed Transport Operator and Retailer (AIFS Participant).
13. Clause 1.1 of the Settlement Agreement contains the following relevant definitions:
 - AIFS** means the Auckland integrated fare system to be managed by AT (Auckland Transport) on and from the Start Date;
 - AIFS Product** means the Pre-paid Trip Product, Period Pass Product or HOP Money Product and AIFS Products has a corresponding meaning;
 - ...
 - Cardholders** means holders of the HOP Cards;
 - Card Terms of Use** means the general terms of use, as amended from time to time by AT, that apply to the use of the HOP Cards;
 - ...
 - HOP Cards** means the AIFS cards issued by AT;
 - HOP Money Product** means the stored monetary value a Cardholder has loaded onto a HOP Card;
 - ...
 - Issuance Fee** means the fixed fee to purchase a HOP Card as set by AT from time to time;
 - ...
 - Period Pass Product** means a pass credit loaded onto a HOP Card allowing the Cardholder to undertake unlimited travel within a particular area for a specified number of days;
 - Pre-paid Trip Product** means a discounted trip credit loaded onto a HOP Card for trips over a specified number of stages for buses and trains or with a particular ferry service;
 - ...
 - Retailers** means retailers of the HOP Cards and the AIFS Products appointed from time to time by AT;
 - ...
 - Stakeholder** means AT as appointed pursuant to clause 3.1;
 - Stakeholder Account** means the *[Insert details of account]* controlled and administered by AT on behalf of AT, the Transport Operators and the Retailers or such replacement account;
 - ...
 - Transport Operators** means the operators of passenger transport services in the Auckland region that agree to take part in AIFS on the terms set out in this agreement.
14. The Settlement Agreement will appoint Retailers to sell HOP Cards as agents for Auckland Transport. Clause 2.1 of the Settlement Agreement provides as follows:
 - 2.1 Sale of HOP Cards:** each Retailer is appointed to sell HOP Cards as agent for and on behalf of AT;

15. The Settlement Agreement will appoint Auckland Transport and all other Retailers to sell AIFS Products as agents for each Transport Operator with whom an AIFS Product voucher is ultimately redeemed. Clause 2.2 of the Settlement Agreement provides as follows:
- 2.2 Sale of AIFS Products:** AT and each Retailer is appointed to sell AIFS Products as agent for and on behalf of each Transport Operator with whom, and to the extent that, an AIFS Product voucher is ultimately redeemed.
16. The Settlement Agreement will appoint Auckland Transport as the Stakeholder. Clause 3.1 of the Settlement Agreement provides as follows:
- 3.1 Appointment of Stakeholder:** On and from the Start Date, the parties agree that AT is appointed as Stakeholder to establish, control and maintain the Stakeholder Account.
17. The Settlement Agreement will provide that, for GST purposes, Auckland Transport and each Retailer, as agent for the Transport Operator, is selling a "voucher" to the Cardholder (and not "travel"). Clause 4.1 of the Settlement Agreement provides as follows:
- 4.1 GST Treatment of HOP Cards and AIFS Products:** On and from the Start Date, the parties agree to account for GST on the sale and purchase of HOP Cards and AIFS Products in accordance with the Product Ruling. For GST purposes, AT and each Retailer, as agent for the Transport Operator, sell a "voucher" to the Cardholder (and not "travel"). GST is not due and payable when a HOP Card is purchased or when AIFS Products are loaded onto the HOP Card.
18. The Settlement Agreement will provide that Retailers will not issue a "tax invoice" or a "credit note" or a "debit note" (as those terms are defined in s 2(1)) on behalf of Auckland Transport or a Transport Operator in relation to the sale of a HOP Card or an AIFS Product. Clause 4.2 of the Settlement Agreement provides as follows:
- 4.2 No Tax Invoices Issued by Retailers:** AT and each Retailer agree not to issue a "tax invoice", "credit note" or "debit note" to any Cardholder on behalf of AT or a Transport Operator for the sale of a HOP Card or AIFS Product.
19. The Settlement Agreement will provide for the payment of commission by Auckland Transport to Retailers for providing sales services to Auckland Transport as manager of the AIFS. Clause 5.1 of the Settlement Agreement provides as follows:
- 5.1 Sales Commission:** To the extent that the AIFS Participant is a Retailer, AT will pay commission to the AIFS Participant for providing sales services to AT as manager of AIFS.

Stakeholder Account

20. The Settlement Agreement will provide that all Issuance Fees Cardholders pay on the sale and purchase of HOP Cards and all amounts Cardholders pay on the sale and purchase of AIFS Products will be paid into the Stakeholder Account. The Settlement Agreement will also set out how and when funds received from the sale of HOP Cards and AIFS Products are to be deposited into the Stakeholder Account. Clause 3.2 of the Settlement Agreement provides as follows:
- 3.2 Deposit of Amounts into Stakeholder Account:** All amounts collected from the sale and purchase of HOP Cards (Issuance Fees) and the sale and purchase of AIFS Products will be paid into the Stakeholder Account in accordance with the following provisions:

- (a) **Funds Collected by Retailers:** All amounts paid by Cardholders to Retailers will be paid into the Stakeholder Account by the Retailers. Each Retailer agrees to initially process and bank such amounts into the Retailer's bank account on the Business Day received (or if not received on a Business Day then the next available Business Day) and then to settle such amounts into the Stakeholder Account at the end of that same Business Day or next available Business Day;
 - (b) **Cash Collected by Vending and Reload Devices:** Cash takings collected by third parties appointed by AT via vending and reload devices will be paid by the third parties into the Stakeholder Account at the end of each Business Day received (or if not received on a Business Day then the next available Business Day);
 - (c) **Credit Card and Eftpos Amounts:** Amounts collected by credit card or eftpos via vending and reload devices, the MAXX Customer Contact Centre or the MAXX website will be paid into the Stakeholder Account at the end of each Business Day such sums are received (or if not received on a Business Day then the next available Business Day); and
 - (d) **Payments by AT:** Amounts collected by cash, credit card or eftpos by AT at its ticket offices or via its website will be paid into the Stakeholder Account at the end of each Business Day such sums are received (or if not received on a Business Day then the next available Business Day).
21. Funds Retailers deposit into the Stakeholder Account will form a pool out of which payments will be made to Auckland Transport for the supply of HOP Cards and to Transport Operators for the supply of AIFS Products. The transactions performed using stored value, pre-paid trips or validation of period passes will be used to apportion the relevant amounts owed to each Transport Operator. With the exception of pre-paid ferry trips, funds held in the Stakeholder Account from the sale of AIFS Products will not be allocated to Transport Operators until a trip has actually been taken by a Cardholder using an AIFS Product. The amount settled will consider the number of trips taken by Cardholders for each Transport Operator, as well as factors such as the product type, trip distance and type of contractual or commercial arrangement between Auckland Transport and the relevant Transport Operator. The amount of funds to be apportioned to each Transport Operator per Cardholder's trip will largely depend on the type of AIFS Product used by the Cardholder.
22. Clause 3.3 of the Settlement Agreement sets out how amounts held in the Stakeholder Account will be apportioned and provides as follows:
- 3.3 Apportionment of Amounts from Stakeholder Account:** All amounts collected from the sale and purchase of HOP Cards and AIFS Products and paid into the Stakeholder Account pursuant to clause 3.2 will be held in the Stakeholder Account and apportioned by the Stakeholder in accordance with the following provisions:
- (a) **Payments to AT:** Payments will be made from the Stakeholder Account each Business Day to AT for:
 - (i) **Issuance Fees:** Issuance Fees collected that Business Day (or if not collected on a Business Day then the next available Business Day); and
 - (ii) **Refunds:** Any refund of the remaining balance of HOP Money Products loaded on a HOP Card requested by a Cardholder in accordance with the Card Terms of Use;
 - (b) **Payments to Transport Operators:** Payments will be made from the Stakeholder Account to Transport Operators in accordance with the following provisions:

- (i) **HOP Money Products:** For transport journeys undertaken using the HOP Money Product, the Stakeholder will apportion amounts out of the Stakeholder Account to Transport Operators each Business Day (or the next available Business Day) based on usage of HOP Money Products that day as calculated by AT. Deductions will be made for any discounts or concessions offered by AT to Cardholders using the HOP Money Product;
 - (ii) **Pre-Paid Trip Products:** For transport journeys undertaken using the Pre-paid Trip Product, the Stakeholder will apportion amounts out of the Stakeholder Account as follows:
 - (A) to bus and train Transport Operators, each Business Day (or the next available Business Day) based on usage of Pre-paid Trip Products that day as calculated by AT; and
 - (B) to ferry Transport Operators, the full amount collected from a Cardholder for the Pre-paid Trip Product will be paid to the Transport Operator on the Business Day the Pre-paid Trip Product is loaded on a HOP Card (or if not loaded on a Business Day then the next available Business Day);
 - (iii) **Period Pass Products:** For transport journeys undertaken using the Period Pass Product, the Stakeholder will apportion amounts out of the Stakeholder Account as follows:
 - (A) to bus and train Transport Operators, based on the proportion of Period Pass trips undertaken by Cardholders with the respective Transport Operator, once the Transport Operator's entitlement has been calculated by AT and within seven days of a Period Pass Product expiring; and
 - (B) to ferry Transport Operators, the full amount collected from a Cardholder for the Period Pass Product will be paid to the Transport Operator on the Business Day the Period Pass Product is loaded on a HOP Card (or if not loaded on a Business Day then the next available Business Day).
23. Under cl 4.3 of the Settlement Agreement each Transport Operator will agree to account for GST on payments received from the Stakeholder Account. Clause 4.3 provides as follows:
- 4.3 Transport Operators to Account for GST:** Each Transport Operator agrees to account for GST on payments received from the Stakeholder Account pursuant to clause 3.3(b).
24. Under cl 3.4 of the Settlement Agreement, Auckland Transport will separately reimburse Transport Operators for the difference between any amounts a Transport Operator receives from the Stakeholder Account for any concessionary fare and/or discount offered by Auckland Transport and the full fare amount for that journey, out of Auckland Transport's own bank account. Clause 3.4 of the Settlement Agreement provides as follows:
- 3.4 Compensation for Discounts and Concessionary Fares:** AT will separately reimburse in full Transport Operators the difference between any amounts a Transport Operator receives from the Stakeholder Account in accordance with clause 3.3(b)(i) for any concessionary fare and/or discount offered by AT from time to time to Cardholders using the HOP Money Product and the full fare amount for that journey.
25. All amounts collected from the sale of HOP Cards and AIFS Products will be paid into the Stakeholder Account controlled by Auckland Transport (see para 20). Auckland Transport will not derive any benefit from holding the money while it remains in the central Stakeholder Account apart from retaining any interest earned, which it will apply towards the costs of operating the Stakeholder Account.

26. The Stakeholder will hold and have available, sufficient records to establish the particulars of all transactions relating to the sale of HOP Cards and AIFS Products, including (but not limited to) details of all deposits made by Retailers into the Stakeholder Account and all payments made to Auckland Transport and to each individual Transport Operator out of the Stakeholder Account.

HOP Card

Purchase of HOP Card

27. As part of the AIFS, Cardholders will be able to use HOP Cards to pay for travel on any bus, rail and ferry public transport service provided by public Transport Operators in the Auckland region. The HOP Card will be accepted by all public Transport Operators in the Auckland region. HOP Cards will need to be "topped up" with stored value or loaded with another AIFS Product before they can be used to purchase travel.
28. All HOP Cards will remain the property of Auckland Transport. Clause 8.3 of the Terms of Use provides as follows:
- 8.3** all HOP Cards will remain our property at all times and we retain the right to manage and change the software and data on the HOP Cards at any time;
29. Cardholders will be able to purchase a HOP Card for a non-refundable fixed fee (Issuance Fee) (currently \$10 inclusive of GST) from Auckland Transport ticket offices, a network of third party Retailers and online via the Auckland Transport website. The purchase of a HOP Card will give the Cardholder the right to load AIFS Products onto the card and to use the pre-loaded AIFS Products to undertake travel in the Auckland region, in accordance with the terms and conditions of the HOP Card Terms of Use and the relevant Transport Operator.
30. Under cl 31 of the Terms of Use no invoice or tax invoice will be provided to a Cardholder when they purchase a HOP Card or an AIFS Product. Clause 31 provides as follows:
- 31. GST:** The charges and other amounts payable to us or our Retail Agents under these Terms are stated and payable in New Zealand dollars inclusive of any GST, if any. No invoice or tax invoice will be provided to you when you purchase a HOP Card or load any Products on a HOP Card. If you need to make an expense claim or GST claim, please use a printout from your Online Account as a basis for your claim.
31. In relation to the initial sale of a HOP Card, the Settlement Agreement will (see paras 14-23):
- Appoint Retailers (who may include Transport Operators) as agents for Auckland Transport to sell HOP Cards on its behalf.
 - Provide that all Issuance Fees paid by Cardholders on the sale and purchase of a HOP Card will be paid into the Stakeholder Account administered by Auckland Transport as Stakeholder.
 - Set out the terms and conditions of the stakeholder relationship, including details of how and when money received from the sale of a HOP Card to a Cardholder will be paid into the Stakeholder Account and how and when amounts will be paid by the Stakeholder to Auckland Transport out of the Stakeholder Account.
32. Under the Terms of Use of the HOP Card, Cardholders will be entitled to use a HOP Card to pay for public transport journeys using any of the AIFS Products. Clause 4 of the Terms of Use provides as follows:

4. **HOP Cards:** You may use a HOP Card to pay for public transport journeys provided by public transport operators (**Public Transport Operators**) in the Auckland region using any of the following System products (**Products**):
- 4.1 **HOP Money:** stored money value loaded onto a HOP Card (**HOP Money**), which can be used to purchase public transport journeys or paper tickets for public transport journeys;
 - 4.2 **Period Pass:** a pass credit loaded onto a HOP Card allowing you to have unlimited journeys within a number of days (**Period Pass**); or
 - 4.3 **Pre-paid Trip:** a discounted trip credit loaded onto a HOP Card for trips over a number of stages for buses and trains or a particular ferry service (**Pre-Paid Trip**).
33. Auckland Transport will apply the Issuance Fee towards the following:
- a non-refundable travel deposit, allowing the Cardholder to end a journey with a negative balance;
 - various administrative costs associated with implementing the AIFS and issuing the card;
 - the cost of the card itself.
34. Cardholders will be able to register their HOP Cards online. Registration will enable the Cardholder to protect any AIFS Products stored on their card. Registered HOP Cards that are damaged, lost or stolen will be able to be replaced at a reduced fee.
35. A single HOP Card will be able to hold all three AIFS Products (pre-paid trips, period passes and stored value) simultaneously. The HOP Card will not be able to be used to purchase other goods or services.
36. When a Cardholder wants to travel on public transport using an AIFS Product, they will need to use their HOP Card to “tag on” before starting their trip and “tag off” when disembarking a bus or ferry or exiting a station or ferry wharf. When a Cardholder tags on and off, the respective boarding and alighting locations will be recorded as part of the transaction, as well as the time and date, route, device number and operator identification number. The AIFS will use this tag on and tag off information to calculate the relevant fare to be paid and to deduct or validate AIFS Products that have been loaded onto the Cardholder’s HOP Card.

Stored value reserve and nominal fare

37. Because the AIFS cannot predict the type of trip a Cardholder will take from the tag-on event alone, regardless of the type of AIFS Product used to travel, every time a Cardholder tags on to board a new service a “nominal fare” will be deducted from the “stored value reserve” of the Cardholder’s HOP Card. The nominal fare will vary depending on the transport mode and will equate to a reasonable fare should the Cardholder fail to tag off.
38. When the Cardholder tags off as they complete their trip, one or more of the following will occur:
- the validity of any period pass will be verified;
 - an appropriate pre-purchased stage trip will be deducted;
 - the actual fare will be calculated and deducted from the stored value purse.

The nominal amount of stored valued deducted at the tag-on event will be credited back to the HOP Card “stored value reserve” on successful tag-off.

39. If a Cardholder fails to tag off after a trip has been completed, the nominal fare will not be re-credited to the stored value reserve of the HOP Card and will represent the fare paid for the trip taken. Therefore, the Cardholder will be charged the amount of the nominal fare for undertaking a trip on the service. Transport Operators under a net contract or commercial service will be apportioned the nominal fare amount for the trip taken in this instance.
40. The stored value balance and the status of all other AIFS Products loaded onto a HOP Card will be displayed each time the HOP Card is tagged on and off at a "fare payment device" or "electronic gate". When tagging on, the current stored value balance, pre-paid trip balance or period pass expiration date will be communicated to the Cardholder via the device display. At the end of the trip when the Cardholder tags off, the fare payment device or electronic gate will display the fare paid using stored value and the remaining stored value balance, the validation of a pre-paid trip being used to pay a fare and the pre-paid trip balance; or state the validation of an applicable period pass and the pass expiration date.

Cancellation of a HOP Card

41. All Cardholders who have registered their HOP Card online and who want to discontinue their use of a HOP Card that has stored value remaining on it, will be entitled to apply to Auckland Transport for a refund of the remaining balance, less an administration fee, on surrendering the card. Auckland Transport will not provide refunds for unused period passes or pre-paid trips loaded onto a Cardholder's HOP Card. Clause 11.1 of the Terms of Use provides as follows:

11. Cancellation and Refund:

11.1 If your HOP Card is registered on our Website (**Registered HOP Card**) you may apply to cancel your HOP Card and receive a refund in cash of the remaining HOP Money on your HOP Card (less a \$10 administration fee) within 14 days of surrender of your HOP Card. Only unused HOP Money can be refunded. No refunds are available for Period Passes or Prepaid Trips or paper tickets purchased using HOP Money. Any refund given by us is inclusive of any goods and services tax (GST).

42. A HOP Card will expire if it is not used for a continuous period of two years. When a HOP Card expires, any remaining stored value reserve and any remaining AIFS Products will be forfeited and become the property of Auckland Transport. Clause 9 of the Terms of Use provides as follows:
 9. **Expiry:** The HOP Card (including any Products loaded on the HOP Card) will expire if the HOP Card is not used, no refund is requested, the HOP Card is cancelled, or no Products are loaded onto the HOP Card for a continuous period of two years. When a HOP Card expires, any Products remaining on the HOP Card will be forfeited and become our property on and from the date the HOP Card expires.

AIFS Products

43. In relation to the sale of AIFS Products, the Settlement Agreement will (see paras 14-23):
 - Appoint Retailers as agents for Transport Operators to sell AIFS Products on their behalf.
 - Provide that all amounts Cardholders pay on the sale and purchase of an AIFS Product will be paid into the Stakeholder Account administered by Auckland Transport as Stakeholder.

- Set out the terms and conditions of the stakeholder relationship, including details of how and when money received from the sale of an AIFS Product to a Cardholder will be paid into the Stakeholder Account and how, when and what amount of funds held in the Stakeholder Account will be apportioned by the Stakeholder and paid out of the Stakeholder Account to Transport Operators for the sale of AIFS Products.

HOP Money product

44. Stored value (HOP Money) is an electronic record of monetary value that has been pre-loaded onto a HOP Card. The AIFS HOP Money stored-value product allows Cardholders to store money on a HOP Card that can be used at a later date to undertake travel of equivalent value to the amount stored on the card. The Cardholder will be able to use stored value on a HOP Card to undertake travel on all bus, train and ferry services provided by any Transport Operator in the Auckland region.
45. HOP Cards will be able to be "topped up" with stored value at Auckland Transport ticket offices, through a network of Retailers, through self-service vending machines located within some stations and large transport exchanges, by calling the MAXX Customer Contact Centre and online via the Customer Web Portal.
46. By default, when a Cardholder initially purchases a HOP Card, the stored value purse will have a zero balance and a stored value reserve amount. Cardholders will be able to end a trip with a negative stored value balance. However, to initiate a journey, a Cardholder must have a zero or positive stored value balance.
47. The HOP Money product will be used when any pre-paid trip product and/or period pass product that may be on the HOP Card does not match the specific trip undertaken by the Cardholder ascertained from the tag-on and tag-off events.
48. The minimum amount of stored value that can be added to a HOP Card will be \$5 (including GST). HOP Cards are currently only able to store a maximum of \$200 at one time. Clause 34 of the Terms of Use provides as follows:
 - 34. HOP Money:**
 - 34.1 Each time you add HOP Money to a HOP Card, you must add at least \$5 (incl. GST). You will only be able to add HOP Money equal to or above these minimum loadable values.
 - 34.2 The maximum amount of HOP Money that may be held on a HOP Card is \$200 (incl. GST).
 - 34.3 Notwithstanding section 23 (Right to Refuse), Public Transport Operators may permit you to commence a public transport journey, and to complete each leg of the route, as long as there is a positive or \$0.00 HOP Money balance on the HOP Card at the start of your journey. HOP Money contained on multiple HOP Cards cannot be combined to pay a single fare.
49. Cardholders may be provided with various discounts when using stored value to undertake travel including a stored value discount, stored value daily fare capping and transfer discount.
 - Stored Value Discount – a 10% discount on the adult cash fare that would have been charged for the same journey.

- Stored Value Daily Fare Capping – a daily fare cap, whereby any travel initiated after that fare cap has been reached will not incur a charge.
 - Transfer Discount – a discount for transfers between different train and bus services to reduce the overall cost of using public transport for people who need to use multiple services to complete their journey. The transfer discount will apply only for transfers taken within a 30-minute period.
50. HOP Cards can be topped up an infinite number of times, unless they are reported lost or stolen or are cancelled for some other reason.
51. If a HOP Card has been registered online, the Cardholder will be able to “top up” online. The stored value balance on a registered HOP Card that is lost, stolen or damaged will be able to be transferred to a replacement card.
52. Cardholders will be able to obtain a refund of any stored value on their HOP Card from Auckland Transport if they choose to cancel the card. However, if a HOP Card is not cancelled and remains inactive for more than two years the stored value will become the property of Auckland Transport (see para 42).
53. No interest will be payable to, or by, Cardholders in respect of any positive or negative AIFS Smartcard balance.

Revenue flows resulting from topping up stored value on a HOP Card

54. The topping up of stored value onto a HOP Card involves:
- the Cardholder
 - the Retailer
 - Auckland Transport
 - the Transport Operator.
55. The flow of funds resulting from the topping up of stored value onto a HOP Card is as follows:
- (i) The Cardholder pays the amount of topped-up stored value to be loaded onto their HOP Card to the Retailer (as agent for each Transport Operator with whom the HOP Money product is ultimately redeemed).
 - (ii) The Retailer pays the funds on a daily basis to the Stakeholder.
 - (iii) The Stakeholder clears the funds to the Transport Operator.
56. Funds collected from stored value top-ups will be paid to Transport Operators daily, based on actual usage. Each journey a Cardholder takes using stored value has a set fee that is determined by the number of travel zones covered. The amount of funds to be paid to each Transport Operator will be based on the total value of trips taken by Cardholders and the amounts deducted from stored-value balances.
57. Transport Operators with whom HOP Money products are ultimately redeemed will not elect to treat the supply made on redemption as a supply of goods and services.

Pre-paid trip product

58. Pre-paid trips are discounted trip credits that are loaded onto (and stored electronically on) a Cardholder's HOP Card for future use. The trips are defined by the number of stage points a Cardholder wishes to travel for a bus or train service or the particular ferry service a Cardholder wishes to travel on.
59. For bus and train services, Cardholders will be able to purchase pre-paid trips for a point-to-point journey between two specific points. The Transport Operator could be any bus or train operator providing travel between those points. The particular bus or train Transport Operator providing the service will not be known until a Cardholder actually uses the pre-paid trip product to undertake a journey. Pre-paid trips for travel on a ferry service will be for travel on a particular ferry service with an identifiable ferry Transport Operator.
60. Pre-paid trips must be purchased in multiples of 10, with a maximum of 40 stage-based pre-paid trips and 40 service-based pre-paid trips being able to be stored on a HOP Card at any one time. HOP Cards will only be able to store one type of stage-based pre-paid trip and one type of service based pre-paid trip at one time.
61. A HOP Card will need to be loaded with a pre-paid trip product, before a Cardholder can use it to undertake the appropriate travel. Pre-paid trip products will be able to be loaded onto HOP Cards at Auckland Transport ticket offices, through a network of Retailers, through self-service vending machines located within some stations and large transport exchanges, by calling the MAXX Customer Contact Centre and online via the Customer Web Portal.
62. To use a pre-paid trip, Cardholders must tag on to the transport service when they board, and tag off the transport service before disembarking or leaving the station or ferry wharf. If the journey matches a pre-paid trip, then the pre-paid trip is used. If the journey undertaken does not match the pre-paid trip type, either stored value or an applicable period pass will be used instead.
63. If a HOP Card has been registered online, the Cardholder will be able to set up automatic renewals of pre-paid trips. Pre-paid trips that are stored on a registered HOP Card that is lost, stolen or damaged will be transferable to a replacement card.

Revenue flows resulting from purchase of a pre-paid trip product

64. The sale and use of a pre-paid trip product involves:
 - the Cardholder
 - the Retailer
 - Auckland Transport
 - the Transport Operator.
65. The flow of funds resulting from the purchase of a pre-paid trip product is as follows:
 - (i) The Cardholder pays the cost of the pre-paid trip product to the Retailer (as agent for each Transport Operator with whom the pre-paid trip is ultimately redeemed).
 - (ii) The Retailer pays the funds on a daily basis to the Stakeholder.
 - (iii) The Stakeholder clears the funds to the Transport Operator.

66. Bus and train Transport Operators will be paid for each individual trip Cardholders take on their service using a pre-paid trip product. Funds collected from the sale of bus and train service pre-paid trips and held in the Stakeholder Account will be apportioned and paid to bus and train Transport Operators at the end of each day, based on the actual usage of pre-paid trips by Cardholders on a Transport Operator's service on that day.
67. Ferry Transport Operators will be paid (from the Stakeholder Account) the full amount collected from the sale of a pre-paid trip product, on the day it is loaded onto the Cardholder's HOP Card.
68. Transport Operators provide the actual transport to holders of pre-paid trips. Cardholders do not pay Transport Operators directly for their services.

Period pass product

69. The period-pass is an electronic product that is stored on a HOP Card. To purchase a period pass under the AIFS, a customer must hold a HOP Card.
70. A period pass will entitle a Cardholder to unlimited travel within the defined travel area for a specified number of days. A travel period begins on the date that a period pass is activated for the first time by the Cardholder tagging on with a Transport Operator. A travel period ends when the specified number of days has elapsed since the period pass was first activated.
71. For the purpose of period passes, the Auckland region will be split into three travel zones, with period passes being available for travel within either a single zone, which must be specified at the time of purchase, or all zones. Bus and train period passes will be available for unlimited bus and train travel within a defined number of zones, but will not be able to be used on ferry services.
72. Ferry period passes will be service based and operator specific, meaning that a period pass will be able to be used for unlimited travel on a specific ferry service. Ferry period passes will not be able to be used for bus or train travel.
73. HOP Cards will only be able to store one type of bus and train period pass and one type of ferry period pass at one time. However, a new period pass may be loaded onto a HOP Card up to seven days before expiry of the current period pass.
74. A HOP Card will need to be loaded with a period pass product, before a Cardholder can use it to undertake the appropriate travel. Period pass products will be able to be loaded onto HOP Cards at Auckland Transport ticket offices, through a network of Retailers, through self-service vending machines located within some stations and large transport exchanges, by calling the MAXX Customer Contact Centre, and online via the Customer Web Portal.
75. To use a period pass, passengers must tag on to the transport service when they board, and tag off the transport service before disembarking or leaving a station or ferry wharf. If the travel begins and ends within the defined travel area of the period pass, then the period pass will be used. If the actual travel begins or ends outside the geographic area covered by the period pass, the fare will be deducted from the Cardholder's stored value purse or pre-paid trips balance (depending on availability of products on the HOP Card).

76. If a HOP Card has been registered online, the Cardholder will be able to set up automatic renewals of period passes.
77. Period passes that are stored on a HOP Card that is lost, stolen or damaged may be transferred to the replacement card, if the original card was registered online.

Revenue flows resulting from purchase of a period pass product

78. The sale and use of a period pass product involves:
 - the Cardholder
 - the Retailer
 - Auckland Transport
 - the Transport Operator.
79. The flow of funds resulting from the purchase of a period pass product is as follows:
 - (i) The Cardholder pays the cost of the period pass product to the Retailer (as agent for each Transport Operator with whom the period pass is ultimately redeemed).
 - (ii) The Retailer pays the funds on a daily basis to the Stakeholder.
 - (iii) The Stakeholder clears the funds to the Transport Operator.
80. Funds collected from the sale of all period passes will be held in a revenue pool in the Stakeholder Account, until such time as each Transport Operator's entitlement is able to be determined. Funds collected from bus and train period passes will be paid to bus and train Transport Operators based on the proportion of period pass trips undertaken by Cardholders. Therefore, even when a period pass has been used to initiate travel with a particular Transport Operator, it will not be possible to determine the amount that a particular Transport Operator is entitled to, as this will be dependent on the proportion of total trips initiated with the period pass. For example, if only one bus or train trip is undertaken by a Cardholder using a period pass, the relevant Transport Operator will receive 100% of the purchase price of the period pass; if 100 bus and/or train trips are undertaken using a period pass, Transport Operators will receive only 1% of the purchase price of the period pass for each trip they provided to the Cardholder.
81. Funds collected from the sale of bus and train period passes will be paid to bus and train Transport Operators within seven days of the period pass expiring. Funds collected from the sale of a ferry period pass will be paid to the relevant ferry Transport Operator on the day it is loaded onto the Cardholder's HOP Card.
82. Transport Operators provide the actual transport to holders of period passes. Cardholders do not pay Transport Operators directly for their services.

How the Taxation Laws apply to the Arrangement

The Taxation Laws apply to the Arrangement as follows:

- The sale of a HOP Card is a supply of goods and services by Auckland Transport subject to GST under s 8(1).

- Under s 9(1), the time of supply of a HOP Card is the earlier of the time an invoice is issued or the time the funds are paid out of the Stakeholder Account to Auckland Transport.
- Under s 10, the value of the supply will be such amount as, with the addition of the GST charged, is equal to the Issuance Fee received by Auckland Transport for the HOP Card.
- Loading a HOP Money product onto a HOP Card is the issue or sale of a voucher with a face value which is treated as a supply under s 5(11E), and which is subject to GST under s 8(1).
- Under s 60, the supply of each HOP Money product voucher shall be deemed to be made by the Transport Operator with whom, and to the extent that, the HOP Money product voucher is redeemed.
- Under s 5(11F), there is no supply of goods and services when a HOP Money product voucher is redeemed by a Cardholder by undertaking travel with a Transport Operator.
- Under s 9(1), the time of supply of each HOP Money product voucher is the earlier of the time an invoice is issued or the time the funds are paid out of the Stakeholder Account to the Transport Operator with whom the HOP Money product voucher is redeemed.
- Under s 10, the value of the supply of each HOP Money product voucher will be such amount as, with the addition of the GST charged, is equal to the amount of money paid out of the Stakeholder Account to the Transport Operator with whom the HOP Money product voucher is redeemed.
- Loading a pre-paid trip product onto a HOP Card is the issue or sale of a voucher with no face value, which is treated as a supply of goods and services under s 5(11E), and which is subject to GST under s 8(1).
- Under s 60, the supply of each pre-paid trip product voucher shall be deemed to be made by the Transport Operator with whom, and to the extent that, the pre-paid trip product voucher is redeemed.
- Under s 5(11F) there is no supply of goods and services when a pre-paid trip product voucher is redeemed by a Cardholder.
- Under s 9(1), the time of supply of each pre-paid trip product voucher is the earlier of the time an invoice is issued or the time the funds are paid out of the Stakeholder Account to the Transport Operator with whom the pre-paid trip product voucher is redeemed.
- Under s 10, the value of the supply of each pre-paid trip product voucher will be such amount as, with the addition of the GST charged, is equal to the amount of money paid out of the Stakeholder Account to the Transport Operator with whom the pre-paid trip product voucher is redeemed.

- Loading a period pass product onto a HOP Card is the issue or sale of a voucher with no face value which is treated as a supply of goods and services under s 5(11E), and which is subject to GST under s 8(1).
- Under s 60, the supply of each period pass product voucher shall be deemed to be made by the Transport Operator with whom, and to the extent that, the period pass product voucher is redeemed.
- Under s 5(11F), there is no supply of goods and services when a period pass product voucher is redeemed by a Cardholder.
- Under s 9(1), the time of supply of each period pass product voucher is the earlier of the time an invoice is issued or the time the funds are paid out of the Stakeholder Account to the Transport Operator with whom the period pass product voucher is redeemed.
- Under s 10, the value of the supply of each period pass product voucher will be such amount as, with the addition of the GST charged, is equal to the amount of money paid out of the Stakeholder Account to the Transport Operator with whom the period pass product voucher is redeemed.
- Under s 24(6)(b), Retailers will not be required to issue a tax invoice for the sale of HOP Cards or AIFS Products.
- The provision of sales services by a Retailer to Auckland Transport is a supply of services by the Retailer subject to GST under s 8(1).
- Under s 9(1), the time of supply of the sales services is the earlier of the time an invoice is issued by the Retailer or Auckland Transport or the time payment of commission is received by the Retailer from Auckland Transport.
- Under s 10, the value of the supply will be such amount as, with the addition of the GST charged, is equal to the amount of commission received by the Retailer from Auckland Transport.

The period or income year for which this Ruling applies

This Ruling will apply for the period beginning on 1st June 2012 and ending on 1st June 2015.

This Ruling is signed by me on the 1st day of June 2012.

Fiona Heiford
 Manager (Taxpayer Rulings)



Auckland Transport

Bus Services

Advertising Guidelines

Introduction

Commercial advertising relationships across transport are being consolidated to reduce complexity and deliver higher commercial returns.

In order to develop and execute effective advertising campaigns, AT and the appointed Advertising and Media Agency will manage a matrix of internal and external teams. The purpose of this manual is to outline Auckland Transport's advertising business model and workflow from both a strategic and operational development view. This manual provides business guidelines and processes to help clarify roles and responsibilities and offer guidance to operators in the operational management of advertising on buses.

01. Business Model



Business Model

- AT maintains preferred advertising and media agency relationships, that have been authorized by Auckland Transport.
- The operator will not enter into any vehicle advertising contract and will terminate any such contracts upon entering into the Regional Partnering Agreement for the provision of public transport bus services in Auckland. Any vehicle advertising contracts where the Operator has entered into and existed as at 31 October 2014 may continue for a period of one year from the date of the Regional Partnering Agreement, and the Operator will procure the termination of each such contract with effect on and from expiry of that one year period.
- Operators are required to provide exterior/interior advertising space at no cost to Auckland Transport for advertising purposes. The management, marketing and sales, including installation costs relating to advertising, will be undertaken by Auckland Transport through a media agency which has been authorised by Auckland Transport.
- Operators will make vehicles available for the installation of advertising at their own cost at times that do not impact peak vehicle utilisation.
- Operators interface with the agencies and/or sub-contractors on an agreed process to execute advertising and promotional materials.

Revenue Model

- The revenue share model for advertising on buses will be based on a default split comprising 80% of net revenue to Auckland Transport and 20% of the net revenue to the Operator. “Net revenue” for the purpose of this paragraph will be the total revenue less total expenses. Advertising revenue will not be Revenue for the purposes of the Regional Partnering Agreement.
- 10% of the available advertising space on the interior and exterior of buses will be expressly available to Auckland Transport at zero cost for the purposes of public transport or other Auckland Council related promotional activities and/or events. Auckland Transport has the right at its discretion to return any portion of the allocated unused advertising space back to commercial advertising. Any additional advertisement by Operators on behalf of community groups shall be at no media cost when approved by Auckland Transport and will be co-ordinated through Auckland Transport. Note that production and installation costs will apply.
- Sponsorship arrangements to enhance the customer experience and offset fare revenue are encouraged (such as free giveaways and product sampling) but must be agreed in advance with Auckland Transport. For example, a telco wants to promote broadband to a particular region of Auckland, as a promotional tool the telco covers the cost of all passenger journeys via free travel pass on the nominated day.

02. Operating Model



Operating Model

- Guidelines for the type, quantity and standard of advertising will apply across all public transport facilities and services and be solely at the discretion of Auckland Transport, having particular reference to the guidelines provided by the NZ Advertising Standards Authority and the advertising content policy as approved by the Auckland Transport Board.
- Auckland Transport may enter into aggregated advertising agreements across one or more of the Fleet List, as notified to the Operator, to leverage scale across the relevant Unit, other Units and other Auckland public transport advertising opportunities.
- Any communications via AT agency or operator to agency must be responded to within agreed SLA timeframes.
- Advertising on the interior and exterior of buses will not include the use of audible messages/sound unless agreed in advance with Auckland Transport.

On-Bus Experiential Activities

AT may decide to include experiential advertising activities, such as product promotions and sponsorships, as part of an advertising campaign. Decisions to pursue such activities will be based on the guidelines below:

- Promotes a positive customer experience
- Required to meet AT advertising policy standards
- Give-aways (if any) do not require or induce commitment from customers
- Must not generate capacity issues
- Must not slow boarding
- Age/gender sensitive
- Food and beverage sensitive (no mess, no strong aromas, no litter, complies with best before/expiry date)
- Ideally revenue producing
- Health and safety compliant (AT policy and operator policy)
- Infrequent on same route (e.g. monthly)
- Non-exclusive
- Reinforces AT brand values/does not diminish AT brand values
- No charity collections/appeals
- No direct sales or solicitation
- Operator approval required
- Risk management plan required (AT and operator sign off)
- All on-bus experiential campaigns considered on a case by case basis

Interior Bus Advertising

- Advertising on the interior of buses will be under the management of Auckland Transport and used primarily for the purpose of communicating public transport or other Auckland Council related activities and/or events. This may also include experiential activities, in accordance with the guidelines established by Auckland Transport, and other types of advertising, including:
 - Poster panels
 - Brochure holders
 - LCD Screens
 - Wi-Fi including, but not limited to, Wi-Fi splash pages, SSID management and redirects
- Auckland Transport will approve the content and positioning of digital screens inside buses, as defined in the Regional Partnering Agreement (paragraph 16 of part D of Schedule 7), for the purpose of advertising, and will require the display of the following content (in order of priority and volume) unless otherwise advised by Auckland Transport:
 - Service information;
 - Service disruption;
 - Public transport related promotion;
 - Transport or Auckland Council related activity and event promotion; and
 - Commercial advertising

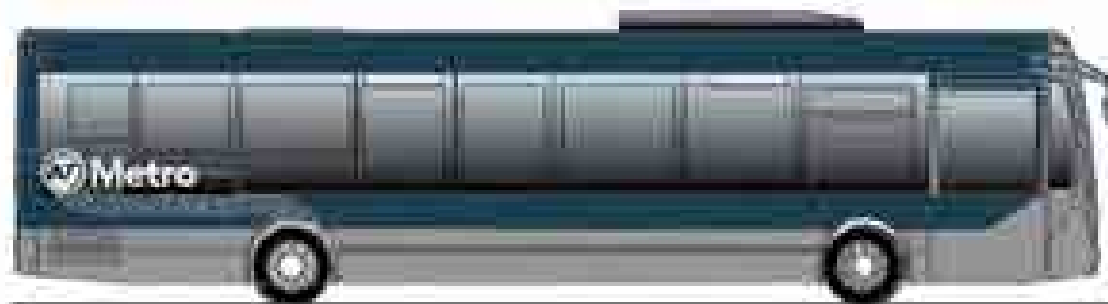
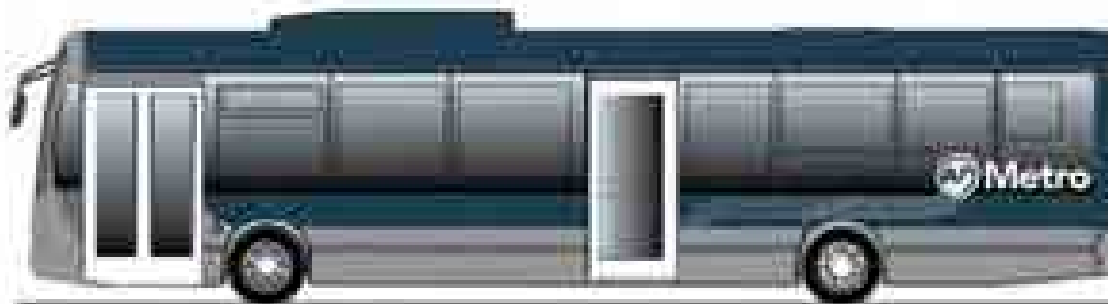
Exterior bus advertising

- Advertising on the exterior of buses will be under the management of Auckland Transport and primarily restricted to the back of the bus and at the discretion of Auckland Transport on other surfaces.



Fleet mix specification sheet

- Operators will provide the fleet mix specifications (dimensions) to the AT media agency or its sub-contractors to plan and manage the operational execution



Production Steps

TASK	WHO
Campaign booking confirmed via signed advertising agreement	Advertiser/Agency
Agency confirm booking via online media booking portal	Agency
All advertising material is censor checked via online inventory management system to ensure compliance to AT advertising policy	Agency/AT
Installation/Removal schedule generated via inventory management system and sent to bus operator	Agency/Operator
Operator to ensure bus depots can be accessed by installer sub-contractors	Operator
Installer uploads installation images to inventory management system to confirm completion Campaign goes live	Agency sub-contractor
Monthly reconciliation of all revenues provided to all bus operators	Agency

Roles & Responsibilities Matrix

Auckland Transport	Media Agency	Operators
Advertising material approval via online inventory management system	Ensure advertising material adheres AT advertising and NZ advertising standards	Depot access as per agreed process and subject to operational SLA
Issue and advertising material escalation and crisis management	Production of all advertising material	Sub-contractor health & safety inductions
	Management of all sub-contractors (industry certification Health & Safety compliant)	Safe working environment for all sub-contractors
	Bus Operator liaison	Response to advertising matters within an agreed timeframe

PTOM Unit	Route	Description	Layup (Route Start)	Layup (Route End)	Bus Parking (Route Start)	Bus Parking (Route End)	Drivers Toilet (Route Start)	Drivers Toilet (Route End)	Meal room
14	298	ONEHUNGA TO SYLVIA PARK VIA ELLERSLIE	Sylvia Park	Onehunga Transport Centre	Yes	No (but planned)	Public Toilet	Public Toilet	
	323	OTAHUHU TO SYLVIA PARK VIA PANAMA RD	Otahuhu Station	Sylvia Park	Yes	Yes	Drivers Toilet	Public Toilet	Otahuhu Station
	723	ONEHUNGA TO GLEN INNES VIA SYLVIA PARK AND TRIPOLI RD	Onehunga Transport Centre	Apirana Ave by Glen Innes Station	No (but planned)	Yes	Public Toilet	Public Toilet	
	723	GLEN INNES TO ONEHUNGA VIA TRIPOLI RD AND SYLVIA PARK	250 Taniwha St	Onehunga Transport Centre	Yes	No (but planned)	Public Toilet	Public Toilet	
	725	PANMURE TO GLEN INNES VIA STONEFIELDS	Panmure Interchange	250 Taniwha St	Yes	Yes	Public Toilet (Drivers Toilet planned)	Public Toilet	
	729	GLEN INNES TO SYLVIA PARK VIA MEADOWBANK AND ELLERSLIE	250 Taniwha St	Sylvia Park	Yes	Yes	Public Toilet	Public Toilet	
	729	SYLVIA PARK TO GLEN INNES VIA ELLERSLIE AND MEADOWBANK	Sylvia Park	Apirana Ave by Glen Innes Station	Yes	Yes	Public Toilet	Public Toilet	
	752	PANMURE TO ST HELIERS VIA GLEN INNES	Panmure Interchange	405 Tamaki Dr	Yes	No (but planned)	Public Toilet (Drivers Toilet planned)	No	
	752	ST HELIERS TO PANMURE VIA GLEN INNES	Opposite 411 Tamaki Dr	Panmure Interchange	No (but planned)	Yes	No	Public Toilet (Drivers Toilet planned)	
	766	EASTERN BAYS CIRCUIT CLOCKWISE	Opposite 411 Tamaki Dr	Opposite 411 Tamaki Dr	No (but planned)	No (but planned)	No	No	
	766	EASTERN BAYS CIRCUIT ANTICLOCKWISE	405 Tamaki Dr	405 Tamaki Dr	No (but planned)	No (but planned)	No	No	
3	105	WESTMERE TO BRITOMART VIA RICHMOND RD	127 Garnet Rd	Customs St W	No (but planned)	No (but planned)	No	No	
	105	BRITOMART TO WESTMERE VIA RICHMOND RD	Customs St W	108 Garnet Rd	No (but planned)	No	No	No	
	106	FREEMANS BAY LOOP	Customs St W	Customs St W	No (but planned)	No (but planned)	No	No	
52	543	Howick to Panmure via Cascades Road	Picton Street near Uxbridge Road	Panmure Interchange	No (but planned)	Yes	No	Public Toilet (Drivers Toilet planned)	
	543	Panmure to Howick via Cascades Road	Panmure Interchange	111 Picton Street	Yes	No (but planned)	Public Toilet (Drivers Toilet planned)	No	
	545	Botany to Bucklands Beach via Highland Park	Botany Town Centre	49 The Parade	No (but planned)	No (but planned)	Public Toilet	No	
	545	Bucklands Beach to Botany via Highland Park	Opposite 138 Clovelly Road	Botany Town Centre	No (but planned)	No (but planned)	No	Public Toilet	
	562	Bucklands Beach to Panmure	Opposite 138 Clovelly Road	Panmure Interchange	No (but planned)	Yes	No	Public Toilet (Drivers Toilet planned)	
	562	Panmure to Bucklands Beach	Panmure Interchange	49 The Parade	Yes	No (but planned)	Public Toilet (Drivers Toilet planned)	No	
	562	Panmure to Bucklands Beach loop	Panmure Interchange	Panmure Interchange	Yes	Yes	Public Toilet (Drivers Toilet planned)	Public Toilet (Drivers Toilet planned)	
	563	Bucklands Beach to Half Moon Bay	Opposite 138 Clovelly Road	Half Moon Bay Ferry Terminal	No (but planned)	No (but planned)	No	Public Toilet	

	563	Half Moon Bay to Bucklands Beach	Half Moon Bay Ferry Terminal	49 The Parade	No (but planned)	No (but planned)	Public Toilet	No	
	566	Botany to Half Moon Bay via Highland Park	Botany Town Centre	Half Moon Bay Ferry Terminal	No (but planned)	No (but planned)	Public Toilet	Public Toilet	
	567	Botany to Half Moon Bay via Howick	Botany Town Centre	Half Moon Bay Ferry Terminal	No (but planned)	No (but planned)	Public Toilet	Public Toilet	
	589	Maraetai and Beachlands to Botany via Whitford	Opposite 256 Maraetai Drive	Botany Town Centre	No (but planned)	No (but planned)	Public Toilet	Public Toilet	
53	35	Manukau to Botany via Chapel Rd	Manukau Station	Botany Town Centre	Yes	No (but planned)	Drivers Toilet	Public Toilet	Manukau station
	35	Ormiston to Botany via Chapel Rd	Ormiston Town Centre	Botany Town Centre	No (but planned)	No (but planned)	No	Public Toilet	
	355	Manukau to Botany via Ormiston	Manukau Station	Botany Town Centre	Yes	No (but planned)	Drivers Toilet	Public Toilet	Manukau station
	355	Ormiston to Botany	Ormiston Town Centre	Botany Town Centre	No (but planned)	No (but planned)	No	Public Toilet	



Branding Manual

Bus Services



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Introducing AT Metro

Consistency and the style of our livery has a big impact on the way the customer views our integrated public transport system, delivered by the operator.

This Branding Manual has been developed to provide consistency across the bus fleet carrying the AT Metro brand. This includes correct use of the logos, fonts, colours, fabrics and other graphical elements.

The Auckland Transport Branding Manual – Buses Services document is a working reference. It sets out how operators should apply AT Branding to buses.

Before a bus is able to be put into service, photos of the AT Metro branding on the bus should be sent to the design team and account manager to confirm the application of the AT Metro brand is compliant.

This branding manual sets out requirements relating solely to branding and does not fetter or otherwise alter AT rights or requirements under the Regional Participation Agreement or any other document.

The requirements for urban buses in New Zealand (the 'RUB') is the benchmark. This branding manual is designed to comply with the RUB and sets out AT requirements over and above the RUB. In case of any conflict or inconsistency with the RUB, please contact us.

From time to time this branding manual will need to be updated. Please ensure you are referring to the latest version of the branding manual. The most current version of the branding manual and associated decal artwork is available through the Business Objects Launch Pad via the documents tab under each individual operator's folder.

If you have any questions regarding the attached material from Auckland Transport please consult with the Design team and ensure that you are following the principles contained in here.

Contacts:

Customer Design Manager

Maree Cotter

Maree.cotter@aucklandtransport.govt.nz

Mobile: 021 442 588

01

Our Brand

AT Metro

The Public Transport brand

AT Metro is the brand of Auckland Transport's public transport network and will help Auckland Transport build a positive perception around the way public transport is managed in Auckland.

The AT Metro logo is made of two elements – the AT roundel and the word "Metro". The colours in the AT Metro logo are the same as those in the Auckland Council logo.

AT Metro will be promoted as the transport system brand representing and integrating all areas of public transport in Auckland. With the introduction of this brand AT will be able to simplify and add clarity to the transport environment in Auckland.

A condition of use of utilising the AT Metro colour scheme is that buses painted in AT Metro colours have to comply with all branding requirements as set out in the "AT Metro Branding Manual – Bus Services", including using AT Metro livery.



Logo reversed



Logo positive

Space

Clear space

The 'X' squares indicate the minimum clear space based on the thickness of the ring surrounding the AT. Nothing should ever appear in this area. The clearspace will increase or decrease in proportion to the logo size.



Minimum size

The operational logo should never be used smaller than 15mm high.



Colour

The single colour version of the logo may only be used when reproduction of the full colour logo is not possible.



Full colour logo on white



Full colour logo on background



One colour logo on white



One colour logo on background

Typography

Avenir 95 Black

Solid and full of impact, it's perfect for bold messaging and headlines.

**ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz 1234567890**

Point size:

The minimum point size for Avenir 95 Black is 12 pt

Tracking (kerning):

When using Avenir 95 Black at 40pt and above set the tracking to -40.

When using Avenir 95 Black at 29pt and below set the tracking to -25.

Avenir 55 Roman

Clean, crisp and easy to read – this is our typeface for large amounts of body copy.

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz 1234567890

Point size:

The minimum point size for Avenir 85 Heavy and Avenir 55 Roman is 7pt

Tracking (kerning):

When using Avenir 85 Heavy set the tracking to -25 at all times.

When using Avenir 55 Roman at 14pt or above set the tracking to -25. For point sizes smaller than 14pt set the tracking to 0.

Avenir 85 Heavy

Bold and punchy, it's great for headings, and compliments body copy.

**ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz 1234567890**

Avenir 35 Light

A lightweight typeface that we can use big without sounding like we're shouting.

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz 1234567890

Point size:

The minimum point size for Avenir 35 Light is 14pt

Tracking (kerning):

When using Avenir 35 Light set the tracking to -25 at all times.

Colours & Colour Balance

Our palette

The AT Metro colour palette is taken directly from the colours within the Auckland Council logo – White, Ocean, Shore, Pohutukawa Leaf and Pohutukawa Flower. These are the **main** colours within the AT Metro colour palette.

Core colours

Just like the colour balance seen within the AT Metro logo – White and Ocean are the core colours that represent the Auckland Transport brand. White or Ocean should always have a combined colour balance of 90% in any composition.

Secondary colours

Our secondary colours can be used as **highlight colours only**. This means that all communications should feel predominantly White or Ocean, with a hint of secondary colour.

Colour balance diagram:



Core colours

Ocean
 PMS: 539 C
 CMYK: 91, 70, 46, 38
 RGB: 40, 61, 81

White
 CMYK: 0, 0, 0, 0
 RGB: 255, 255, 255

Secondary colours

Shore
 PMS: 7468 C
 CMYK: 73, 33, 9, 0
 RGB: 66, 143, 191

Pohutukawa Leaf
 PMS: 377 C
 CMYK: 53, 16, 100, 1
 RGB: 135, 160, 62

Pohutukawa Flower
 PMS: 485 C
 CMYK: 0, 96, 97, 0
 RGB: 238, 46, 37

Grey colours

CMYK: 0, 0, 0, 100	CMYK: 0, 0, 0, 90	CMYK: 0, 0, 0, 80	CMYK: 0, 0, 0, 70	CMYK: 0, 0, 0, 60
CMYK: 0, 0, 0, 50	CMYK: 0, 0, 0, 40	CMYK: 0, 0, 0, 30	CMYK: 0, 0, 0, 20	CMYK: 0, 0, 0, 10

Logo Don'ts

As with any brand, there are a few basic rules surrounding the way it should be used.

These are in place not to restrict creativity, but to ensure consistency and quality.



Do not place the full colour logo on a coloured background without the white circle surrounding it.



Do not change the colour of the surrounding circle.



Do not rotate or distort the logo.



Do not apply outlines or keylines to the logo.



Do not change the size of the white outer ring of the logo - it should always be 1/2 'X' as shown in the clearspace rules.



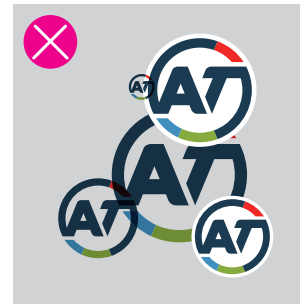
Do not change the colours of the logo.



Do not crop the logo.



Do not apply any effects to the logo such as embossing or drop shadows.



Do not duplicate, overlap or apply transparencies to the logo.

Single Decker Device

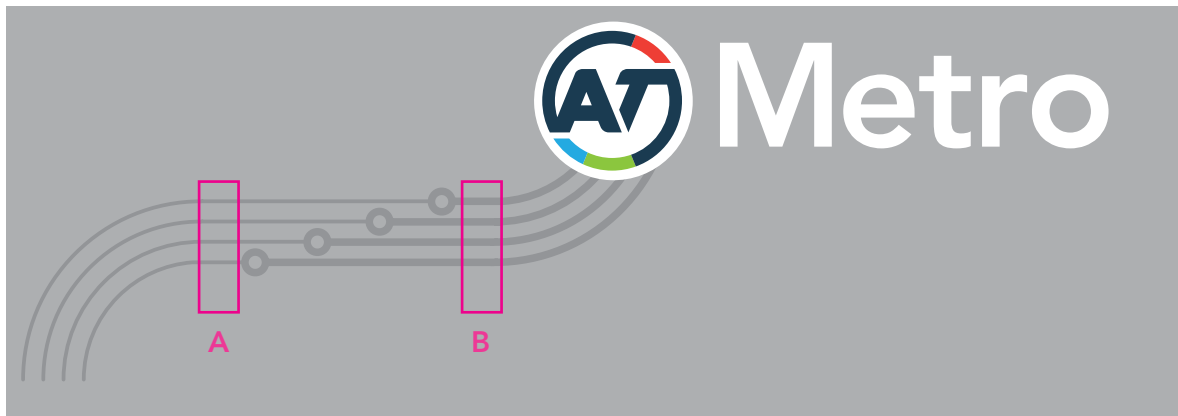
Cut and trim

The AT Metro logo and device will be downloadable as a driver side and passenger entrance version. The below pink squares outline how the device can be trimmed or lengthened without effecting the integrity of the shape. Lines in panel A and B can be lengthened or shortened equally to make the device suit the bus.

Driver Side



Passenger Entrance Side



Double Decker Device

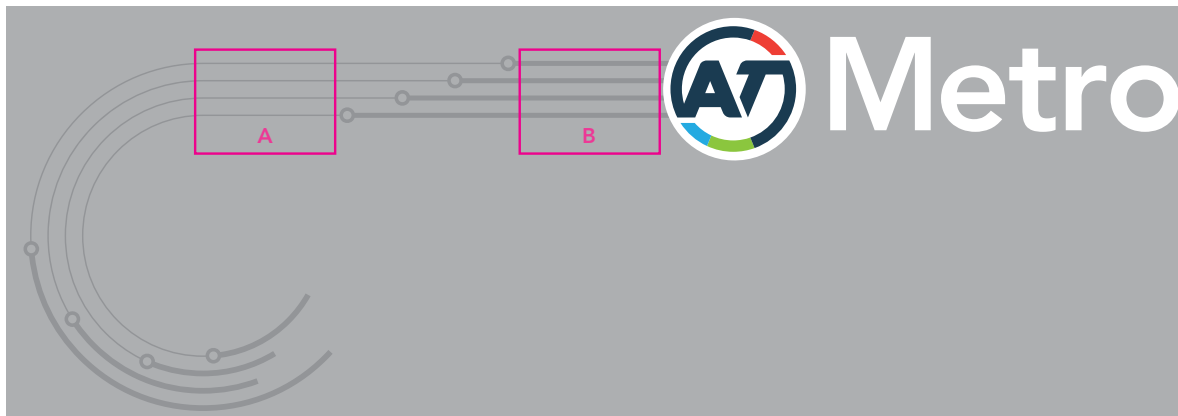
Cut and trim

The AT Metro logo and device will be downloadable as a driver side and passenger entrance version. The below pink squares outline how the device can be trimmed or lengthened without effecting the integrity of the shape. Lines in panel A and B can be lengthened or shortened equally to make the device suit the bus.

Driver Side



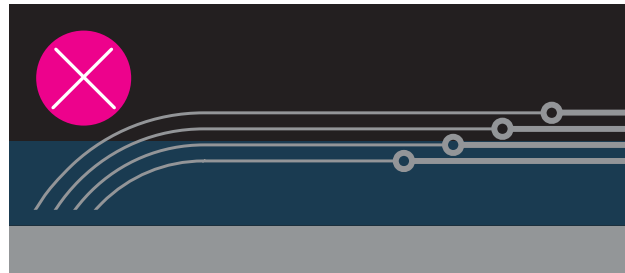
Passenger Entrance Side



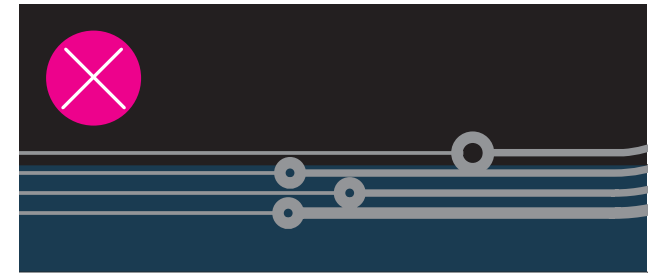
Streamline Device Don'ts

The streamline device is a versatile design element in the Auckland Transport brand toolkit, but it has the potential to be used incorrectly.

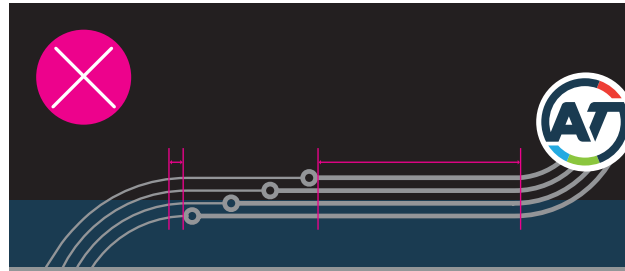
Here are a few examples of how **not** to use the streamline device when applying it to buses.



Streamline device must not finish in blue. It must end in the grey



Streamline device circles must not be modified



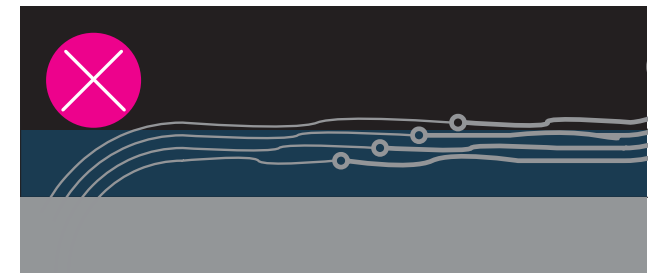
Streamline device must be equal on either side of thick and thin lines



Spacing of circles on the Streamline device circles must not be altered



Lines must not have breaks



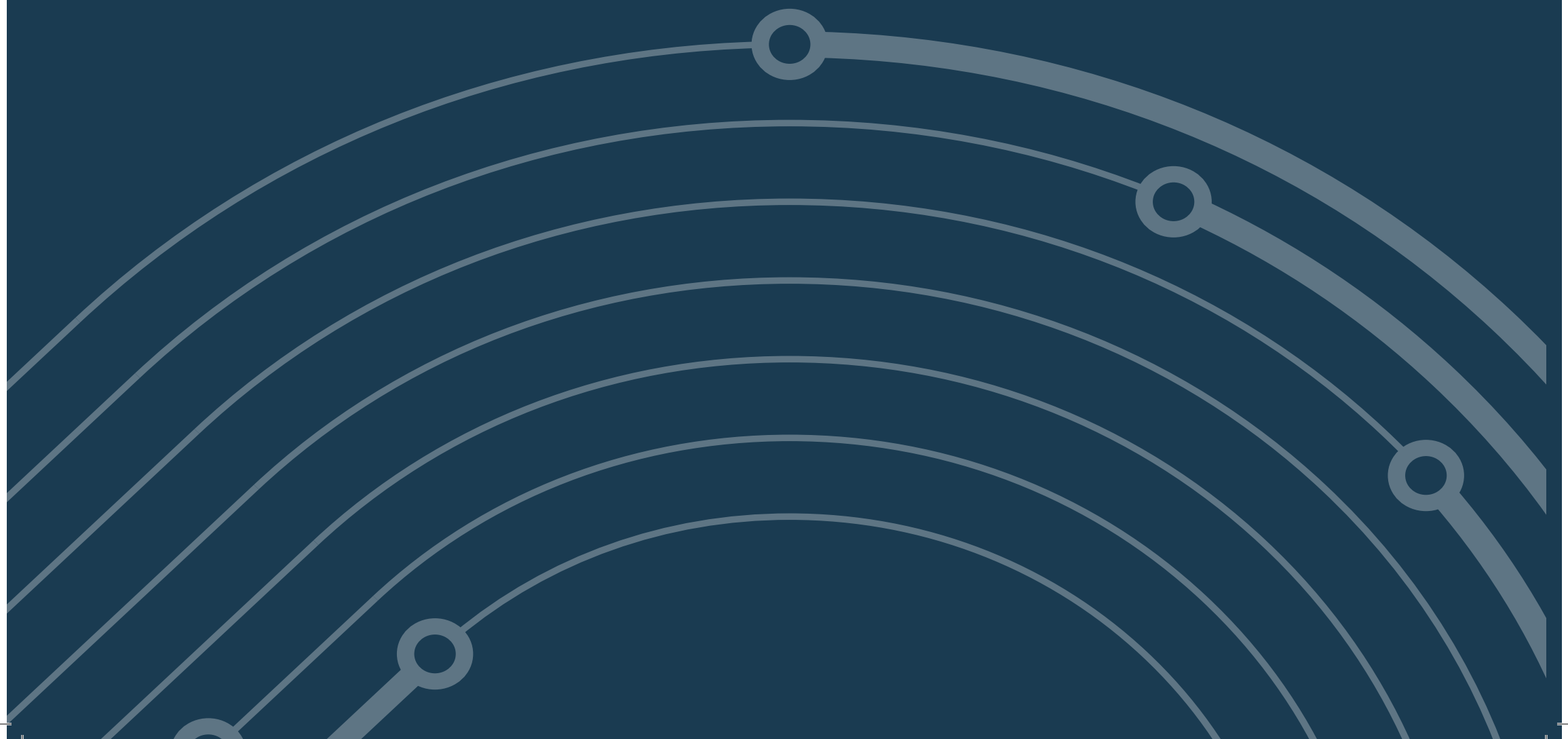
Thick and thin lines must be straight

Advertising

As part of the AT Metro brand, our buses will have a clean, minimal look with limited advertising. This will help promote and grow awareness of the AT Metro brand. As such, there will be no advertising permitted on the exterior of AT Metro branded buses, with the exception of bus back advertisements. This applies to any buses that are branded in AT Metro colours prior to the implementation of the Public Transport Operating Model (PTOM). Under some circumstances we may make exceptions to this, but it will need to be approved by a member of the AT Metro Bus Services Leadership Team and the AT Customer Design Manager.

02

Bus Exterior



Vinyl Colours

Avery Dennison – 900 Super Cast



Avery 932
Indigo blue



Avery 983
Gunmetal Grey



Avery 900
White



Avery 942
Light Blue



Avery 956
Grass Green



Avery 925
Signal Red



Avery 904
Chrome Yellow

RAL Paint Colours

Standard Fleet Services



AT Ocean Blue

PPG Reference: 416-727B

RAL: 5011 - Steel Blue



AT Silver

PPG Reference: 452-61RLB

RAL: 9006-White Aluminium



AT White

PPG Reference: 416-727C

RAL: 9003 - Signal White

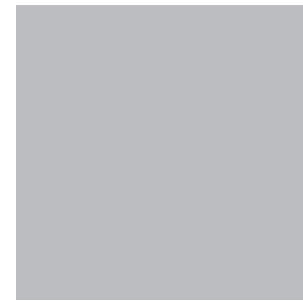
Rapid Fleet Services



AT Ocean Blue

PPG Reference: 416-727B

RAL: 5011 - Steel Blue



AT Silver

PPG Reference: 452-61RLB

RAL: 9006-White Aluminium



AT Yellow

PPG Reference: 417-5E1A

RAL: 1003 - Signal Yellow



AT White

PPG Reference: 416-727C

RAL: 9003 - Signal White

RAL Paint Colours

Speciality Services



AT CityLink

PPG Reference: 417-89CC

RAL: 3020- Traffic Red



AT InnerLink

PPG Reference: 417-87WH

RAL: 6018 - Yellow Green



AT OuterLink

PPG Reference: 417-89CD

RAL: 1028 - Melon Yellow



AT Airporter

PPG Reference: 9JEV

RAL: No match

AT Curve Template

This can be sourced through PPG. Refer to page 18 for instructions on how to apply this curve template.



AT Logo and Device Placement

The information shown is a template on how to apply the AT Metro branding to the exterior of a bus. We have also included some specific bus model examples illustrating how the branding should be applied to those models.



Front View

The AT Metro logo is placed centred in the panel below the main front window on top of ocean blue metal background.

Size: 625mm wide



Rear View

The AT Metro logo is placed centred either in the top or bottom panel on top of ocean blue metal background at about twice the size of the logo on the front.

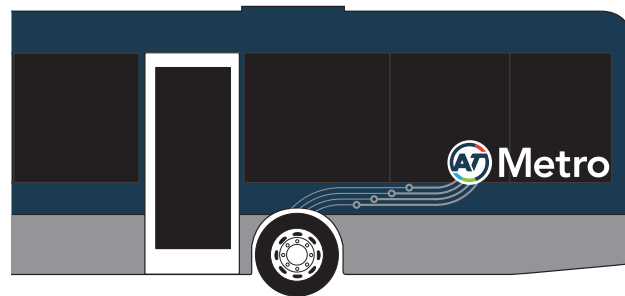
Size: 1150mm wide

Side View, Passenger loading side, Back Section of Bus

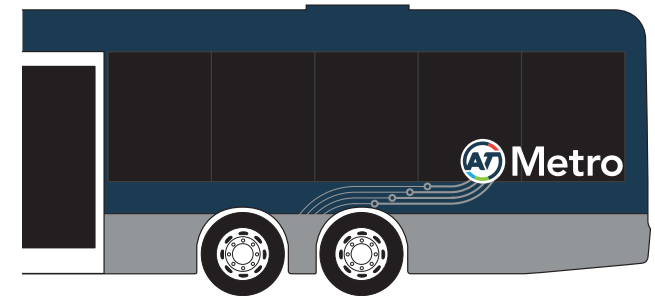
Scenario 1



Scenario 2



Scenario 3



- The AT Metro logo is placed at the rear end of the bus. The wording runs in the opposite direction of the AT device and should not extend past the last window.
- The end of the device naturally ends with its curve at the bottom of the ocean blue section (scenario 1, preferred), disappears behind the back tyre (scenario 2) or ends between the two back tyres on longer buses (scenario 3). The circles in the device must always be visible and not be cut off.

- The AT device will extend out of the AT roundel and be placed on the ocean blue metal background.
- Decals cannot be placed over air vents.

AT Logo and Device Placement

Side View, Driver Side



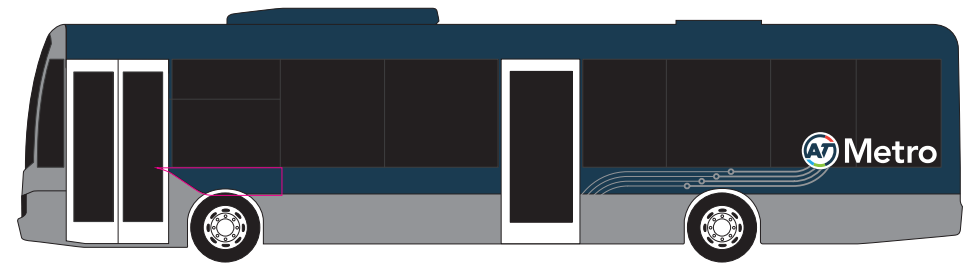
AT logo and device placement at back section of bus

- AT Metro logo is placed at the rear end of the bus. On some buses we may not want it on the window as it will block passengers views (if the bus floor doesn't step up). The wording runs in the same direction as the AT device.
- Please refer to the information for the passenger loading side of the bus on the previous page on where the device can end.
- The AT curve should finish naturally with the front side end of the driver window. As outlined in pink above.
- The AT curve device must be used as per the template provided, e.g the curve cannot be altered.

Decal Replacement

If a bus is damaged and panels need to be replaced, operators are only allowed to replace a section of the vinyl decals effected (using the same materials) as long as there will be no difference in colour due to fading. If the existing decals are faded and will look different to the new sections of the decals, the decal will need to be replaced in its entirety.

Side View, Passenger Loading Side

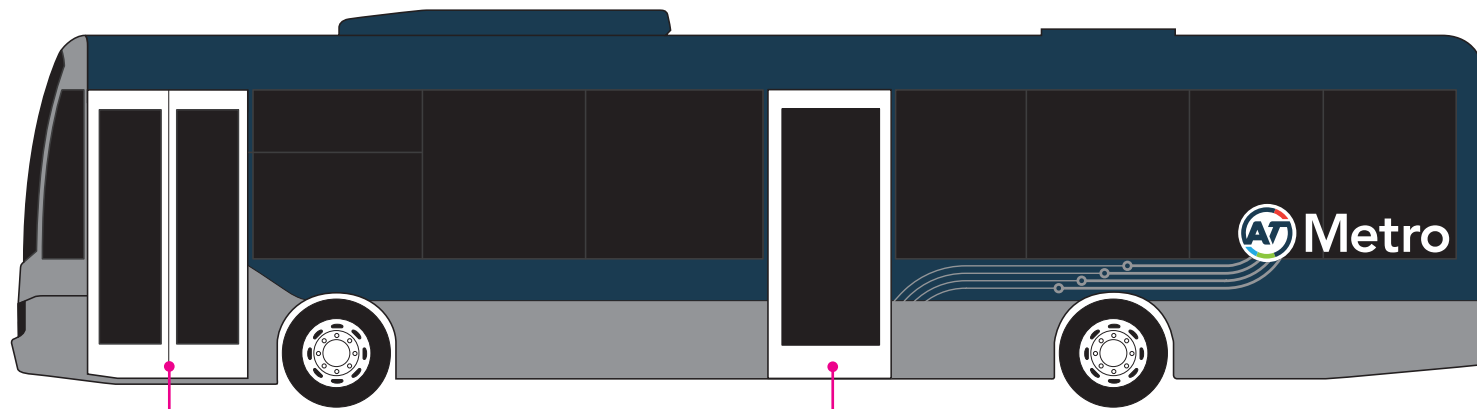
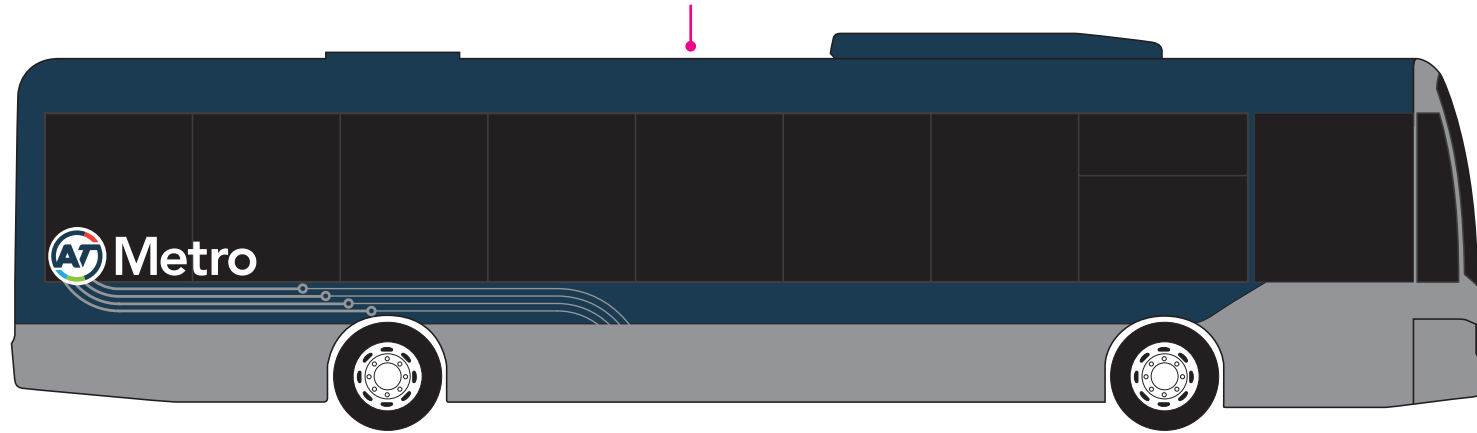


AT curve device placement at front section of bus

- The AT curve device is placed at the front section of the bus. It extends from the ocean blue metal surface underneath the windows as outlined in pink above.
- On the passenger loading side the AT curve should ideally finish just before the front doors as shown in the above.
- The AT curve device must be used as per the template provided, e.g the curve cannot be altered.

Painting Standard Fleet

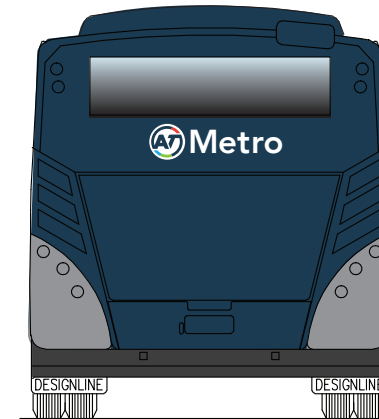
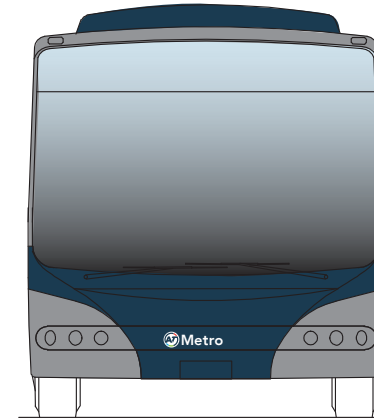
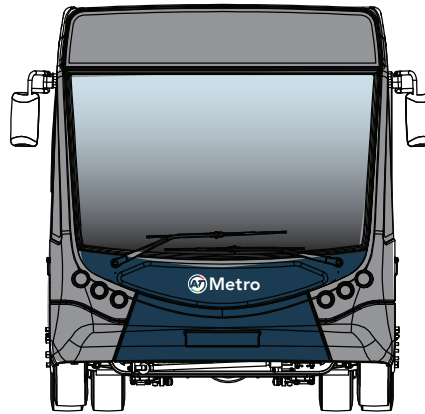
Roof to be painted white, where not visible from pavement



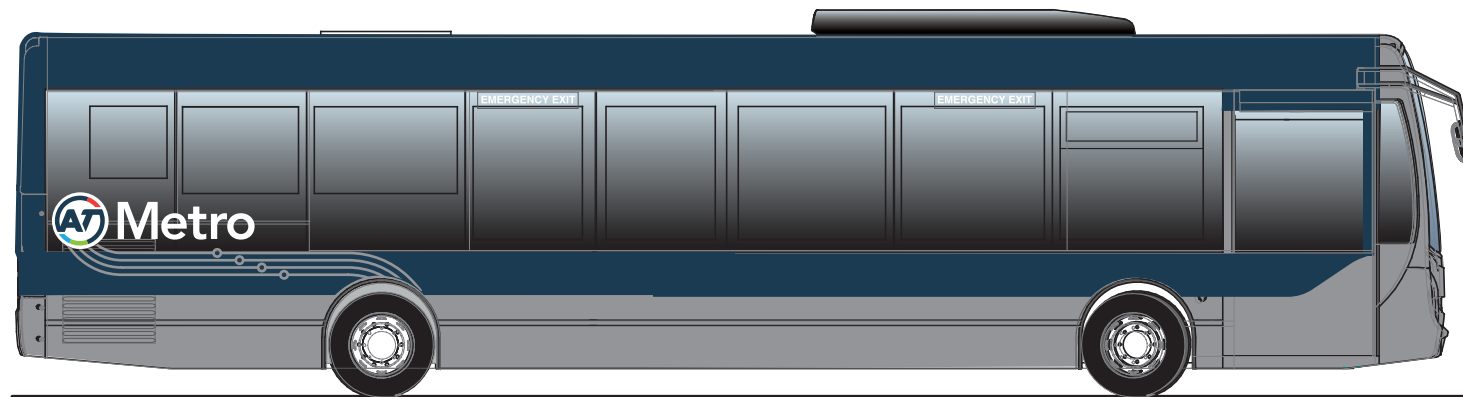
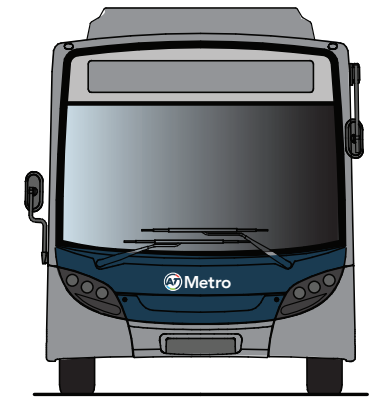
Rubber door seals should not be painted

Painting Standard Fleet

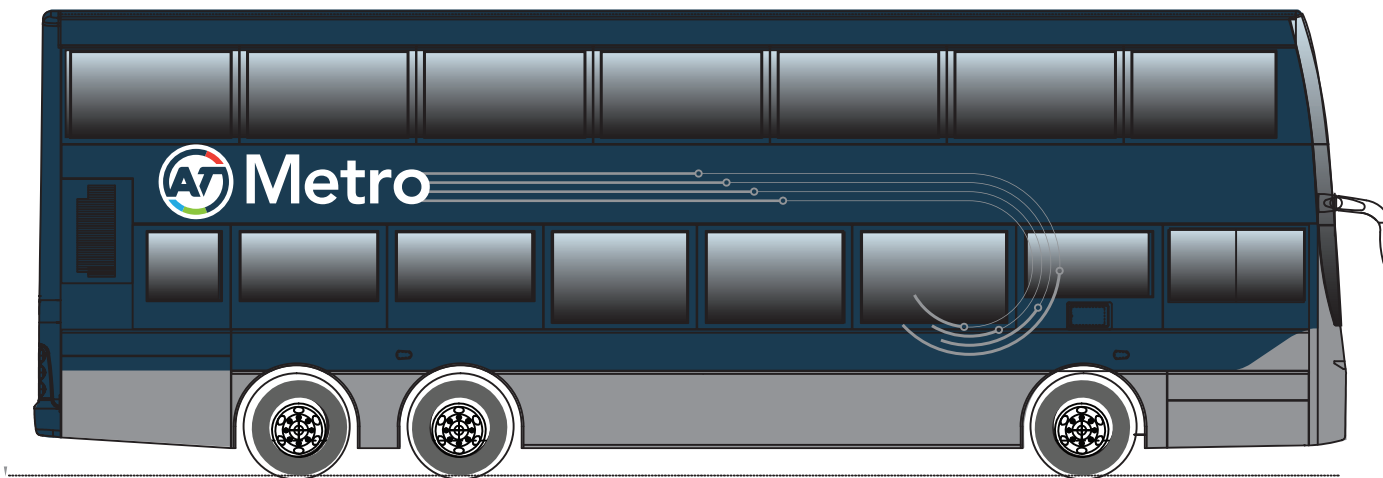
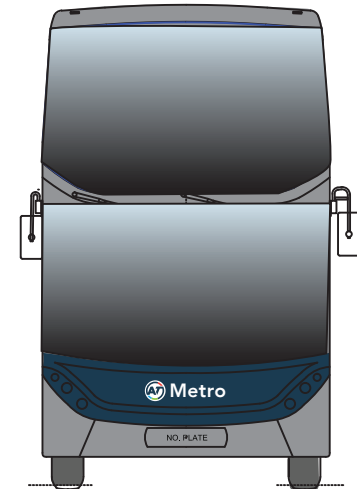
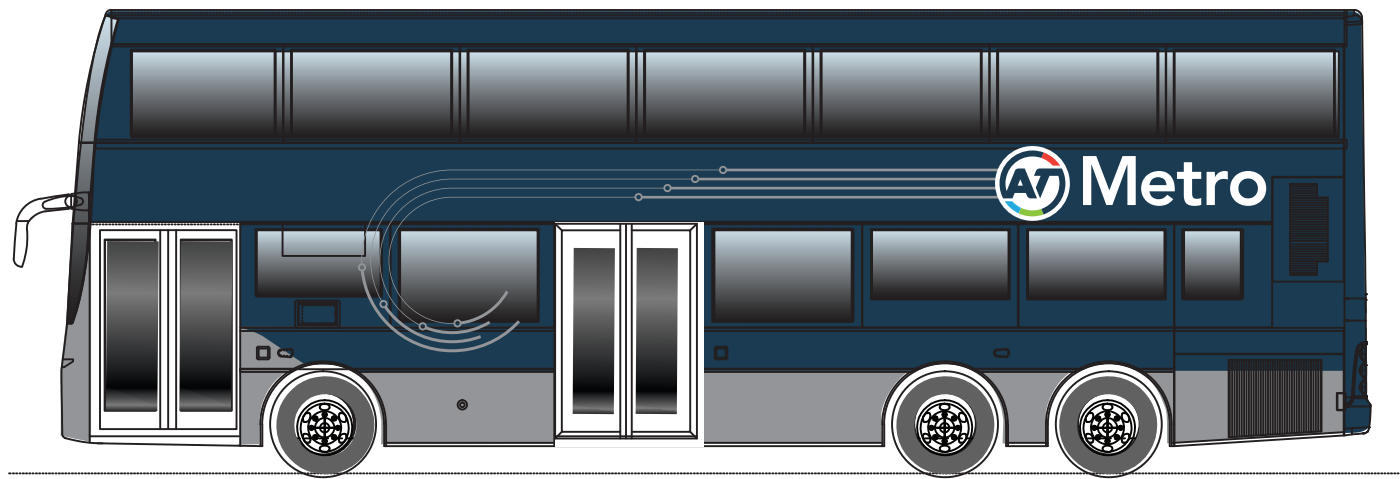
The grey areas should follow panel lines where possible so that one panel doesn't need to be painted with two colours



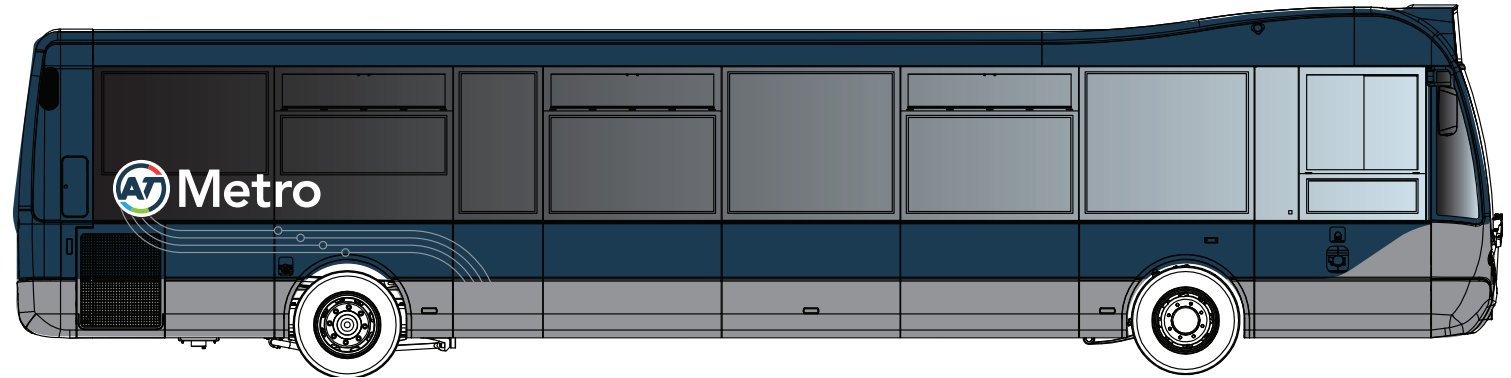
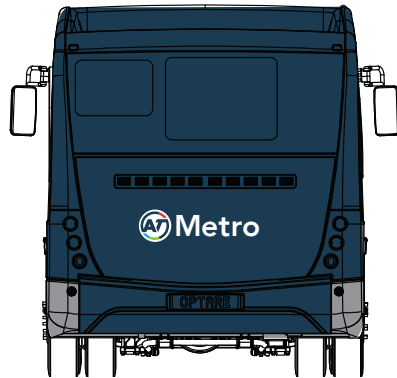
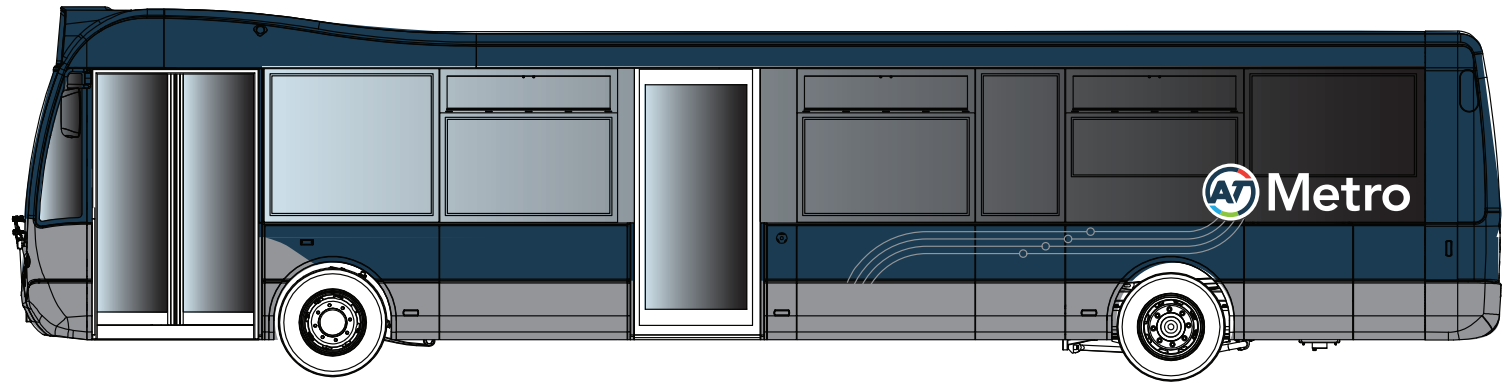
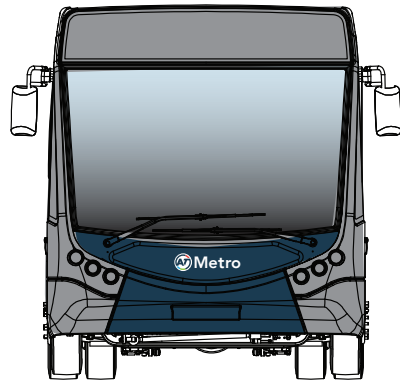
ADL E200



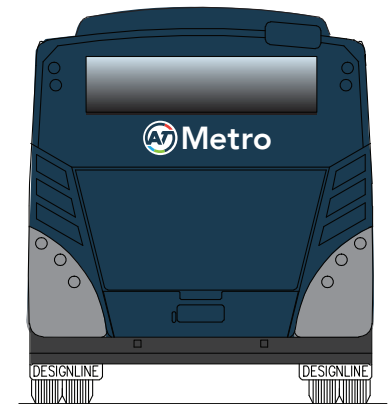
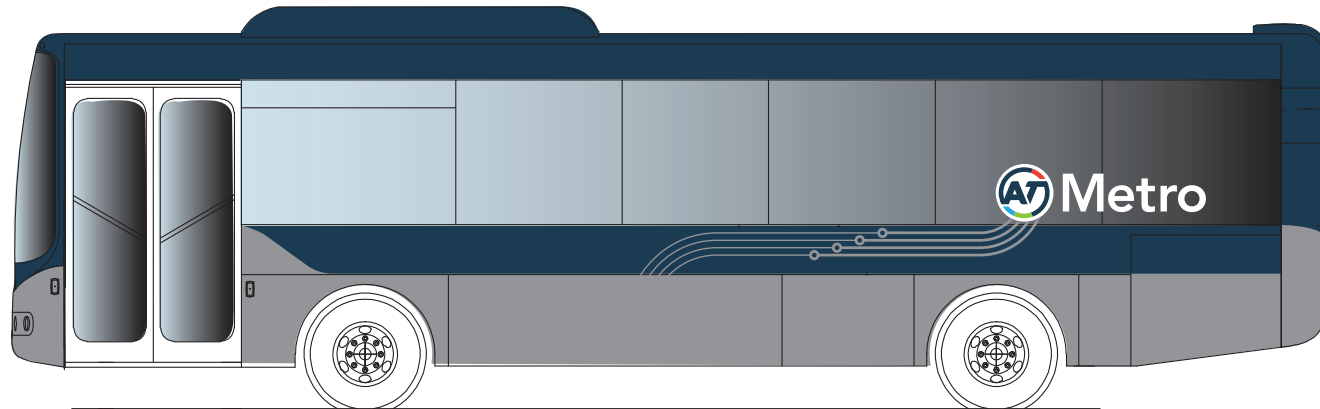
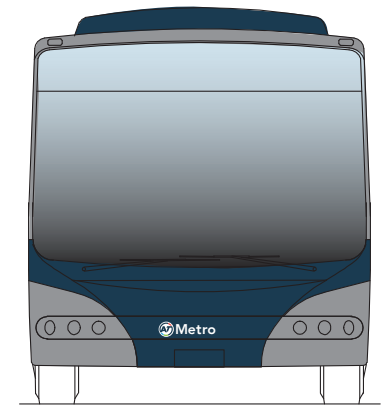
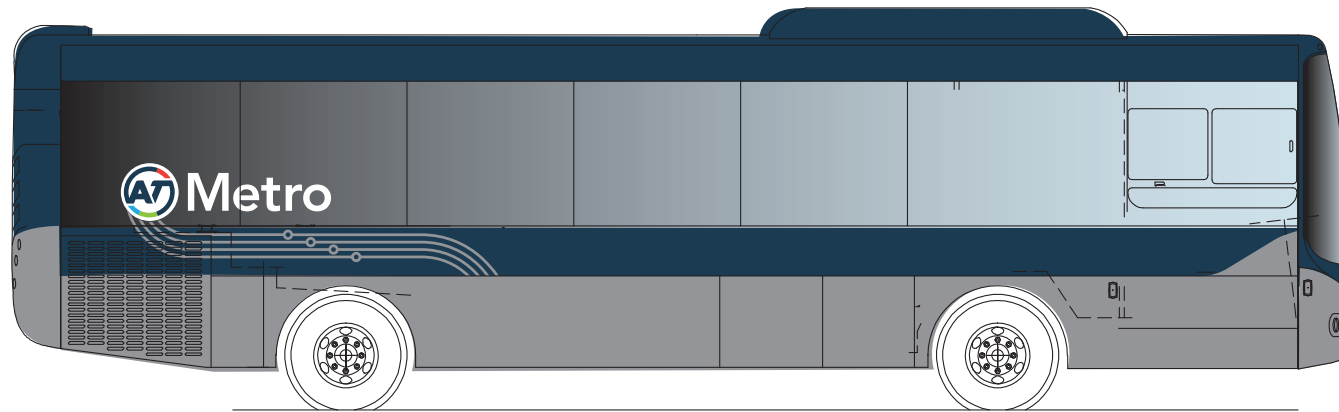
Scania Ritchies Double Decker



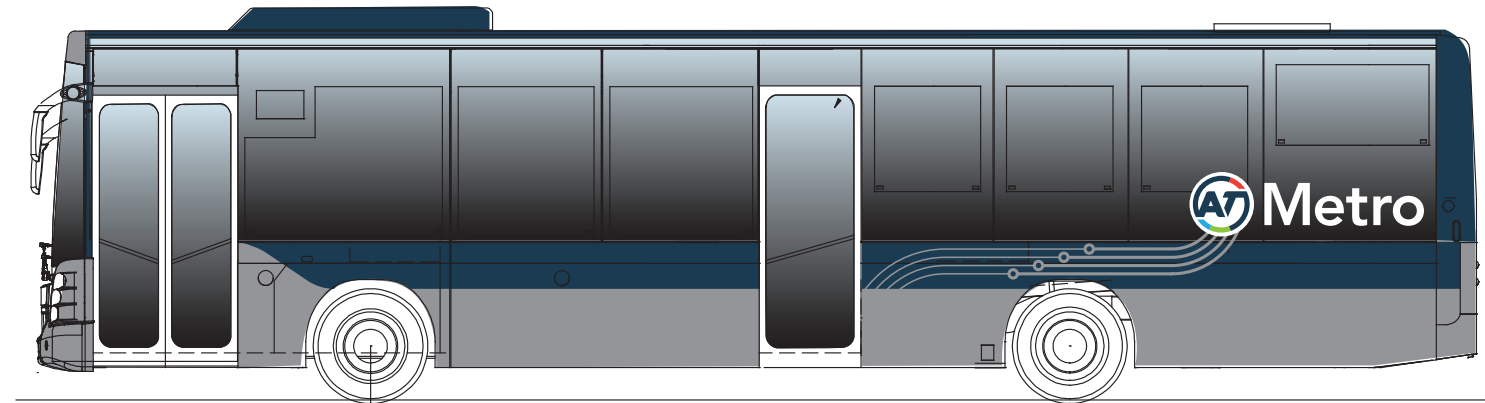
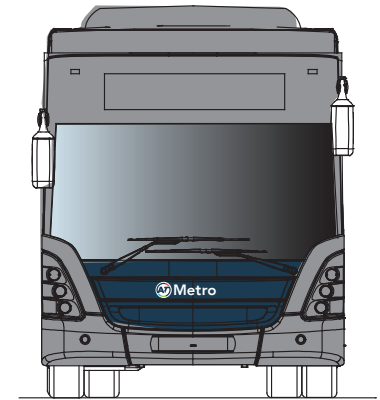
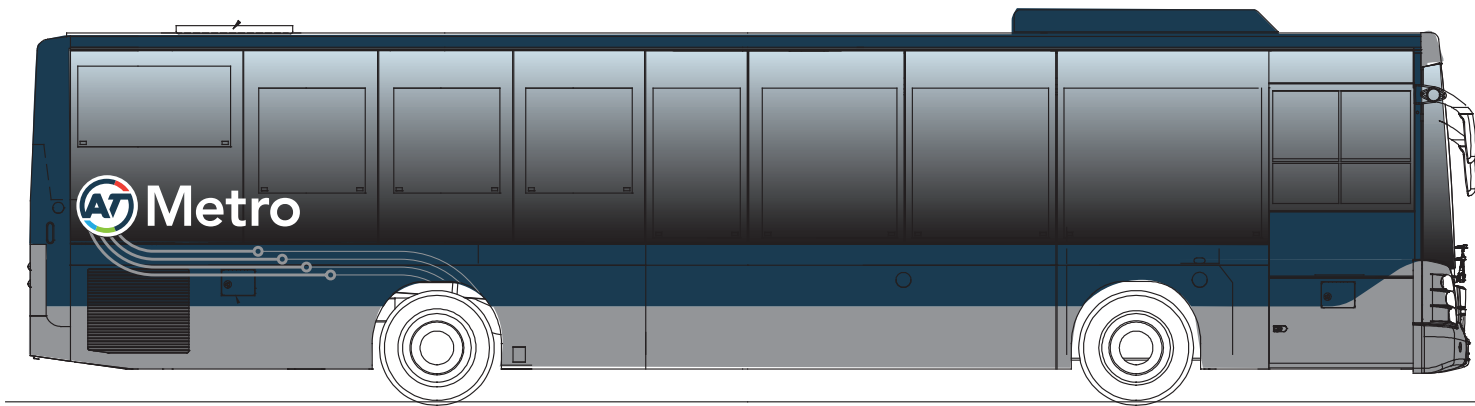
Optare Metrocity



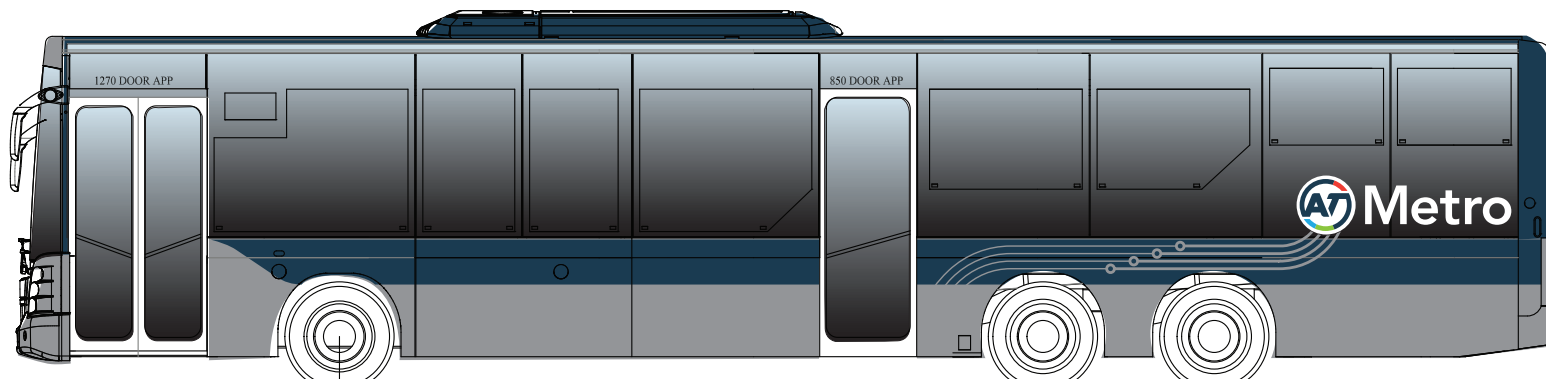
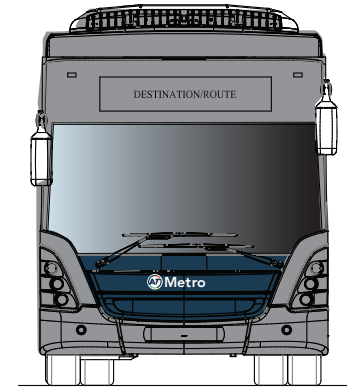
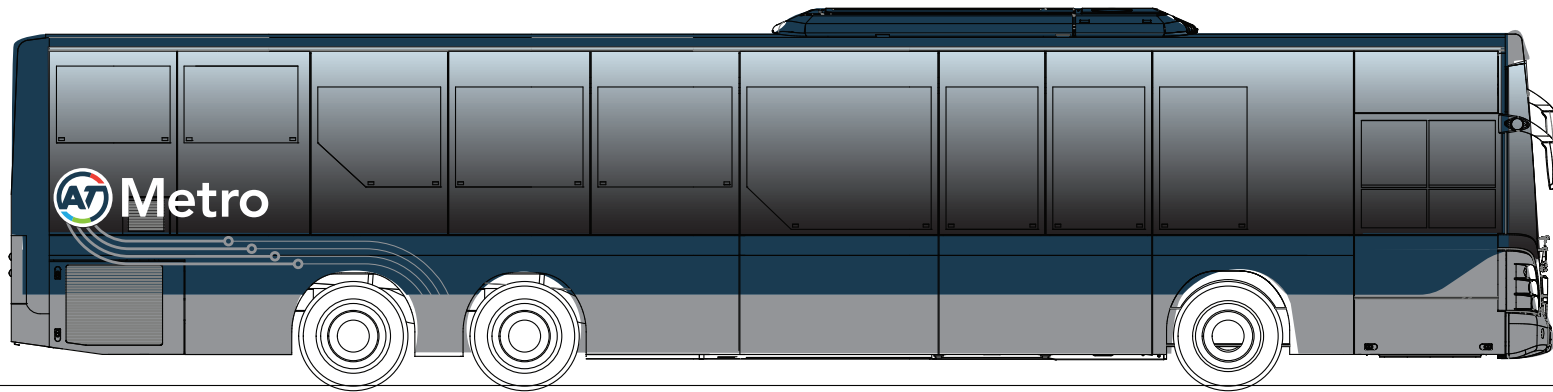
MAN A80



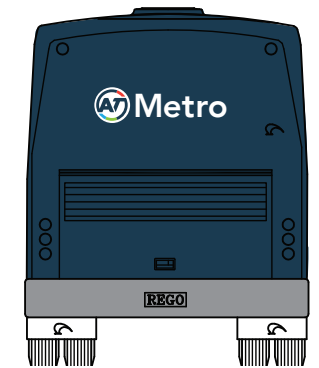
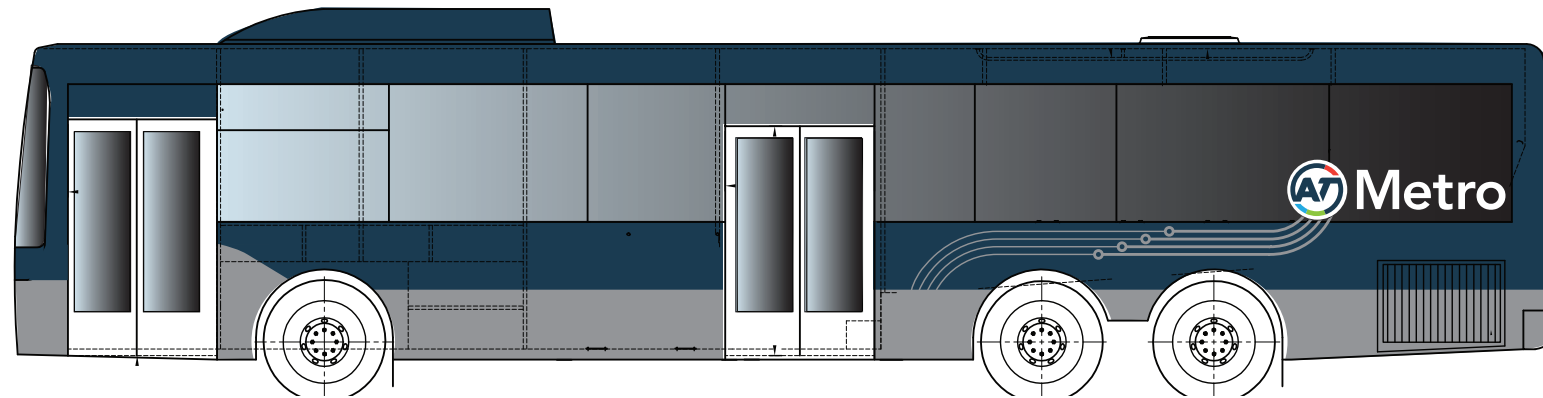
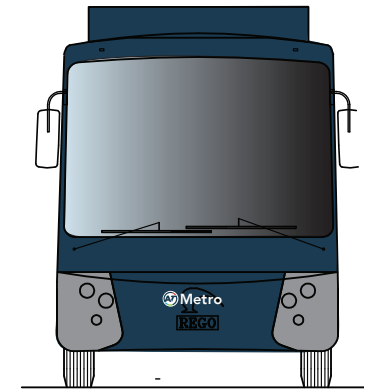
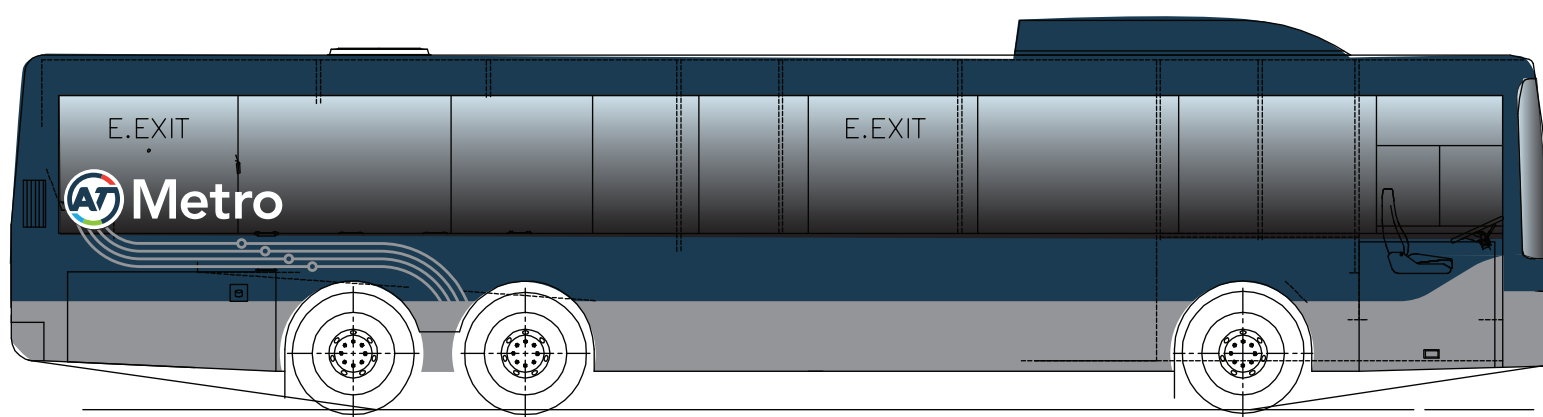
Scania City Bus 12M



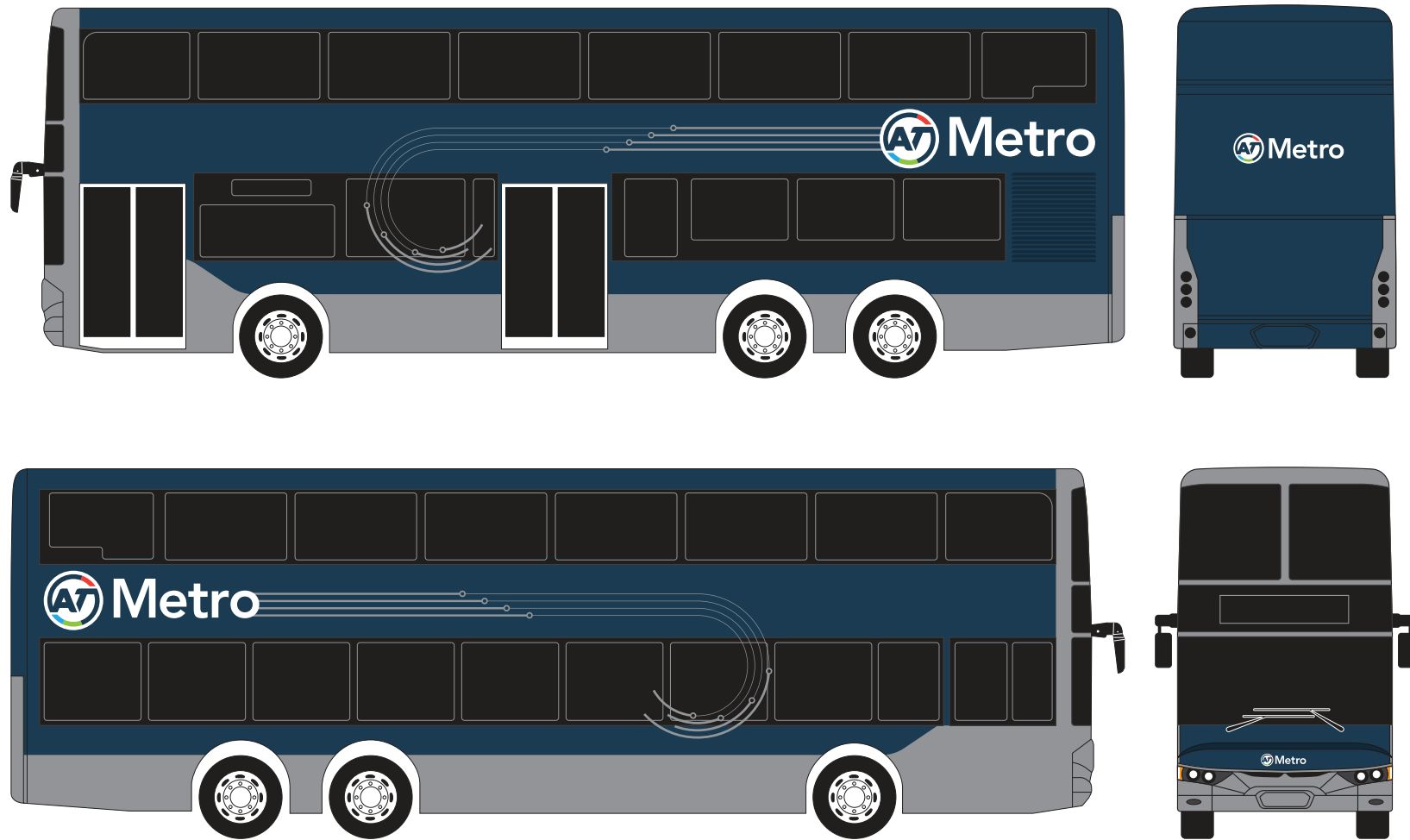
Scania City Bus 12



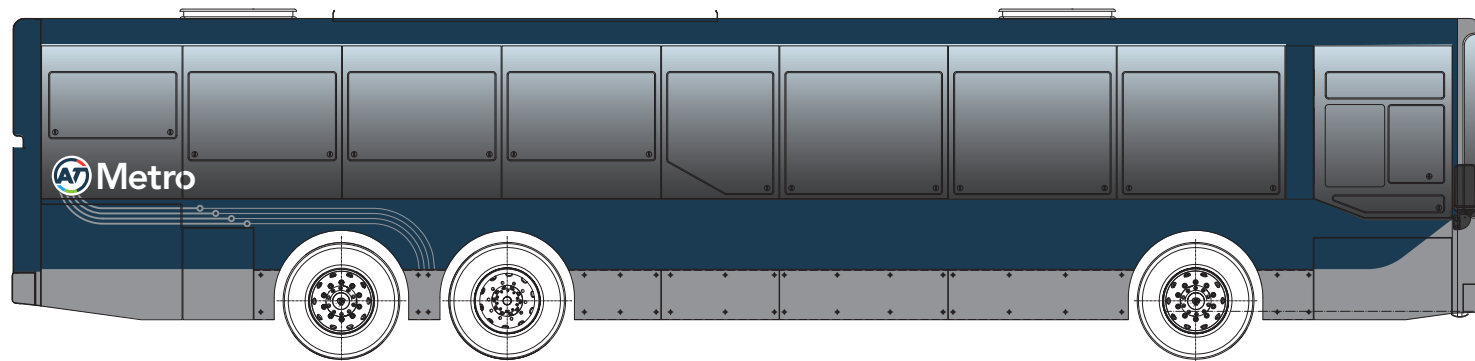
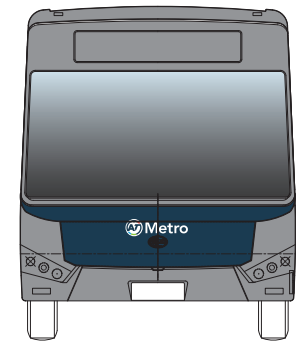
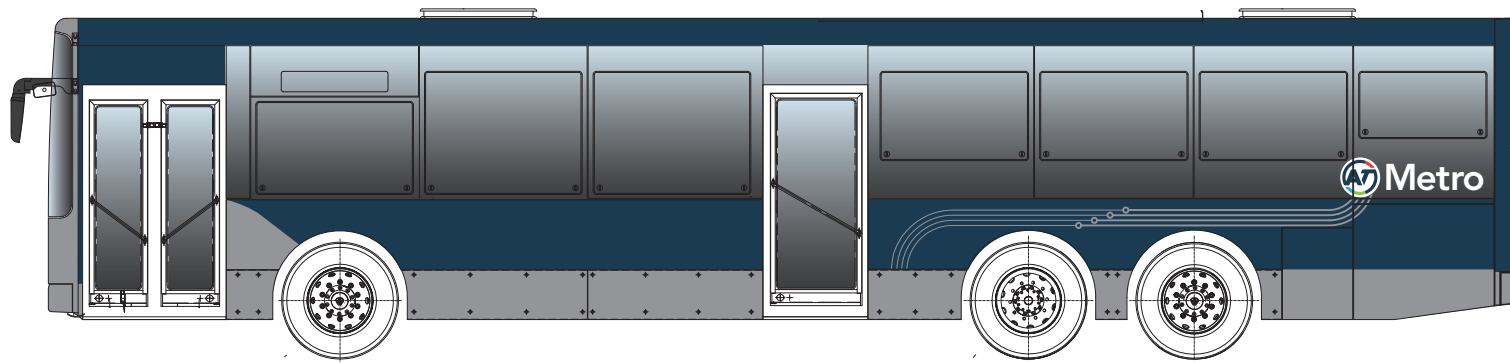
Scania KUB 6x2



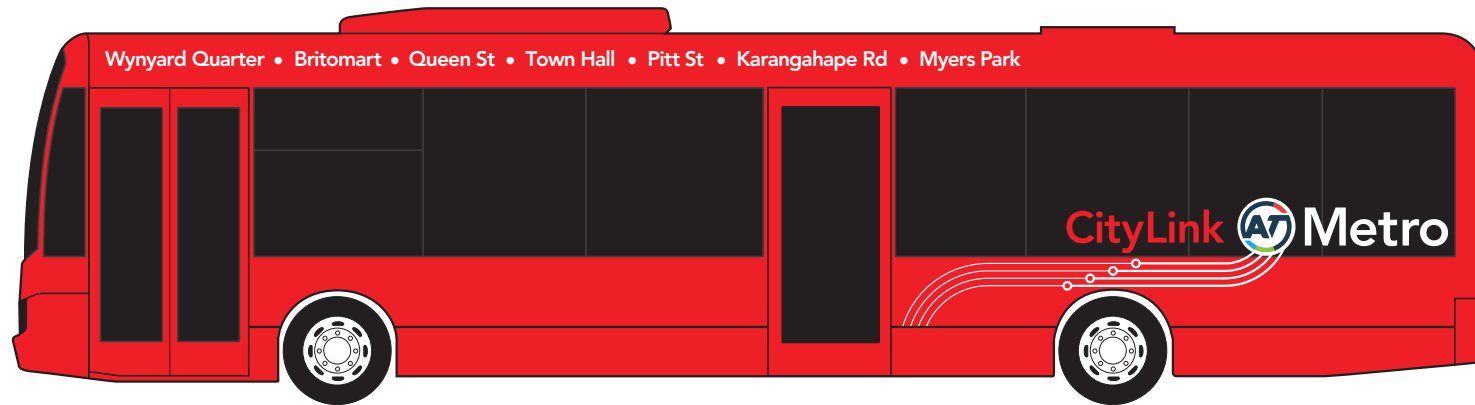
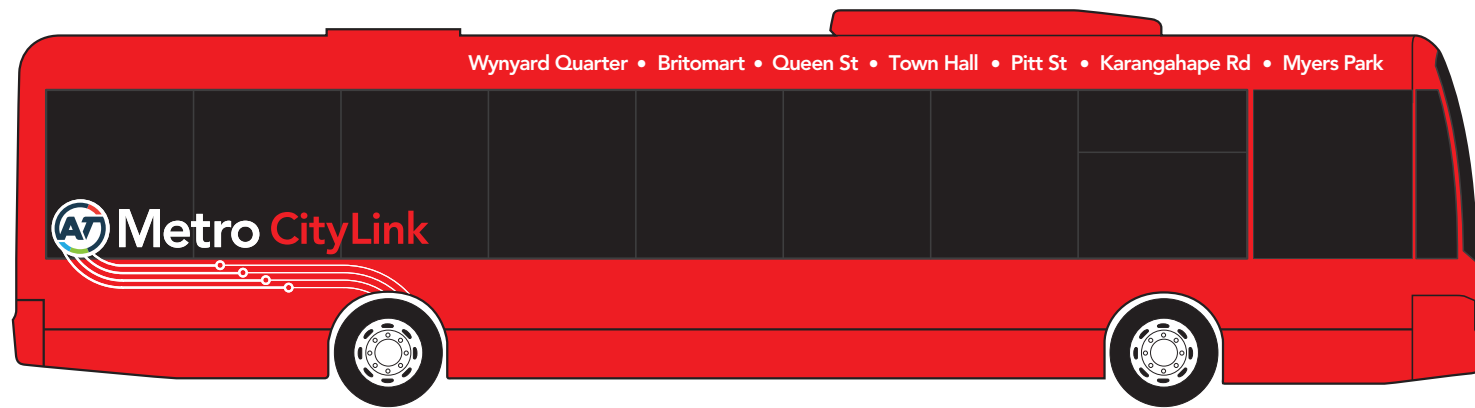
BCI Double Decker



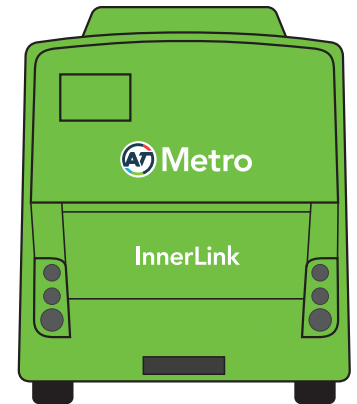
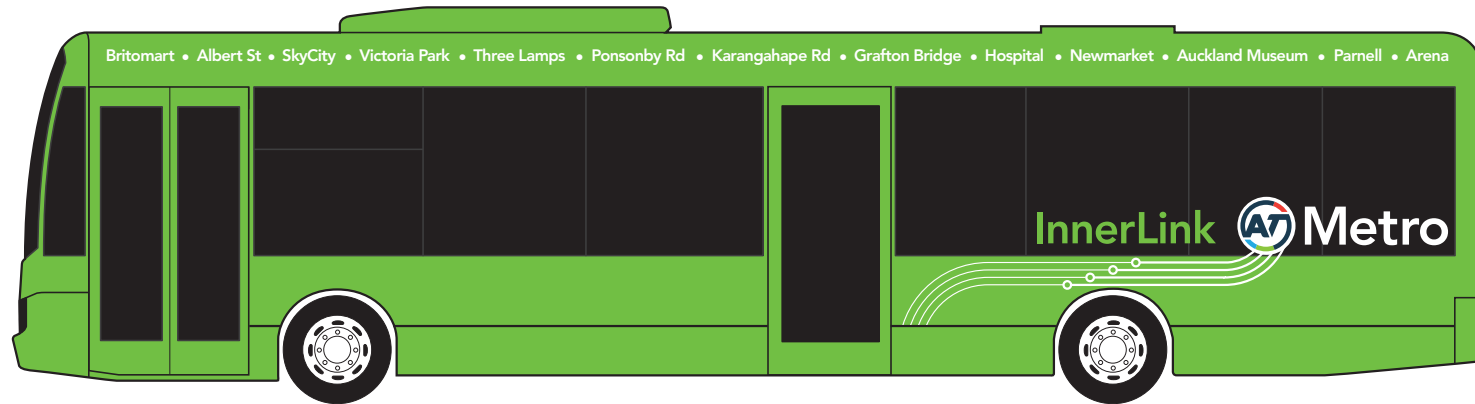
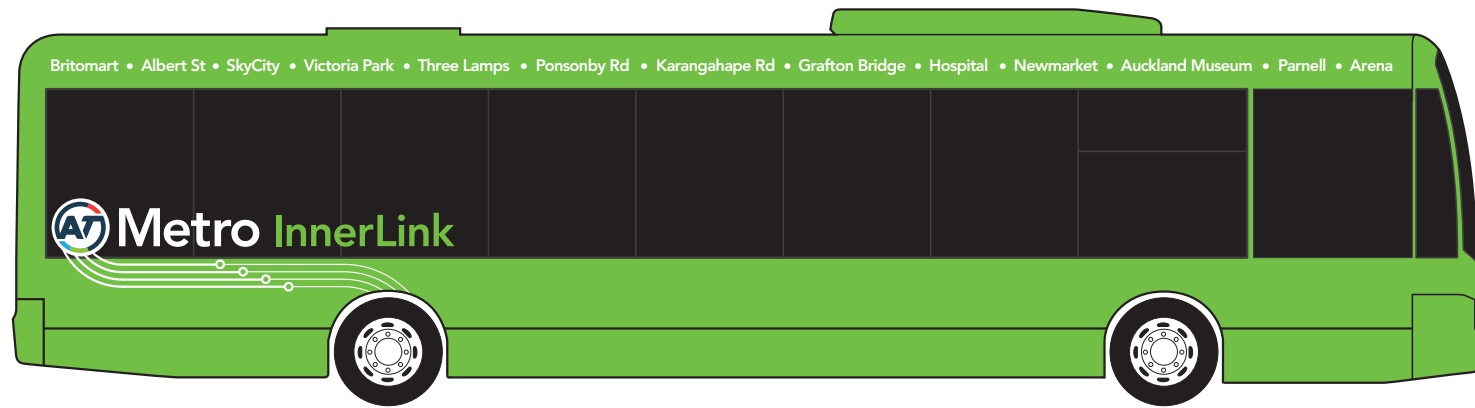
Pavlovich



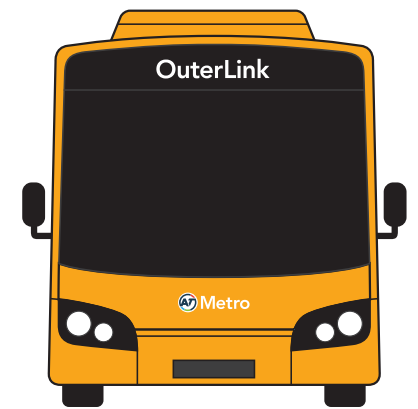
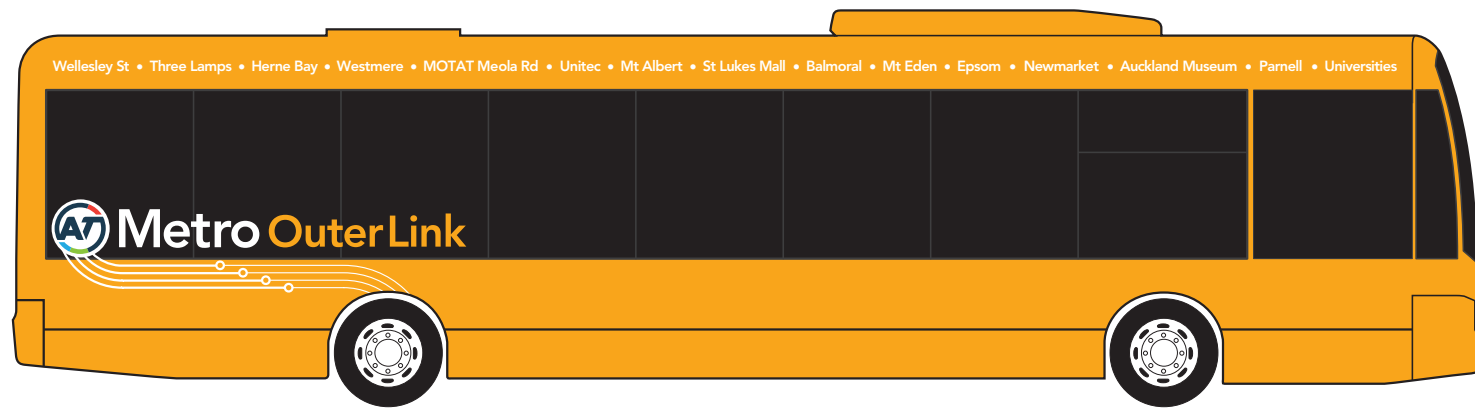
Speciality Fleet



Speciality Fleet



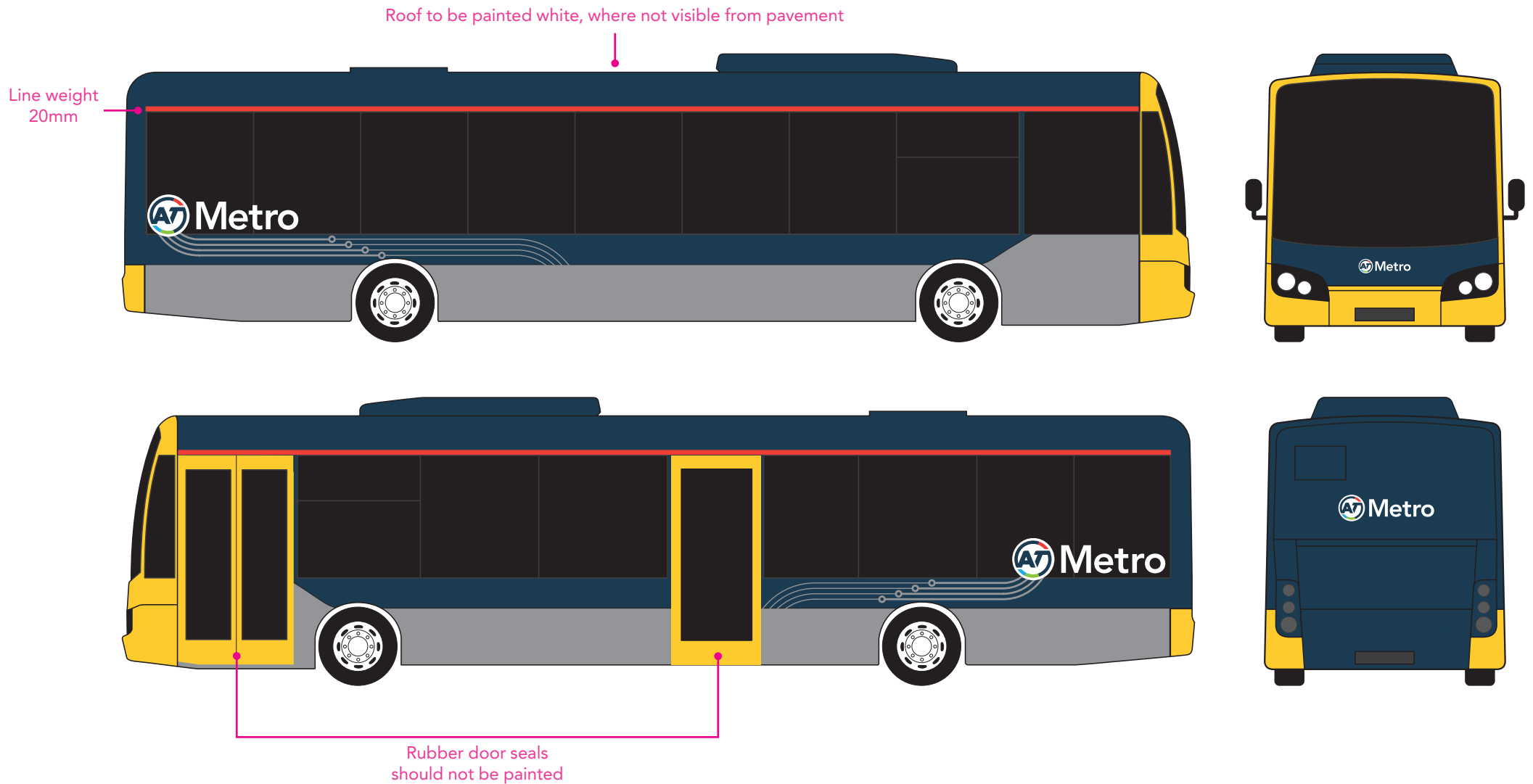
Speciality Fleet



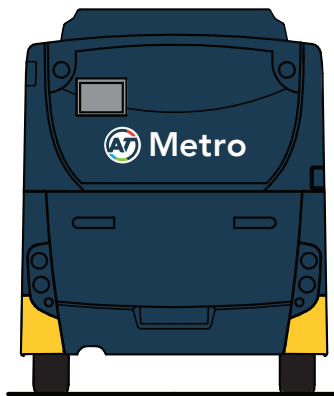
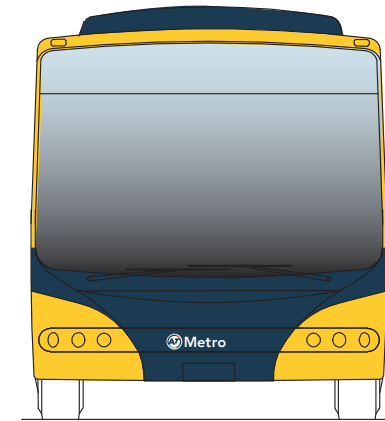
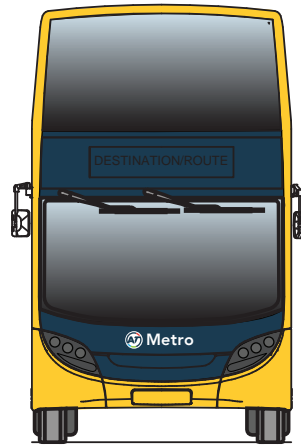
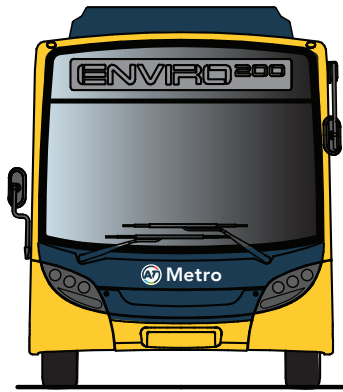
Speciality Fleet



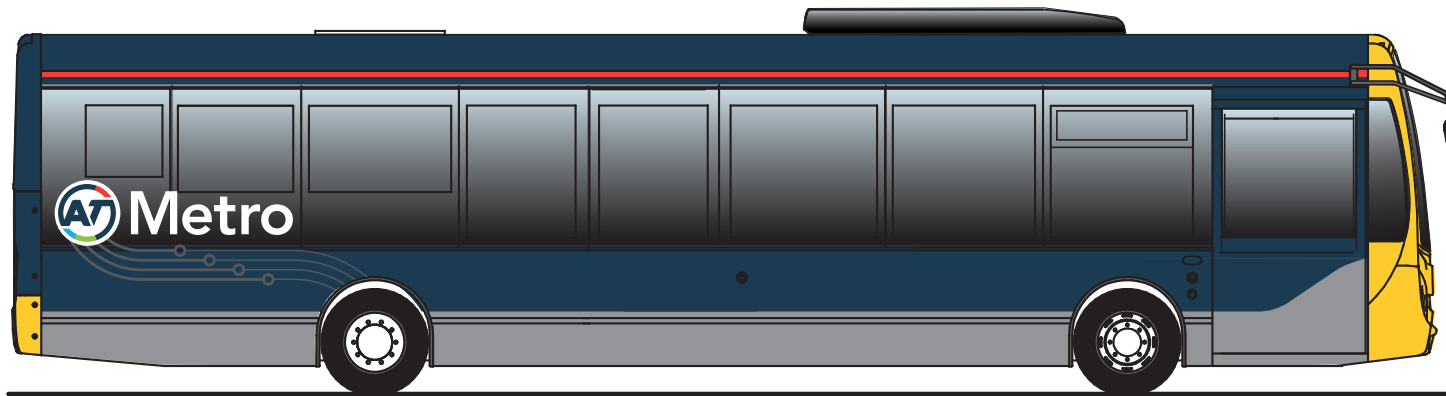
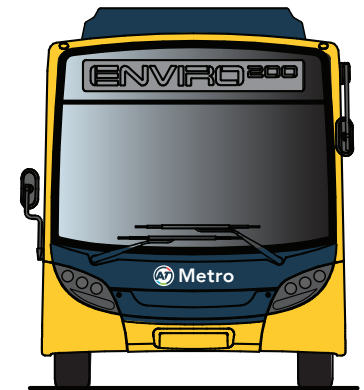
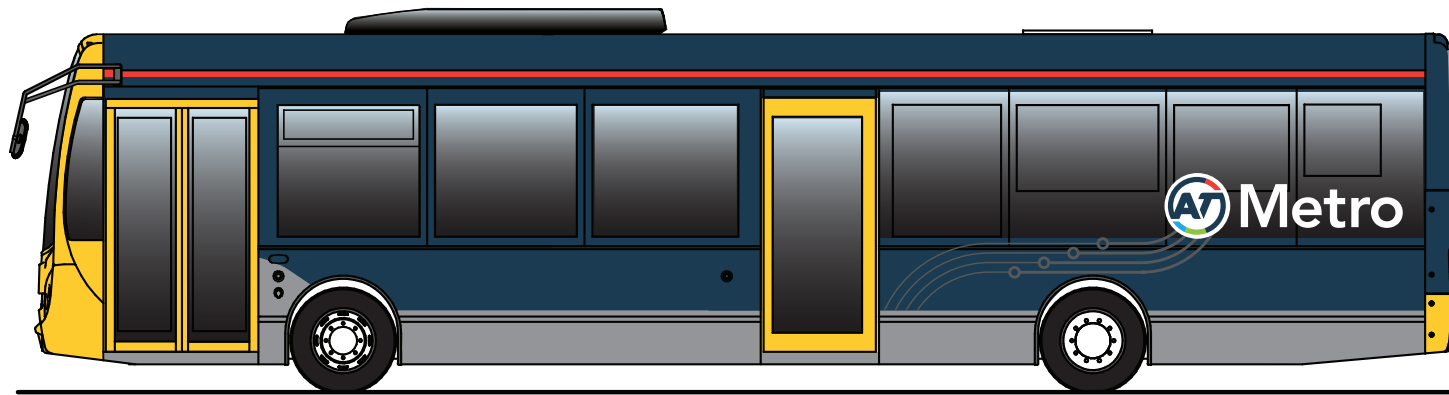
Painting Rapid Fleet



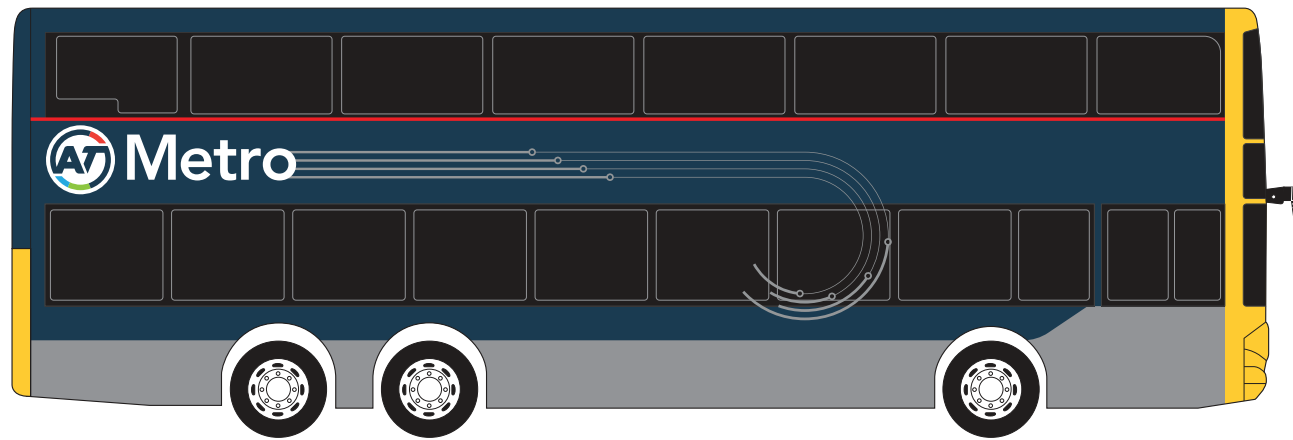
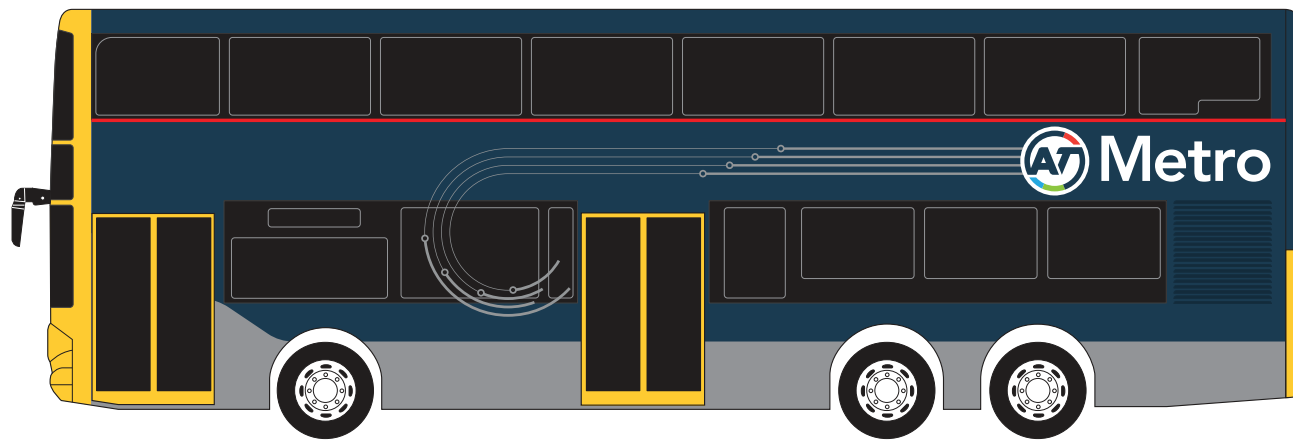
Painting Rapid Fleet



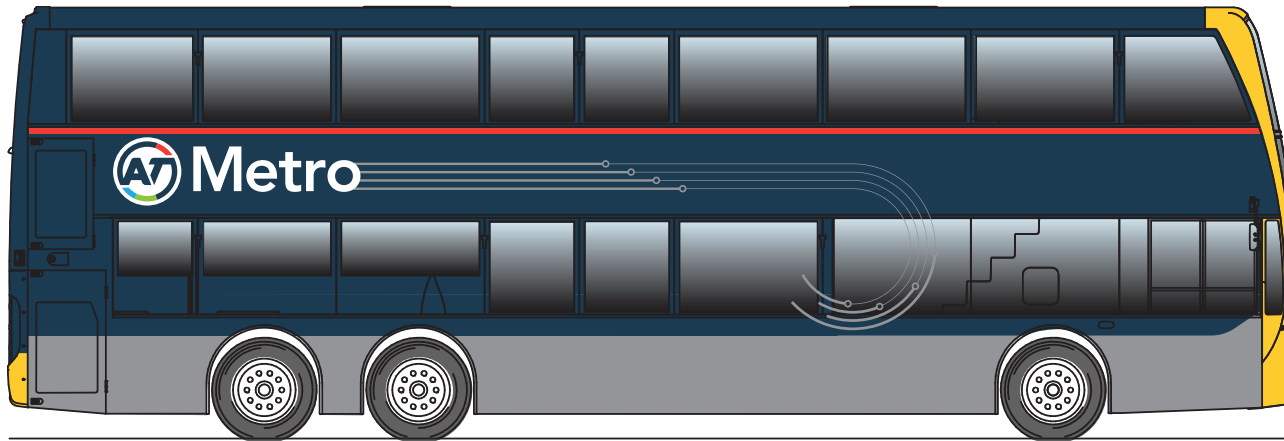
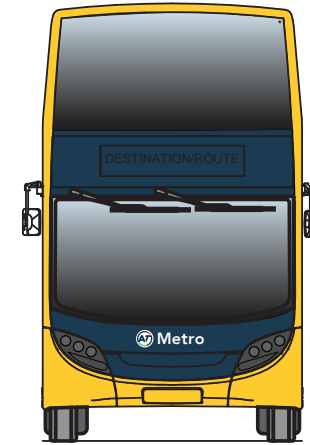
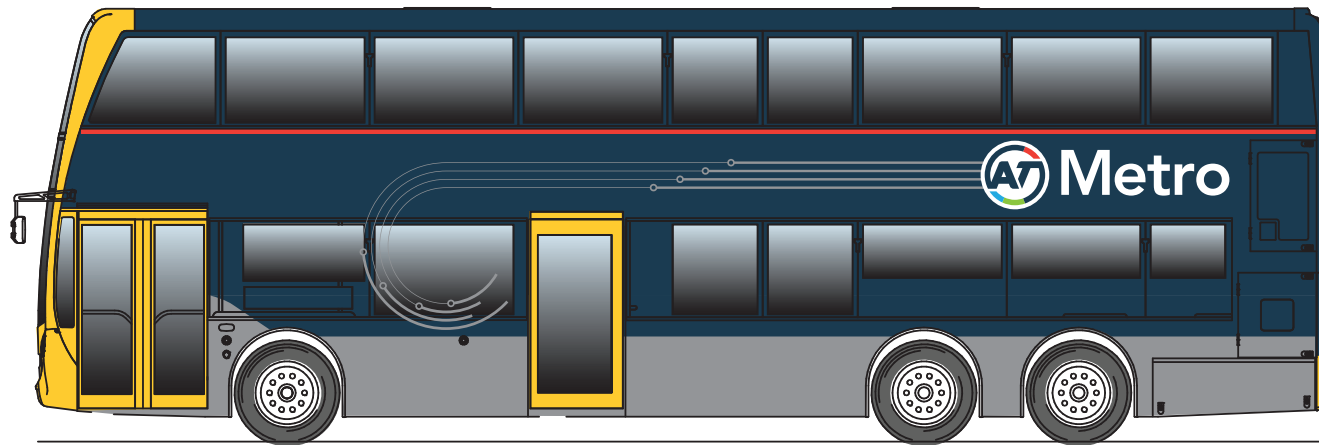
ADL E200



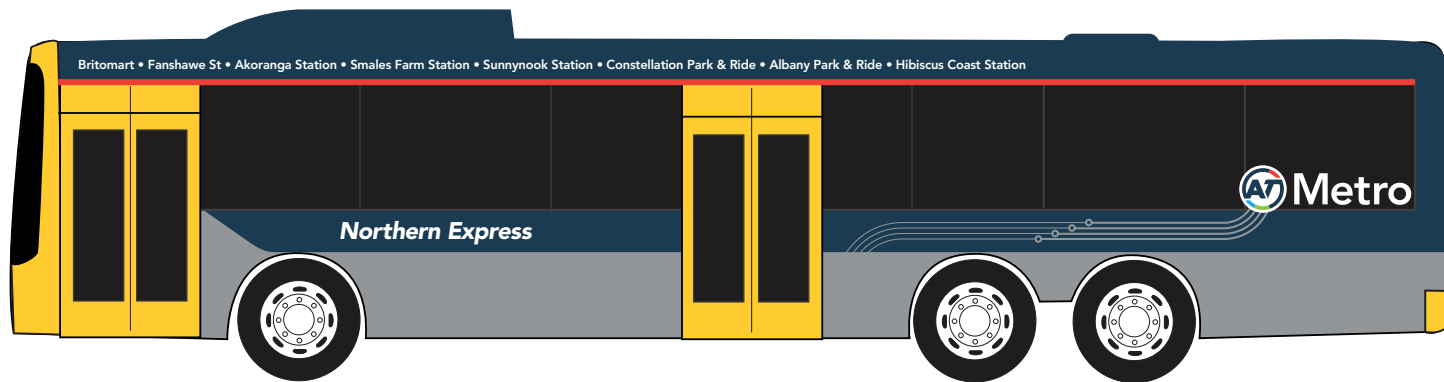
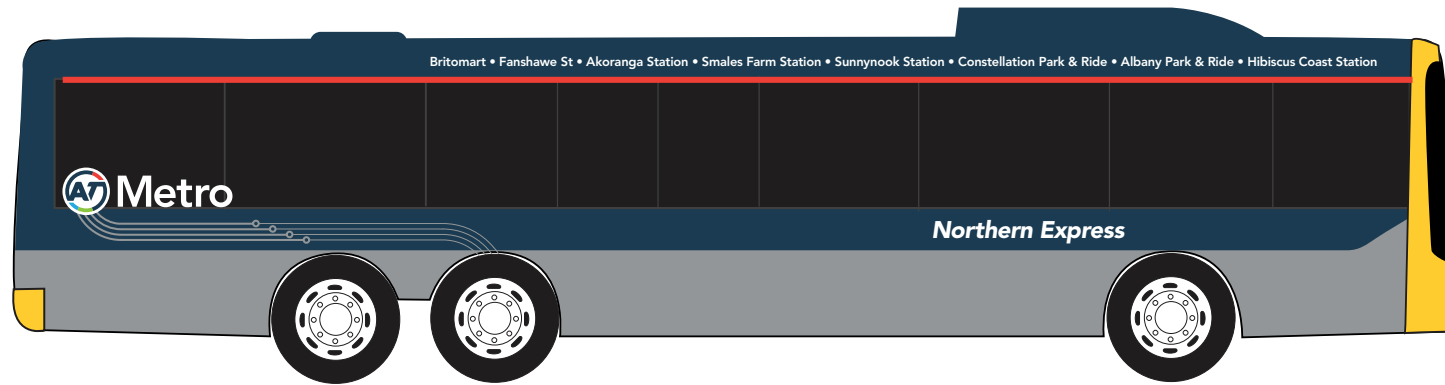
BCI Double Decker



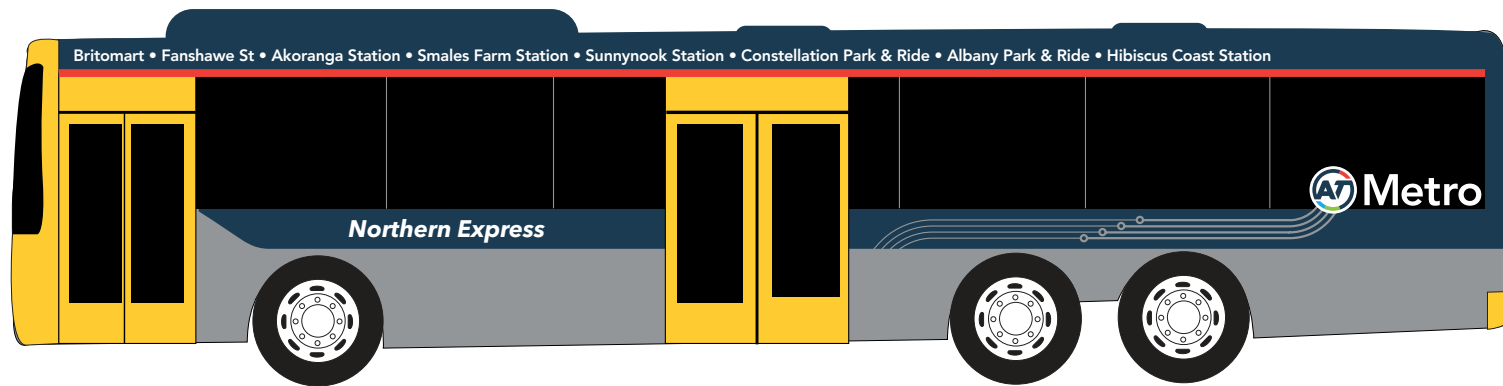
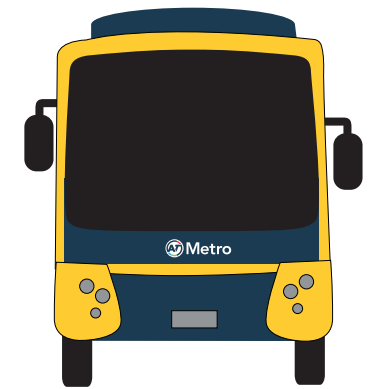
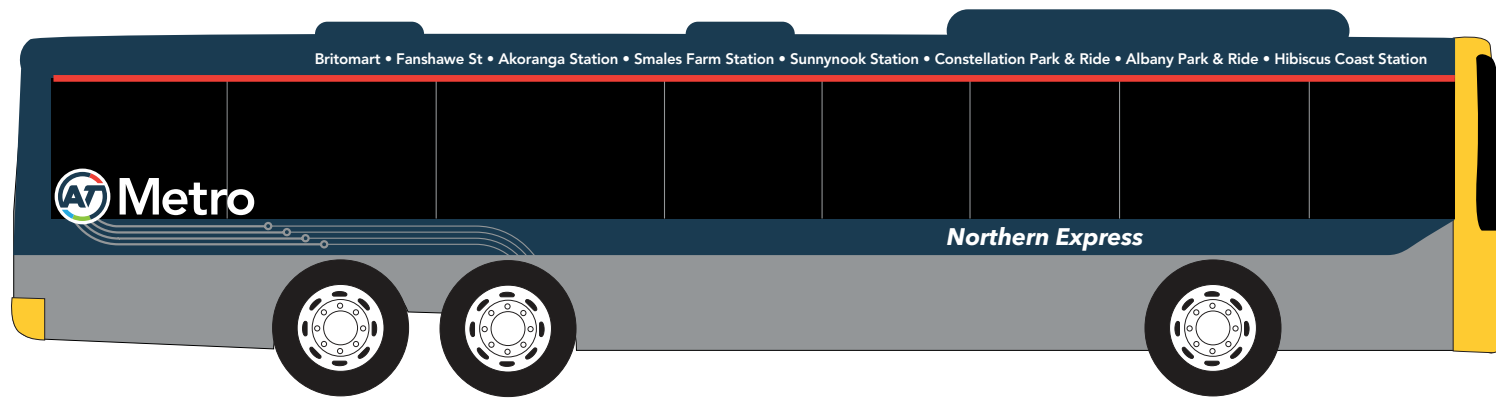
ADL Decker WA4832A E500



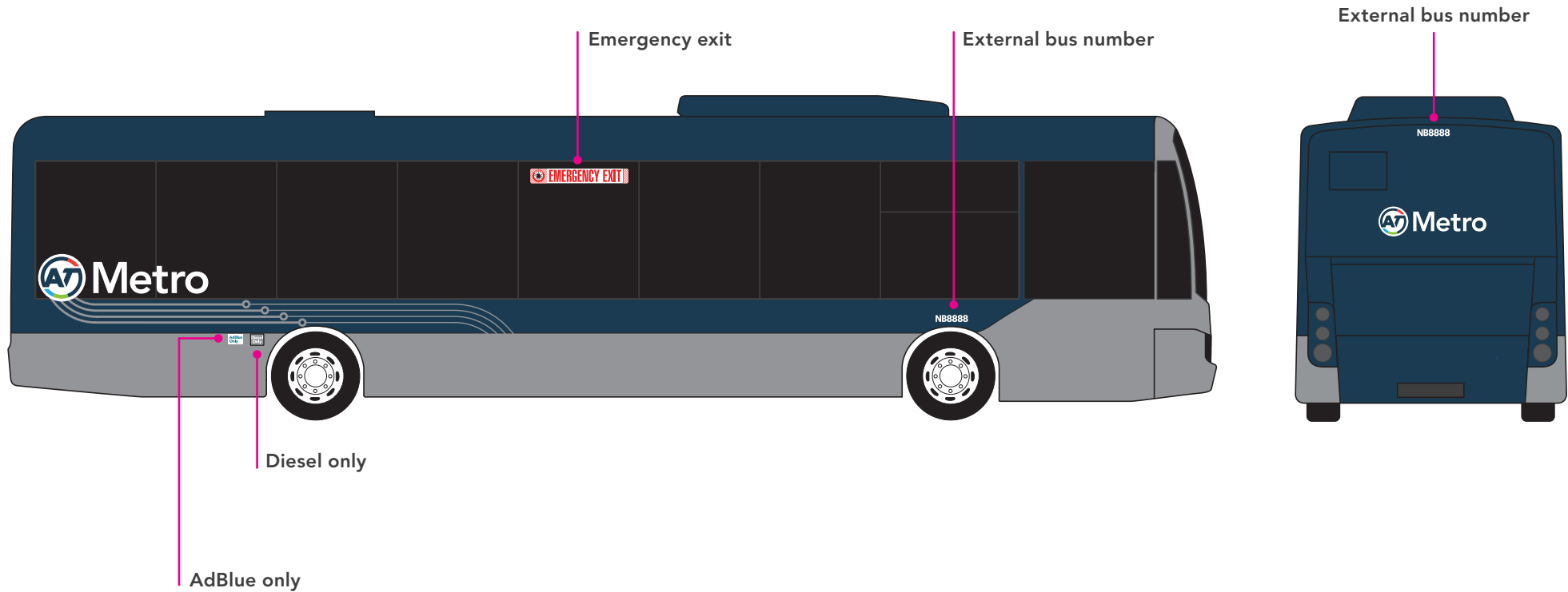
Ritchies Scania K270 NEX



Ritchies



Exterior Labels



Bus Number

To enable easy identification of bus fleet numbers across different operators, each bus number should consist of 2 letters followed by 1 – 4 numbers. These numbers will be shown on the bus in five areas – on the exterior of the bus on the ‘External bus number’ label which goes on the front, rear and both sides of the bus; and on the interior of the bus on the ‘Welcome’ label.

The letters are used to identify the operator and are shown in the table below. For example, Howick & Eastern’s letters are HE.

Prefix	Operator	Prefix	Operator
BA	Bayes Coachlines	PC	Pavlovich Coachlines
BT	Birkenhead Transport	RT	Ritchies
GM	Gubbs Motors	RT	Ritchies Murphy Transport Solutions
GB	GoBus	SF	Silver Fern Coachlines
HE	Howick & Eastern	SK	SkyBus
MB	Murphy Buses	TR	Tranzit Group
NB	NZ Bus	WB	Waiheke Bus

The numbers are to identify the fleet number of the bus. The numbers should reflect the operators fleet number without any leading or ending zero’s. For example, if Howick & Eastern bus’ fleet number was 97, using the new bus number system the fleet number to be used on the Welcome and External bus number labels would be HE97.

External bus number

Size: Larger size (100mm height) should be used on the rear of the bus. Smaller size (80mm height) to be used on the front and both sides of the bus.

Colour: White, vinyl cut. On the rear of the bus, when bus back advertising colouring means that the white bus number cannot be easily seen, an Ocean Blue vinyl cut version is able to be used where it gives better contrast against the ad.

Location: Exterior of the bus, front, rear and both sides. On the front of the bus, below driver on the left hand side. If it doesn’t fit on the panel it is able to be placed on the black glass as long as it does not impact on drivers visibility of the road.

On the rear of the bus, should be centred on the bus and sit above the destination sign (first preference) or below the destination sign if there’s not enough room above it.

On double deckers, should be centred on the bus and sit below the destination sign (first preference) or above the destination sign.

On the passenger loading side, should sit centred above front wheel arch.

On the drivers side, should sit centred above front wheel arch.

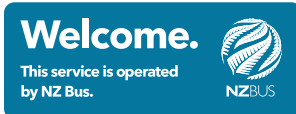

Tip: The bus number and letters will need to be changed out as these are unique to each bus and operator. Please use the operated by stickers specific to your company.

If on the bus model you are working with any of the locations specified for the ‘External bus number’ stickers don’t fit the stickers, the sticker should be located as close as possible to the locations specified. Please contact your account manager to discuss.’



Bus Number



- a) A blue rectangular sign with rounded corners. On the left, the word 'Welcome.' is written in white. Below it, in smaller white text, is 'This service is operated by NZ Bus.' To the right is the NZ Bus logo, which consists of a stylized globe icon and the text 'NZBUS'.
- b) A blue rectangular sign with rounded corners. The number 'NB8888' is written in large, bold, white characters.

Welcome

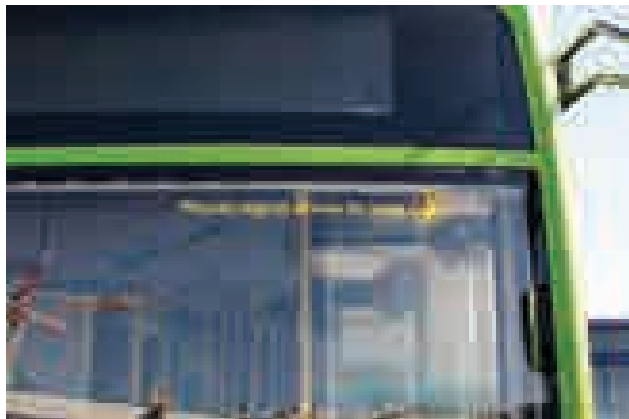
Size: will vary by operator

Colour: PMS 7468 C blue, white

Location: Interior of bus, at front, above windscreen

Tip: Place so it's viewable from rear of bus, on top and bottom decks. Preferably above windscreen on bottom deck and on cant line panel near front of bus on top deck. The bus number is an example and will need to be changed out for every bus – this is the fleet number. The characters at the front are operator specific. The operator can choose whether their logo is in full colour or in white.

Exterior Labels



- a) Please signal driver to stop 
- b) Please signal driver to stop 
- c) Please signal driver to stop 



Please stop driver

Size: a) 850x115 b) 540x135 c) 435x115

Codes: a) B001 b) B002 c) B003

Colour: PMS 109 C yellow, clear

Location: Top right corner of windshield

Tip: Avoid placing over video camera.
Three variants available.

Wheelchair

Size: 112x112

Code: B035

Colour: PMS 7468 C blue, white stock

Location: Above right head light and beside the front door

Tip: For ADL buses, position above the centre of head light and beside the front door.

Emergency exit – Exterior

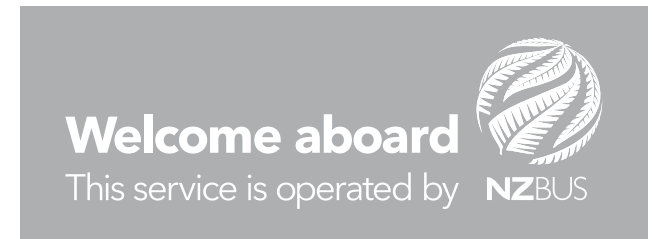
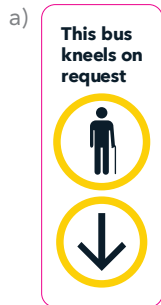
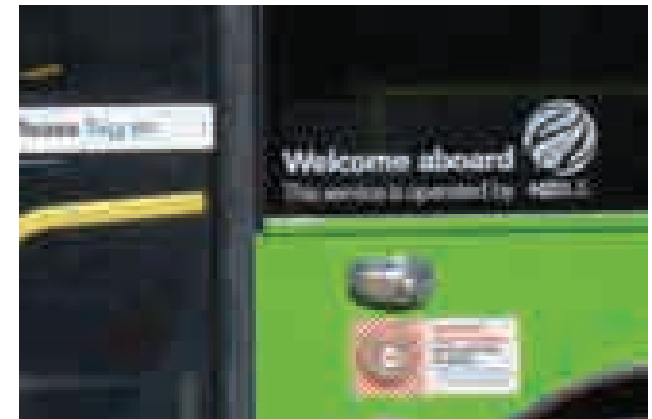
Size: 665x100

Code: B027

Colour: PMS 485 C red, black, white

Location: On emergency exit window exterior (on all emergency exits).

Exterior Labels



Kneel

Size: a) 80x210, b) 136x126

Codes: a) B038 b) B039

Colour: PMS 109 C Yellow, PMS 539 C dark blue, white

Location: Passenger-loading side, beside passenger entrance

Tip: Avoid placing on bumper due to potential impact damage.

Maximum wheelchair size

Size: 152x142

Code: B037

Colour: PMS 109 C yellow, PMS 539 C dark blue, PMS 7468 C blue, white

Location: Passenger-loading side, front, beside passenger entrance / wheel arch

Tip: Position in centre, 30mm from either side, otherwise centered 30mm from bottom.

Welcome aboard

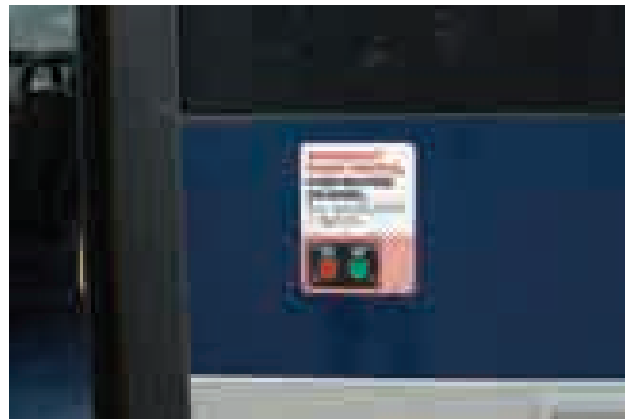
Size: Size will vary by operator

Colour: White on clear

Location: Beside front entrance

Tip: Where there is sufficient room place 30mm from frame edge. Each operator will have a different version of this sticker with their own logo.

Exterior Labels



- a)
- b)
- c)

- a)



EDC Landscape

Size: 266x123

Codes: a) B017 b) B018 c) B019 d) B020 e) B021 f) B022

Colour: PMS 485 C red, black, white

Location: Surrounds emergency door control button

Tip: Available in left and right of EDC. Please ensure dieline circle is removed to go over button. Ensure you print the decal that has the correct instructions.

EDC Portrait

Size: 150x200

Codes: a) B023 b) B024

Colour: PMS 485 C red, black, white

Location: Surrounds emergency door control button

Tip: Please ensure dieline is removed to go over button. Ensure you print the decal that has the correct instructions.

No boarding at lights

Size: 500x70

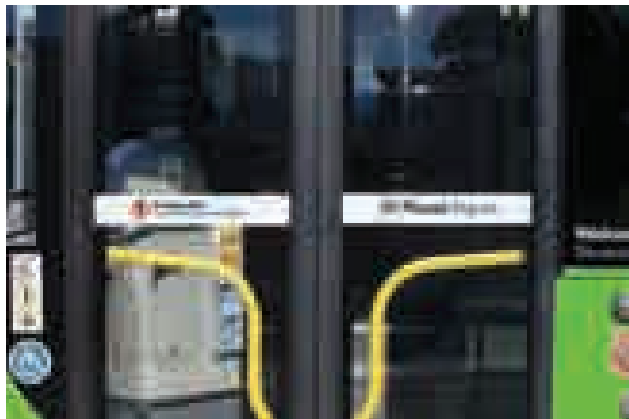
Code: B011

Colour: PMS 539 C dark blue, PMS 7468 C blue, PMS 485 C red, PMS 151 C Orange, PMS 377 C green, white

Location: Left door panel

Tip: Place 950mm from bottom of door. Can be cut to length. Centred text in middle of door panel.

Exterior Labels



AT tag on

Size: 500x70

Code: B012

Colour: PMS 539 C dark blue, PMS 7468 C blue, PMS 485 C red, PMS 377 C green, white

Location: Right door panel

Tip: Place 950mm from bottom of door, should align with 'For your safety' sticker. Can be cut to length. Centred text in middle of door panel.

Diesel only

Size: 90x60

Code: B007

Colour: Vinyl cut white

Location: Fuel filler door flap or above fuel cap

Tip: Place in centre of door flap or 30mm from the bottom of door flap.

AdBlue

Size: 90x60

Code: B133

Colour: PMS 7468 C, white

Location: Where a bus has an external tank for Adblue, place sticker next to the tank filling point (see example).

Exterior Labels



H

Size: 200x200

Code: B084

Colour: Pantone Yellow C, black

Location: This sticker needs to be located on the front and rear of every double decker bus.

Tip: On most buses, the sticker on the front can go to the right of the AT Metro logo, above the headlights and the sticker on the rear can go to the right of the destination sign.

Destination Signage

The panel layout and formatting should follow these principles:

- Use proper case in all instances, e.g. City Centre not CITY CENTRE.
- Side panel should page through key points rather than scroll.
- Use Lucida Sans as the preferred font (top line Unicode demi bold and bottom line regular).
- When using HELEN software, the font size for the front panel should be 8 on the top line, and 6 on the bottom line, with some flexibility depending on the length of word.
- All route numbers must be static and on the kerb side of the display on the front of the bus and side.
- If the bus has a small rear destination sign, this should only contain the route number.
- All buses must display a route number paramount.
- Route number displayed on left hand side of rear.
- Limit the use of Super X (this approach automatically stretches the words, works well with small text, not with long text).
- Super X can be used for route number and on side panel.

03

Bus Interior



Bus Fabrics

The fabrics to be used on the buses are the same patterns as the fabric used on rail, so we have consistency across the AT Metro network.

Fabric selection.

Operators can choose from three fabrics – Zig Zag, Curve or Floral. Operators can choose multiple fabrics across their fleet, but each bus can only be fitted out in one fabric. Fabric samples must be sent to the AT Customer Design Manager for approval before installation along with the fabric approval form.

AT will base their approval on the following attributes:

1. Pattern
2. Pattern size
3. Colour

Therefore operators have the ability to source the fabric from their preferred supplier.

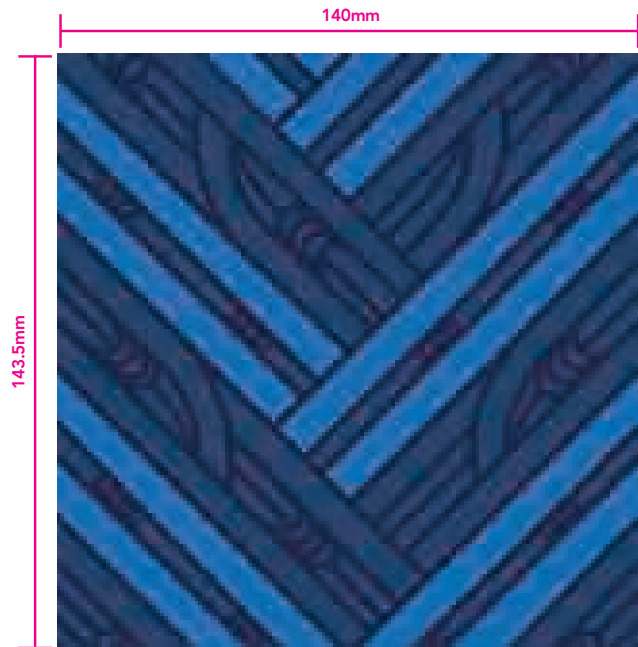
A list of vendors who have already had fabrics approved by AT is available by contacting your account manager or by visiting the Business Objects Launch Pad via the documents tab under each individual operators' folder.

Drivers Seat Fabric

If a bus driver's seat already has the original seat fabric fully trimmed and if it is fit for purpose, this fabric can stay on the driver's seat as long as the fabric colour is of neutral tones, for example dark grey or navy blue.

If a bus driver's seat is untrimmed or a new bus is being ordered, the driver's seat is required to be trimmed in one of the three AT fabric patterns - the same pattern that is being used on the rest of the bus.

Seat Fabric Zig Zag



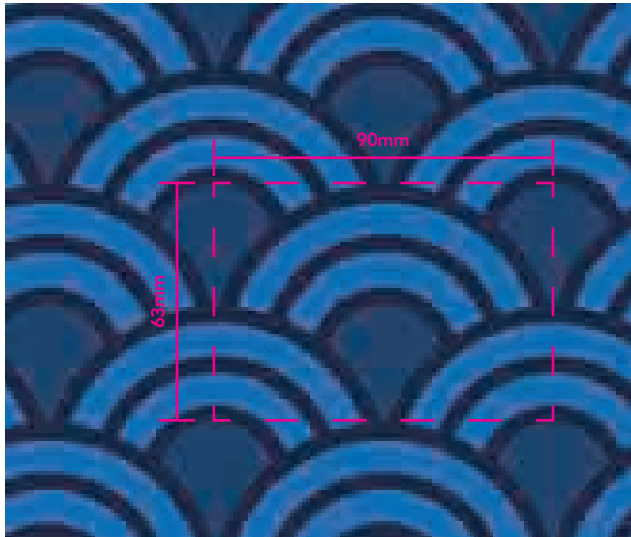
Moquette Seat Fabric

by Whare Thompson

Scaled pattern (140mm wide x 143.5mm high repeating modules) shown on indicative seat double. A 5mm margin of change is acceptable. A generic seat width of ~450mm was used as the baseline for the example.

Fabric Colour: PMS 2718 C shore blue, PMS 289 C ocean blue, PMS 309 C dark teal.

Seat Fabric Curve



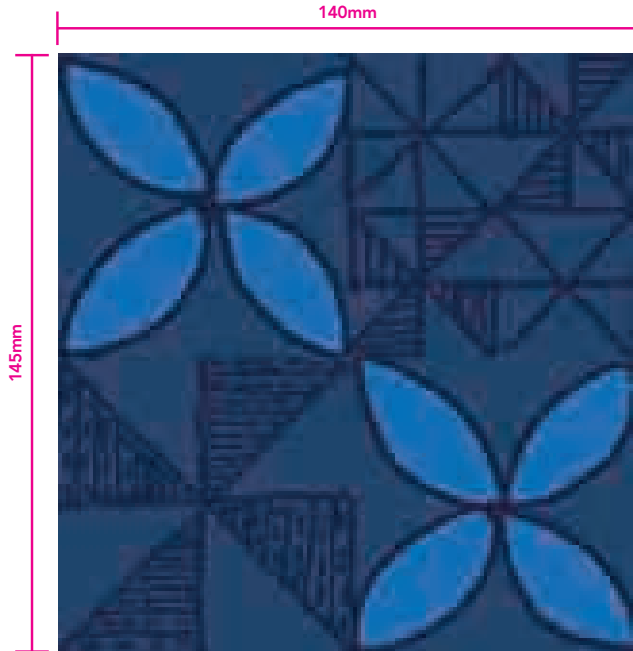
Moquette Seat Fabric

by Kelvin Soh

Scaled pattern (90mm wide x 63mm high repeating modules) shown on indicative seat double. A 5mm margin of change is acceptable. A generic seat width of ~450mm was used as the baseline for the example.

Fabric Colour: PMS 2718 C shore blue, PMS 289 C ocean blue, PMS 309 C dark teal.

Seat Fabric Floral



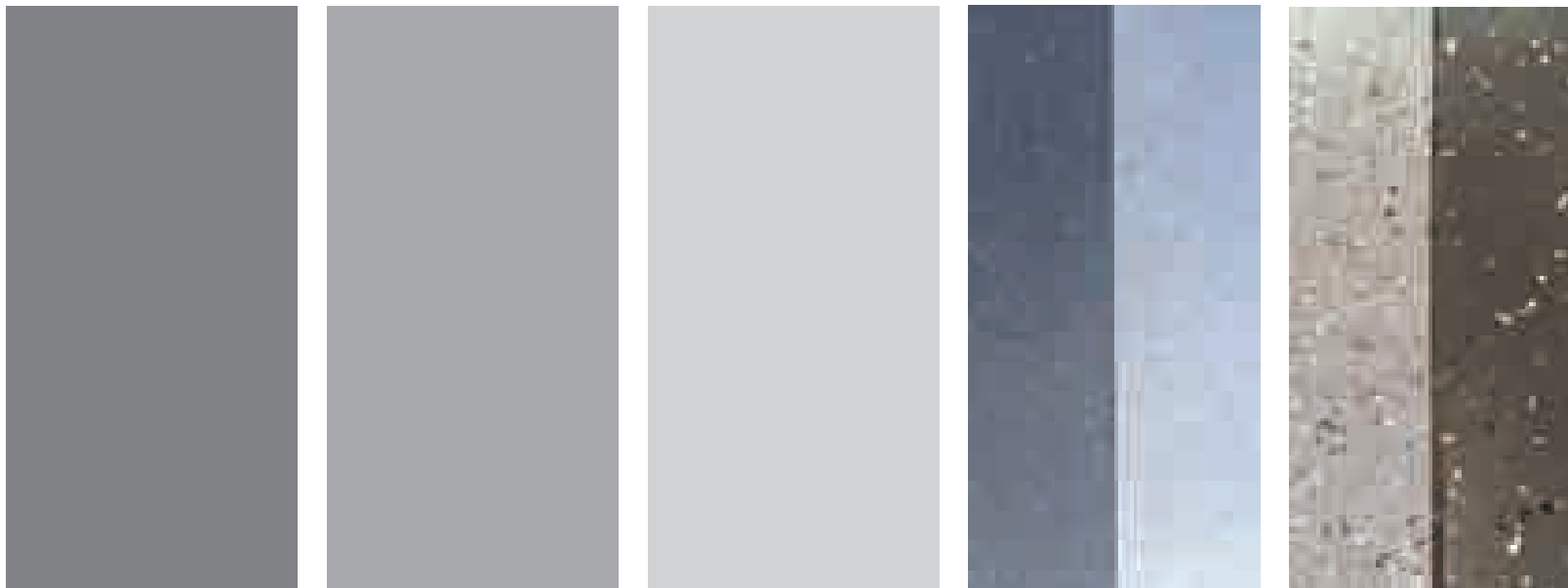
Moquette Seat Fabric

by *Fatu Feu'u*

Scaled pattern (140mm wide x 145mm high repeating modules) shown on indicative seat double. A 5mm margin of change is acceptable. A generic seat width of ~450mm was used as the baseline for the example.

Fabric Colour: PMS 2718 C shore blue, PMS 289 C ocean blue, PMS 309 C dark teal.

Floors and Walls

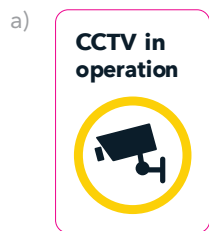


The flooring/walls must meet AT VQS and RUB requirements.

The aisle/wall colours (non high contrast areas) must be a plain non patterned grey tones or plain grey with darker/lighter grey or similar toned speckles.

If in doubt as to whether your material meets AT guidelines, please supply a sample to Auckland Transport for approval – send to your account manager.

Interior Labels



CCTV

Size: a) 85x123, b)137x65

Codes: a) B040 b) B041

Colour: PMS 109 C yellow, PMS 539 C dark blue, white

Location: Beside money till on all buses and upstairs on double deckers at front of bus above windscreen.

Exact change

Size: 130x42

Code: B009

Colour: White on clear

Location: Money till

Tip: Centred.

Do not pull

Size: 130x20

Code: B008

Colour: White on clear

Location: Money till, above ticket dispenser

Tip: Wrap close to top.

Interior Labels



No alcohol, food, smoking

Size: 210x85

Code: B016

Colour: PMS 109 C yellow, PMS 485 C red, PMS 539 C dark blue, white

Location: Front of bus (on bottom and top decks)

Tip: Place so its viewable from rear of bus on top and bottom decks and is level with Welcome sign.

Priority seating

Size: a) 390x85, b) 220x143, c) 400x85, d) 220x143

Codes: a) B044, b) B045, c) B046, d) B047

Colour: PMS 109 C yellow, PMS 539 C dark blue, PMS 7468 C blue, white

Location: On window beside any priority seating area (these are usually the front foldable seats and the seats opposite). Place 30mm above black window edge

Tip: Please make sure you use the correct version for the make of bus (with or without info for wheelchair users).

Tag on/Tag off

Size: a) 150x42, b) 150x42

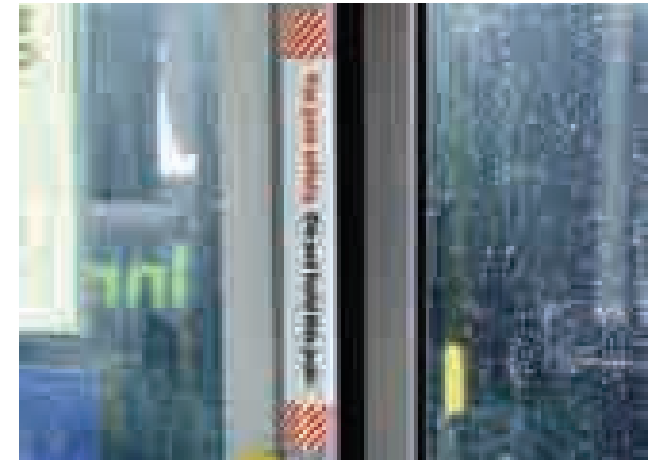
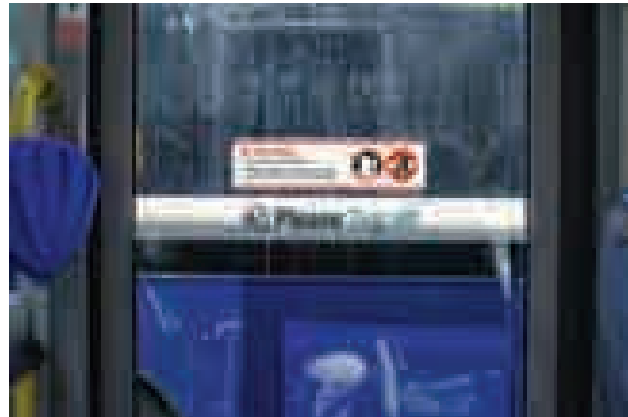
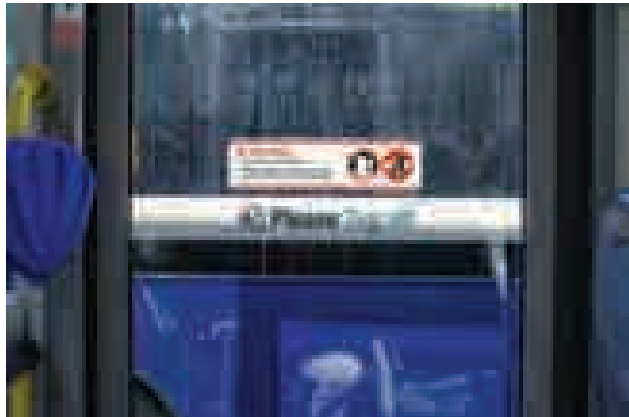
Code: a) B010, b) B135

Colour: Clear stock with white print

Location: FPD, location as shown in image

Tip: On buses where customers can tag on at both doors, use B010. For buses where customers can only tag on at the front door, use B010 on the FPD at the front door and use B135 on the FPD at the rear door.

Interior Labels



- a) **For your safety**
 - Stay clear of the doors
 - School children and adults with small children exit via front door.
- b) **For your safety**
 - Stay clear of the doors
 - School children and adults with small children exit via front door.



AT tag off

Size: 670x70

Code: B013

Colour: PMS 539 C dark blue, PMS 7468 C blue, PMS 485 C red, PMS 377 C green, white

Location: Inside door panels

Tip: Place 950mm from bus floor / to cover Tag on decal on other side. Can be cut to length. Centred text in middle of door panel.

Safety door exit

Size: a) 324x85, b) 244x115

Code: a) B030, b) B031

Colour: PMS 485 C red, white, black

Location: Rear door above Tag off decal

Tip: Place 20mm above Tag off decal, centred.

Safety handrail

Size: 400x65

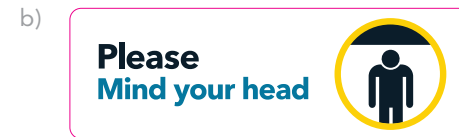
Code: B029

Colour: PMS 485 C red, black, white

Location: Door hinge cover

Tip: Place on pole 1350mm from bus floor.

Interior Labels



Emergency exit – interior

Size: 665x100

Code: B026

Colour: PMS 485 C red, black, white

Location: Internal passenger window/s, surrounding emergency smash device

Tip: Available in left and right. Please ensure dieline circle is removed to go over button.

Roof hatch emergency exit

Size: 610x100

Codes: B028

Colour: PMS 485 C red, white

Location: Internal roof hatch

Tip: Should be placed on interior and exterior of roof hatch.

Mind your head

Size: a) 382x81, b) 352x115

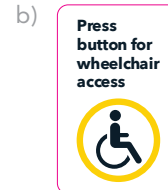
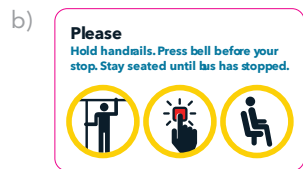
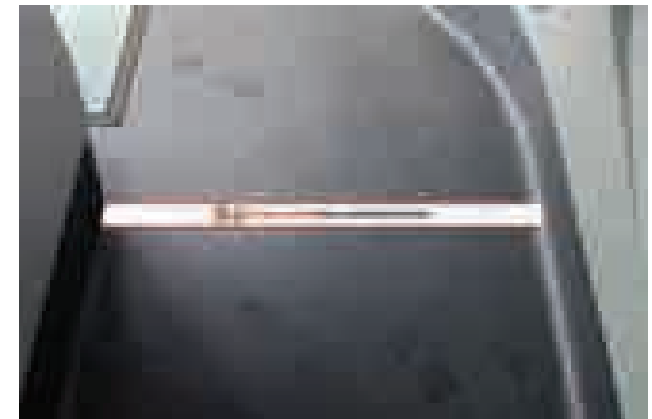
Codes: a) B048, b) B049

Colour: PMS 109 C yellow, PMS 539 C dark blue, PMS 7468 C blue, white

Location: On double deckers, near exit of stairs to upper floor. On single decker, where height is a safety issue, include near where floor steps up.

Tip: The sticker should only be used where roof height is a safety issue.

Interior Labels



Info

Size: a) 385x85, b) 220x143

Codes: a) B042, b) B043

Colour: PMS 539 C dark blue, PMS 7468 C blue, white, PMS 109 C yellow, PMS 485 C Red

Location: Near front of bus on lower window on top and bottom decks.

Wheelchair

Size: a) 135x65, b) 80x125

Codes: a) B051, b) B052

Colour: PMS 109 C yellow, PMS 539 C dark blue, white

Location: On window beside front foldable seats, level with priority seating sign.

Safety stand behind

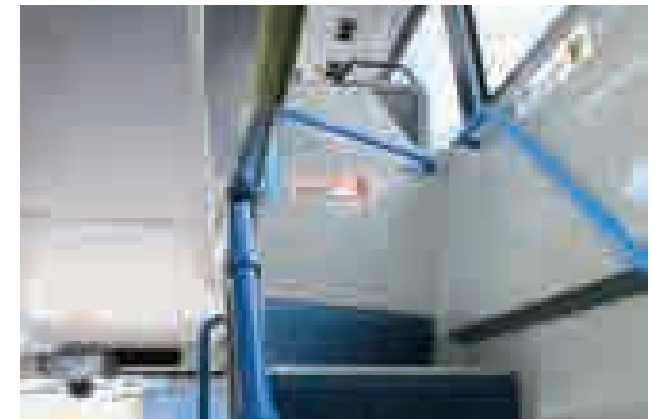
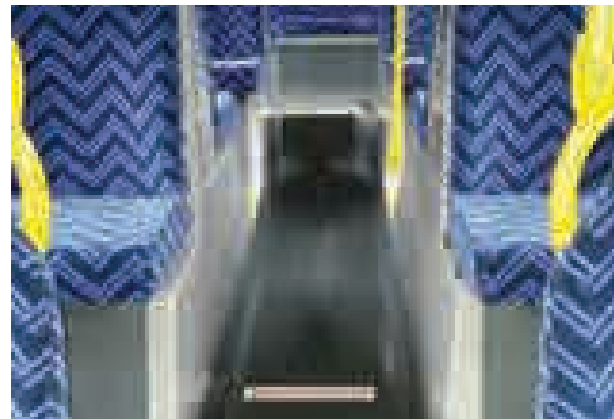
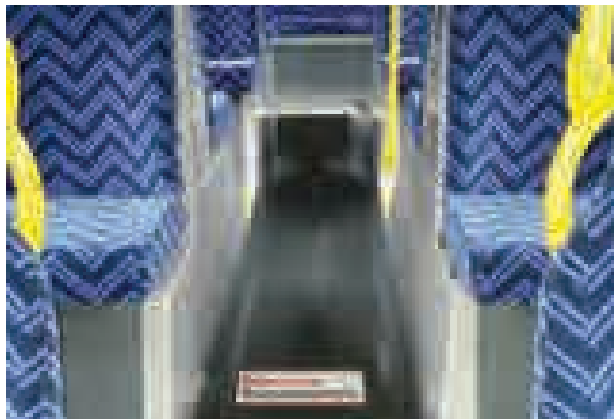
Size: 70mm high trimmed width to fit

Code: B032

Colour: PMS 485 C red, black, white

Location: Floor.

Interior Labels



Safety stand behind

Size: a) 324 x 85, b) 70 trim to fit

Code: a) B144, b) B145

Colour: PMS 485 C red, black, white

Location: These decals are to be used on the lower deck of a double decker bus when the rear of the bus steps/ ramps up and roof height becomes a safety issue. Place

the sticker at the point where people are not allowed to stand beyond. Place so that when facing the rear of the bus the text is readable (i.e. not upside down).

Tip: There are two options – operators can use whichever version of the decal fits best in their model of bus (only need to use one per bus). If using B145, trim sticker width to fit bus aisle width.

Safety – no standing in stairwell

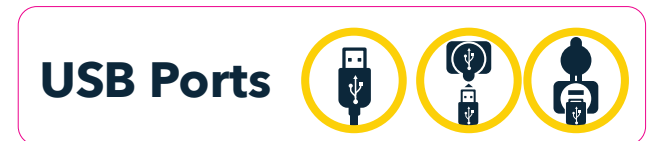
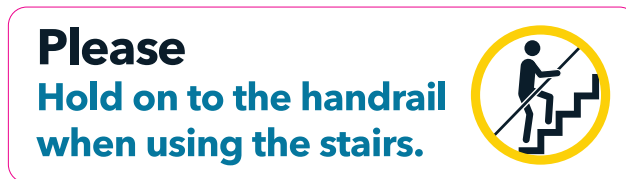
Size: 255x85

Code: B034

Colour: PMS 485 C red, black, white

Location: Inside stairwell of double decker, at top of stairwell facing people as they ascend stairs.

Interior Labels



Safety – no standing

Size: 255x85

Code: B033

Colour: PMS 485 C red, black, white

Location: On top deck of double decker. Should be placed so it is clearly visible when at the top of the stairs. Ideally opposite the stairwell access, on panel above the windows.

Hold on to handrail

Size: 290x81

Code: B050

Colour: PMS 539 C dark blue, white, PMS 7468 C blue, PMS 109 C yellow

Location: Inside stairwell of double decker, near handrail.

USB ports

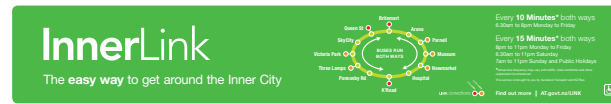
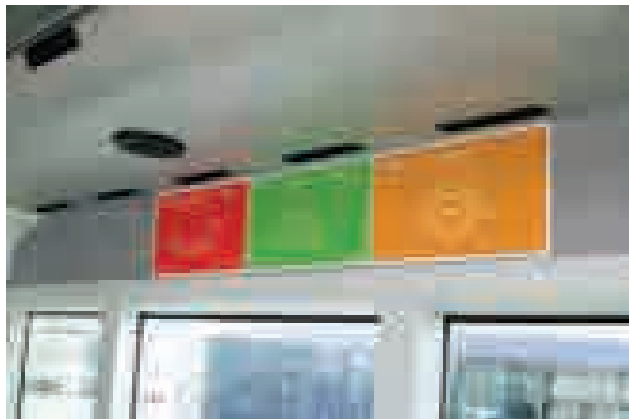
Size: 308x68

Code: B055

Colour: PMS 539 C dark blue, white, PMS 109 C yellow

Location: Only use this on buses that have USB ports available to passengers. Use two stickers on each deck of a bus (one near the front of the bus, one near the rear of the bus). Place so easily viewable by passengers, above windows where possible.

Interior Labels



Links

Size: 1135x190

Code: B056

Colour: White stock with colour print

Location: Above windows

Tip: Only needed for Link services.

InnerLink

Size: 1135x190

Code: B059

Colour: White stock with colour print

Location: Above windows

Tip: Only needed for InnerLink service.

CityLink

Size: 1135x190

Code: B058

Colour: White stock with colour print

Location: Above windows

Tip: Only needed for CityLink service.

Interior Labels



OuterLink

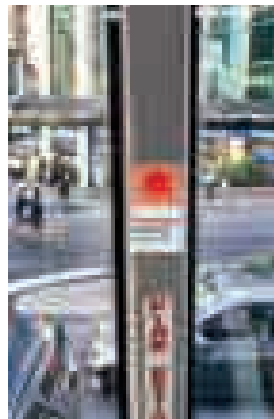
Size: 1135x190

Code: B057

Colour: White stock with colour print

Location: Above windows

Tip: Only needed for OuterLink service.



**In emergency,
push button
to signal driver.**

Emergency – alert driver

Size: 90x160

Code: B025

Colour: PMS 485 C red, black, white.

Location: This sticker needs to be located beside the emergency button that alerts drivers on the top deck of double decker buses.

Tip: Use this version where the button sits within a box. place beside, above or below the button.



**In emergency,
push button
to signal driver.**



Emergency – alert driver

Size: 90x160

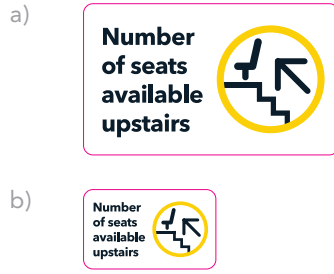
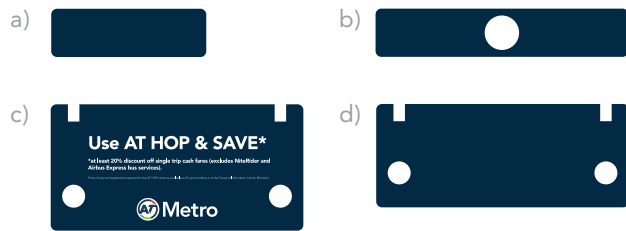
Code: B134

Colour: PMS 485 C red, black, white.

Location: This sticker needs to be located beside the emergency button that alerts drivers on the top deck of double decker buses.

Tip: Use this version where the button sits within a box. place beside, above or below the button.

Interior Labels



BDC

Size: a) 135x42, b) 220x42, c) 220x110, d) 220x90

Code: B139

Colour: PMS 539 C dark blue

Location: These stickers go on the BDC to cover up the reflective material to reduce the risk of sunstrike.

Number of seats available upstairs

Size: a) 270x160, b) 140x84

Codes: a) B053, b) B054

Colour: PMS 539 C dark blue, white, PMS 109 C yellow

Location: Underneath digital seat counter on double deckers. This sticker only needs to be used if the electronic seat counter doesn't have information showing it relates to the number of seats available upstairs.

04

Uniform



Uniform

The AT Metro uniform is an important part of the AT image and helps present a cohesive, professional image to the public. Anyone supplied with an AT Metro uniform must ensure that the uniform is worn correctly and that they maintain an appropriate standard of dress at all times.

AT expects the uniform to be worn in a professional manner i.e. clean, ironed, and in good condition. Uniforms must only be worn when at work or on the way to or from work, unless otherwise directed by their manager.

Jacket



MANDATORY

Jacket



OPTIONAL

Shower proof shell (sample)



OPTIONAL

Vest

Knitwear



MANDATORY

Pullover



MANDATORY

Vest

Shirts



Epaulettes

Epaulettes are mandatory. They are a space where the operator brand can go. The base colour of the epaulettes will be navy blue and operators are to design rank sliders themselves.

MANDATORY



MANDATORY

Long Sleeve Shirt



MANDATORY

Short Sleeve Shirt



MANDATORY

Box cut shirt (women size +18 only)

Pants, Shorts & Skirt



MANDATORY

Pants



MANDATORY

Shorts



MANDATORY

Skirt

Other Items



MANDATORY

Operator to source.

Name badge

All name badges must have a white background for ease of reading name, an operator logo and must include the bus drivers first name or nickname. Size of badge must be no smaller than 60mm (w) x 30mm (h) and no larger than 90mm (w) x 40mm (h). Refer to example above.



OPTIONAL

Ties (designs still to be finalised)

Ties are optional.



OPTIONAL

Scarves (designs still to be finalised)

Scarves are optional.

Other Items



OPTIONAL

Beanie



OPTIONAL

Flat Hat



OPTIONAL

Operator to source.

Belts

Plain black, leather or leather look, belt with silver square or rectangular metal pin buckle.

Other Items



MANDATORY

Operator to source.

Socks

Plain black socks no higher than a crew cut.



MANDATORY

Operator to source.

Shoes

Must be black leather or leather look, closed toe, dress shoes. No trainers, jandals or other open toe shoes are allowed.

While every attempt is made to ensure our graphics are an accurate depiction of the finished product, these images should be used as a visual aid only. Please be aware that there may be some variances between this visual and the actual finished colour/product. These designs are issued on the condition that they not be copied, reproduced or disclosed to any unauthorised person either wholly or in part without the consent in writing from the owner.

**For more information please contact your
Auckland Transport representative.**

Phone 09 355-3553



Please signal driver to stop



Please signal
driver to stop



Clear stock PMS 109 C Dieline

Please signal
driver to stop





Clear stock



White print



Dieline

Welcome aboard

This service is operated by



NZBUS

90 x 60 / **Diesel Only**

Code: B007

 **Vinyl Cut White**

white print cut vinyl



**Diesel
Only**

130 x 20 / **Do not pull**

Code: B008

Clear stock

White print

Dieline

Please do not pull tickets.

130 x 42 / **Exact change**

Code: B009



Clear stock



White print



Dieline

**Exact change
preferred.**

150 x 42 / **Tag on / Tag Off**

Code: B010

Clear stock

White print

Dieline

Tag on / Tag off

Hold card flat to reader.

500 x 70 / **No boarding at lights**

Code: B011

White stock

PMS 539 C

PMS 7468 C

PMS 485 C

PMS 377 C

PMS 151 C

Dieline



For your safety

No boarding at traffic lights.

500 x 70 / **AT tag on**

Code: B012

White stock

PMS 539 C

PMS 7468 C

PMS 485 C

PMS 377 C

Dieline



Please Tag on

670 x 70 / AT tag off

Code: B013

White stock

PMS 539 C

PMS 7468 C

PMS 485 C

PMS 377 C

Dieline



Please Tag off

210 x 85 / **No alcohol, food, smoking**

Code: B016

White stock **PMS 539 C** **PMS 109 C** **PMS 485 C** **Dieline**



Drinks with lids



Alcohol-free



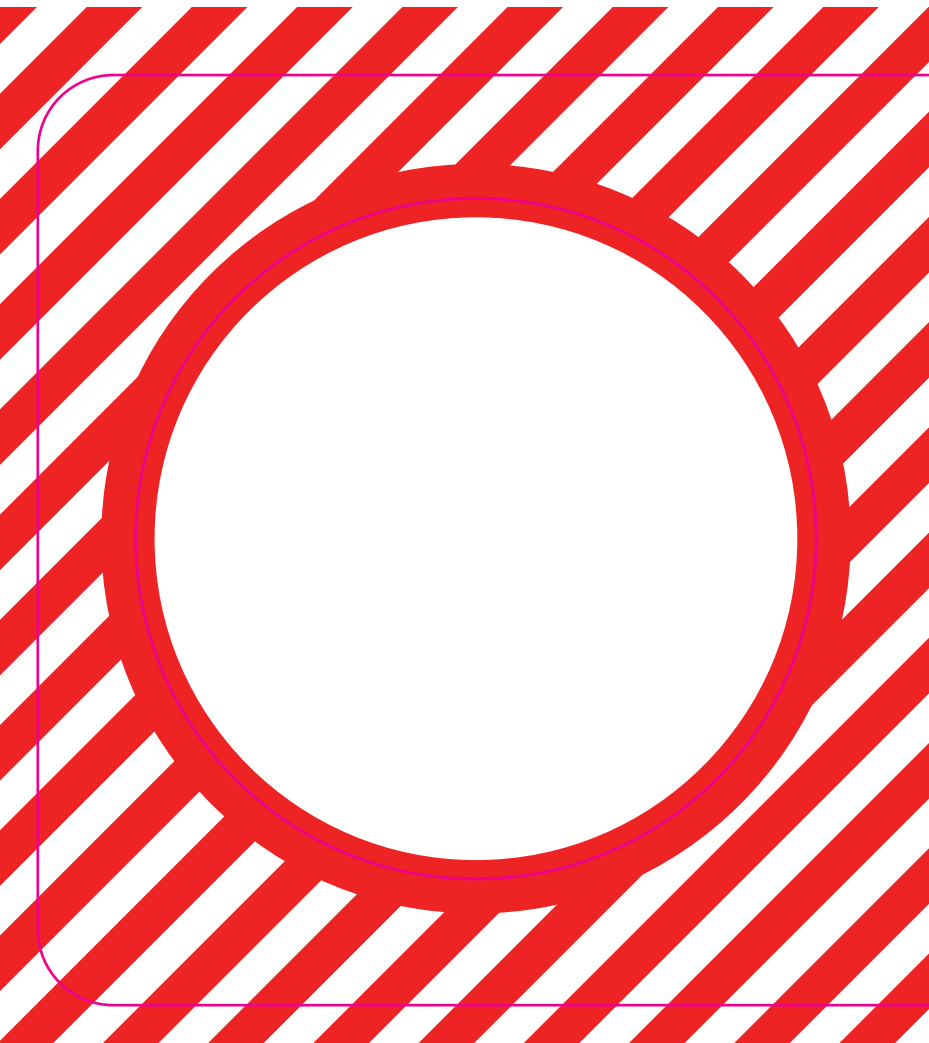
No food



Smoke-free



Keep it tidy



EMERGENCY DOOR CONTROL

**PUSH RED BUTTON
TO OPEN**

PUSH OUTER EDGE
OF DOOR IF NEEDED.

☐ WHITE stock ■ Black ■ PMS 485 C ■ Dieline

EMERGENCY DOOR CONTROL

PUSH RED BUTTON TO OPEN

PUSH OUTER EDGE OF DOOR IF NEEDED.





EMERGENCY DOOR CONTROL

**PUSH RED BUTTON
TO OPEN**

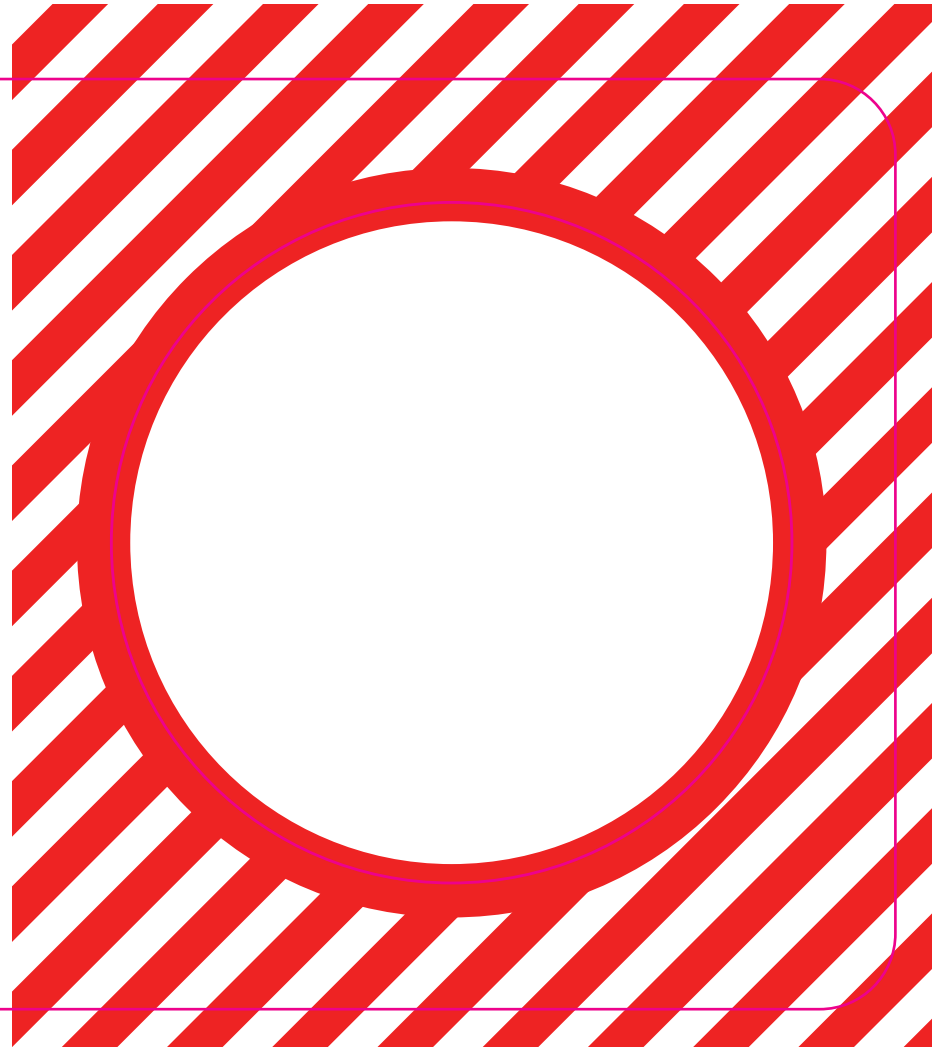
PULL BOTTOM OF
DOOR IF NEEDED.

☐ WHITE stock ■ Black ■ PMS 485 C ■ Dieline

EMERGENCY DOOR CONTROL

PUSH RED BUTTON TO OPEN

PULL BOTTOM OF DOOR IF NEEDED.





EMERGENCY DOOR CONTROL

**PUSH RED BUTTON
TO OPEN**

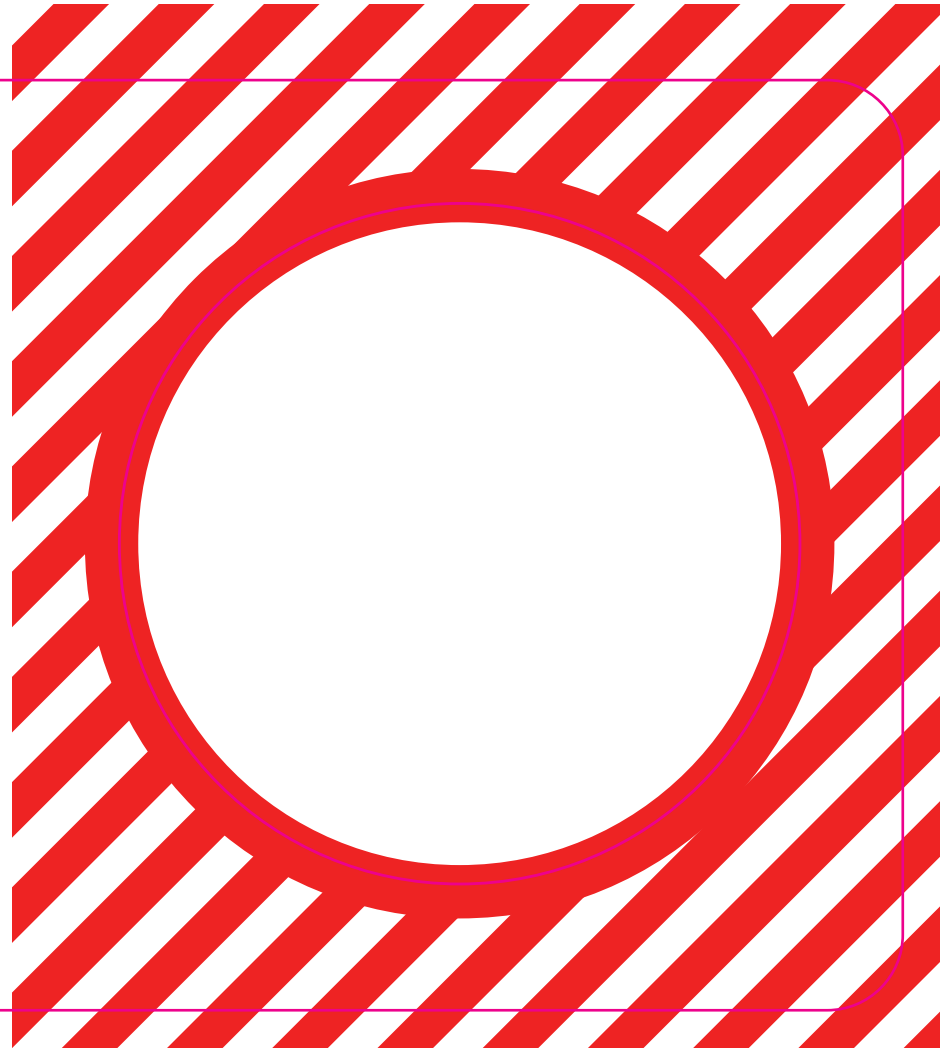
PULL DOORS
APART IF NEEDED.

□ WHITE stock ■ Black ■ PMS 485 C ■ Dieline

**EMERGENCY
DOOR CONTROL**

**PUSH RED BUTTON
TO OPEN**

PULL DOORS
APART IF NEEDED.



EMERGENCY DOOR CONTROL

PUSH RED BUTTON TO OPEN

PULL BOTTOM OF DOOR IF NEEDED.



WHITE stock Black PMS 485 C Dieline

EMERGENCY DOOR CONTROL

PUSH RED BUTTON TO OPEN

PULL DOORS APART IF NEEDED.



90 x 160 / **Emergency – Alert Driver**



WHITE stock



Black

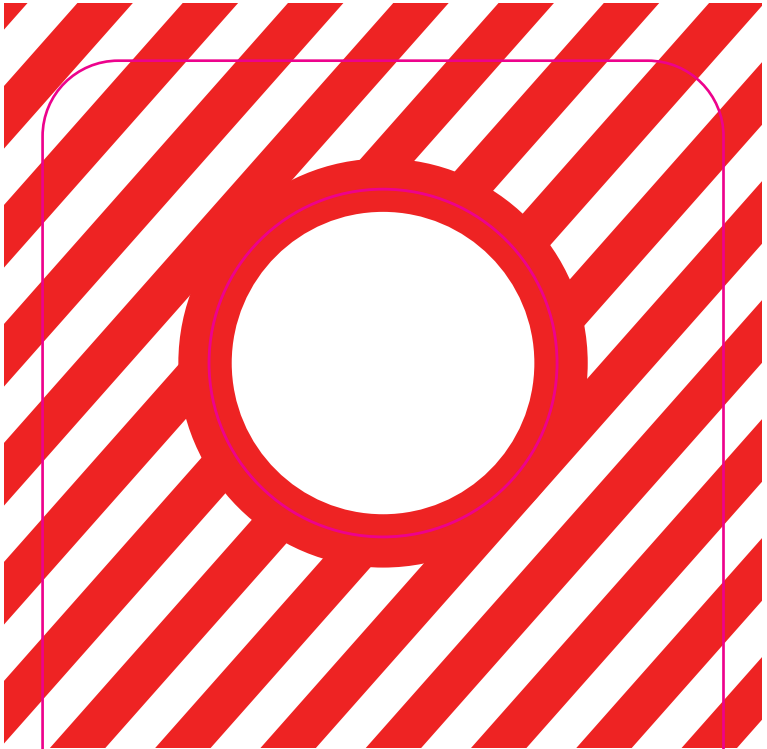


PMS 485 C



Dieline

Code: B025



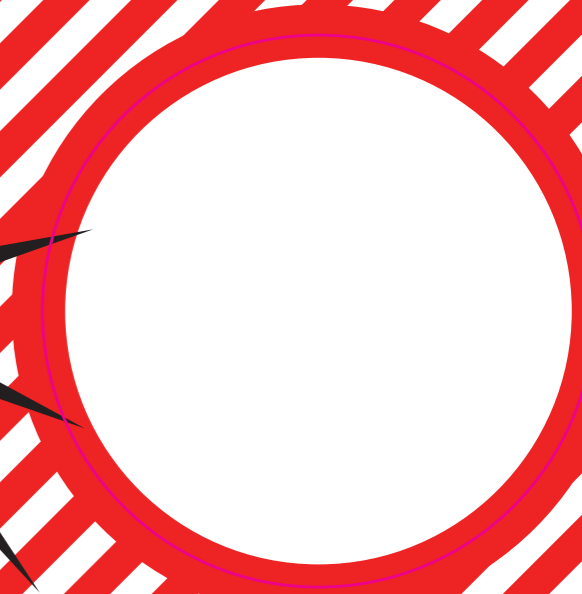
In emergency,
push button
to signal driver.

665 x 100 / **Emergency Exit – Interior**

Code: B026

WHITE stock **Black** **PMS 485 C** **Dieline**

EMERGENCY EXIT



665 x 100 / **Emergency Exit – Exterior**

Code: B027

WHITE stock Black PMS 485 C Dieline



EMERGENCY EXIT

610 x 100 / Roof Hatch Emergency Exit

Code: B028

WHITE stock

PMS 485 C

Dieline

EMERGENCY EXIT

400 x 65 / **Safety handrail**

Code: B029

WHITE stock Black PMS 485 C Dieline



For your safety. Do not hold this pole.

For your safety

- Stay clear of the doors
- School children and adults with small children exit via front door.



WHITE stock Black PMS 485 C Dieline

For your safety

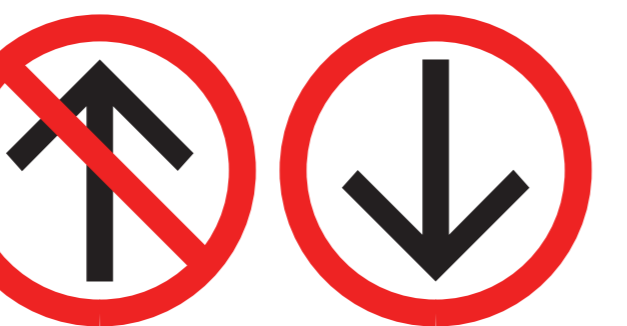
- Stay clear of the doors
- School children and adults with small children exit via front door.



70 high - trim width to fit / **Safety stand behind**

Code: B032

WHITE stock Black PMS 485 C Dieline



For your safety. Please stand behind this line.

255 x 85 / **Safety - No Standing**

Code: B033

WHITE stock **Black** **PMS 485 C** **Dieline**

For your safety
No standing



255 x 85 / **Safety - No standing in stairwell**

Code: B034

WHITE stock **Black** **PMS 485 C** **Dieline**

For your safety

**No standing in
stairwell**



112 x 112 / **Wheelchair – External**

Code: B035

WHITE stock

PMS 7468 C

Dieline



White stock **PMS 109 C** **PMS 539 C** **PMS 7468 C** **Dieline**

Maximum Size

**Wheelchairs and prams
must not exceed 300kgs
or 700mm width.**





White stock



PMS 109 C



PMS 539 C



Dieline

**This bus
kneels on
request**



White stock  **PMS 109 C**  **PMS 539 C**  **Dieline**

This bus kneels on request



85 x 123 / **CCTV – A**

Code: B040



White stock



PMS 109 C



PMS 539 C



Dieline

CCTV in operation



137 x 65 / **CCTV – B**

Code: B041

White stock  PMS 109 C  PMS 539 C  Dieline



**CCTV in
operation**

Please

**Hold handrails. Press bell
before your stop. Stay seated
until bus has stopped.**





White stock



PMS 539 C



PMS 109 C



PMS 485 C



PMS 7468 C



Dieline

Please

Hold handrails. Press bell before your stop. Stay seated until bus has stopped.



390 x 85 / **Priority Seating – 1A**

Code: B044

White stock PMS 539 C PMS 109 C PMS 7468 C Dieline

Priority Seating Area

Please vacate these seats for elderly or disabled passengers, pregnant women or caregivers with small children. Apply wheelchair brakes and use restraints if available. Infants must be restrained in pram. Caregivers please apply brakes or hold pram. Assistance dogs only.



White stock PMS 539 C PMS 109 C PMS 7468 C Dieline

Priority Seating Area

Please vacate these seats for elderly or disabled passengers, pregnant women or caregivers with small children. Apply wheelchair brakes and use restraints if available. Infants must be restrained in pram. Caregivers please apply brakes or hold pram. Assistance dogs only.



□ **White** stock ■ PMS 539 C ■ PMS 109 C ■ PMS 7468 C ■ Dieline

Priority Seating Area

Please vacate these seats for elderly or disabled passengers, pregnant women or caregivers with small children. Infants must be restrained in pram. Caregivers please apply brakes or hold pram. Assistance dogs only.



 White stock  PMS 539 C  PMS 109 C  PMS 7468 C  Dieline

Priority Seating Area

Please vacate these seats for elderly or disabled passengers, pregnant women or caregivers with small children. Infants must be restrained in pram. Caregivers please apply brakes or hold pram. Assistance dogs only.



White stock PMS 539 C PMS 109 C PMS 7468 C Dieline

Please Mind your head



White stock PMS 539 C PMS 109 C PMS 7468 C Dieline

Please
Mind your head



290 x 81 / **Hold on to handrail**

Code: B050

White stock **PMS 539 C** **PMS 109 C** **PMS 7468 C** **Dieline**

Please
Hold on to the handrail
when using the stairs.



135 x 65 / **Wheelchair – A**

Code: B051

White stock

PMS 539 C

PMS 109 C

Dieline

**Press
button for
wheelchair
access**



80 x 125 / **Wheelchair – B**

Code: B052



White stock



PMS 539 C



PMS 109 C



Dieline

**Press
button for
wheelchair
access**



White stock PMS 539 C PMS 109 C Dieline

**Number
of seats
available
upstairs**



140 x 84 / **Number of seats available upstairs – B**

Code: B054



White stock



PMS 539 C



PMS 109 C



Dieline

**Number
of seats
available
upstairs**

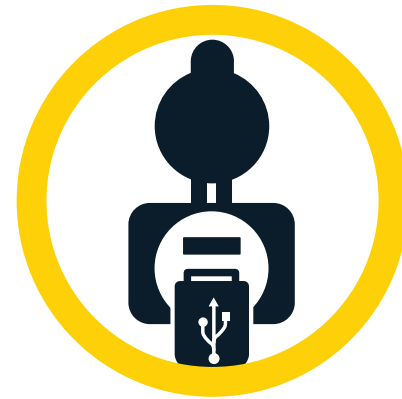
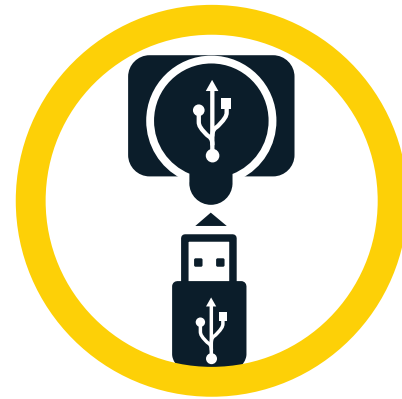
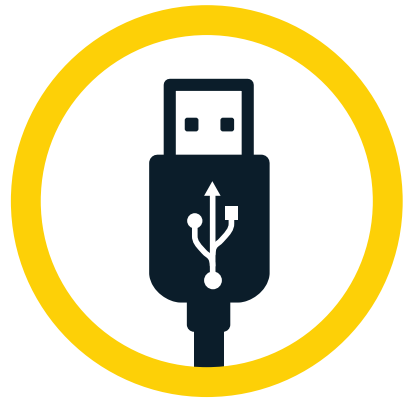


308 x 68 / **USB Ports**

Code: B055

White stock PMS 539 C PMS 109 C Dieline

USB Ports



CityLink

Every **7 to 8 Minutes***

6.25am to 11.25pm Monday to Saturday

*Actual bus frequency may vary with traffic, road conditions and other unplanned circumstances

This service is brought to you by Auckland Transport and NZ Bus

Every **10 Minutes***

7am to 11.20pm Sunday and Public Holidays



Find out more | AT.govt.nz/Link



LinkConnections



InnerLink

Every **10 Minutes*** both ways

6.30am to 8pm Monday to Friday

*Actual bus frequency may vary with traffic, road conditions and other unplanned circumstances

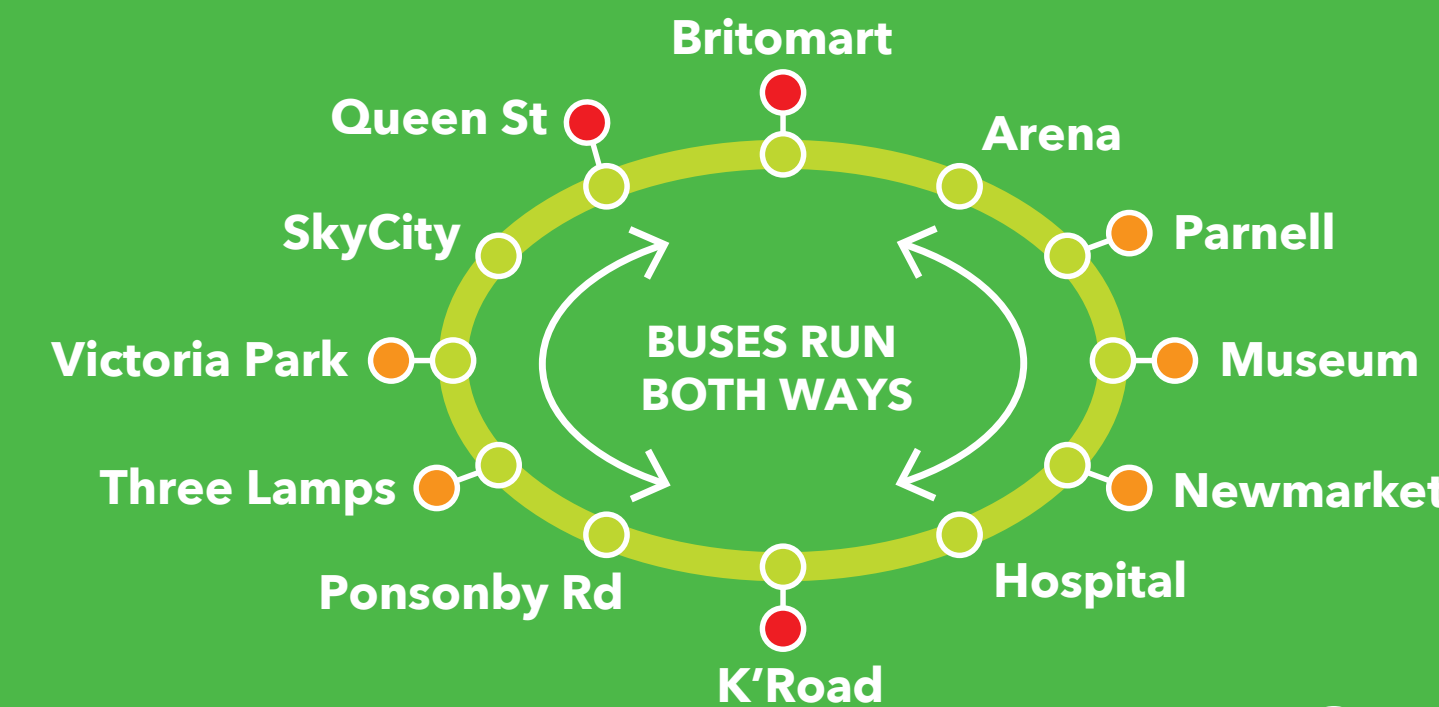
This service is brought to you by Auckland Transport and NZ Bus

Every **15 Minutes*** both ways

8pm to 11pm Monday to Friday

6.30am to 11pm Saturday

7am to 11pm Sunday and Public Holidays



Find out more | AT.govt.nz/Link



LinkConnections



OuterLink

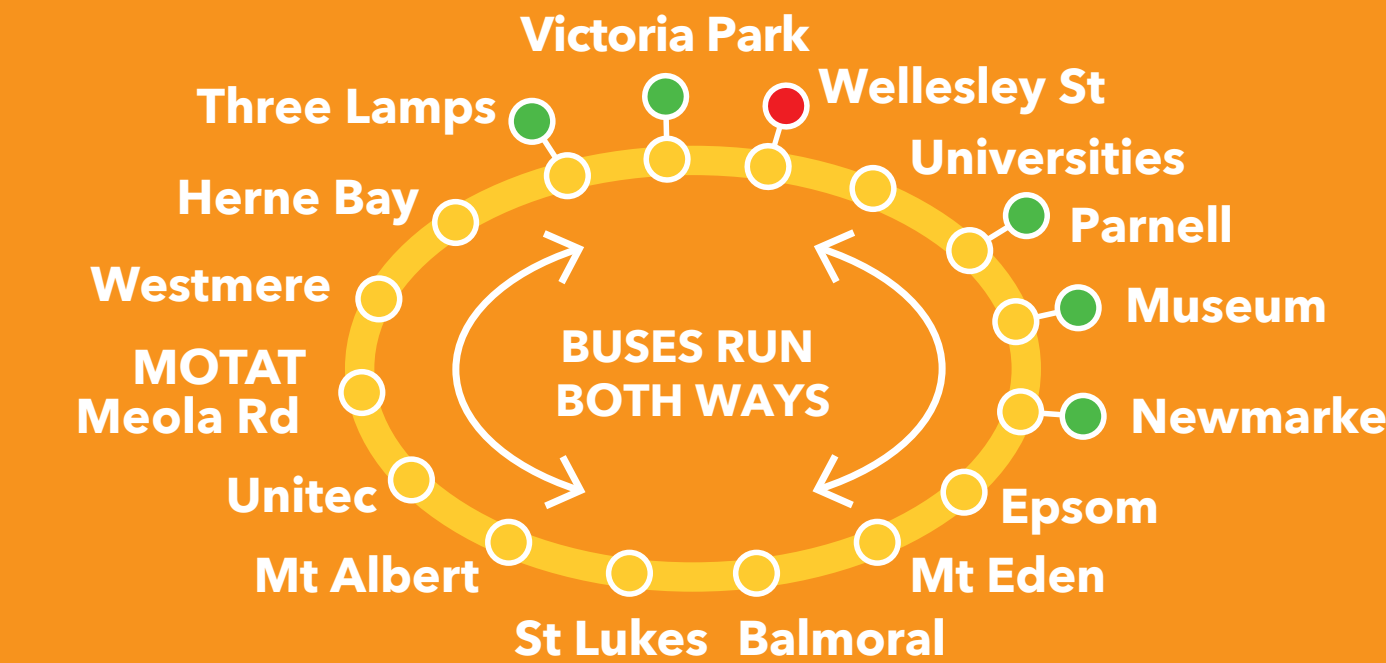
Every **15 Minutes*** both ways

6.30am to 11pm Monday to Saturday

7am to 11pm Sunday and Public Holidays

*Actual bus frequency may vary with traffic, road conditions and other unplanned circumstances

This service is brought to you by Auckland Transport and NZ Bus



Find out more | AT.govt.nz/Link

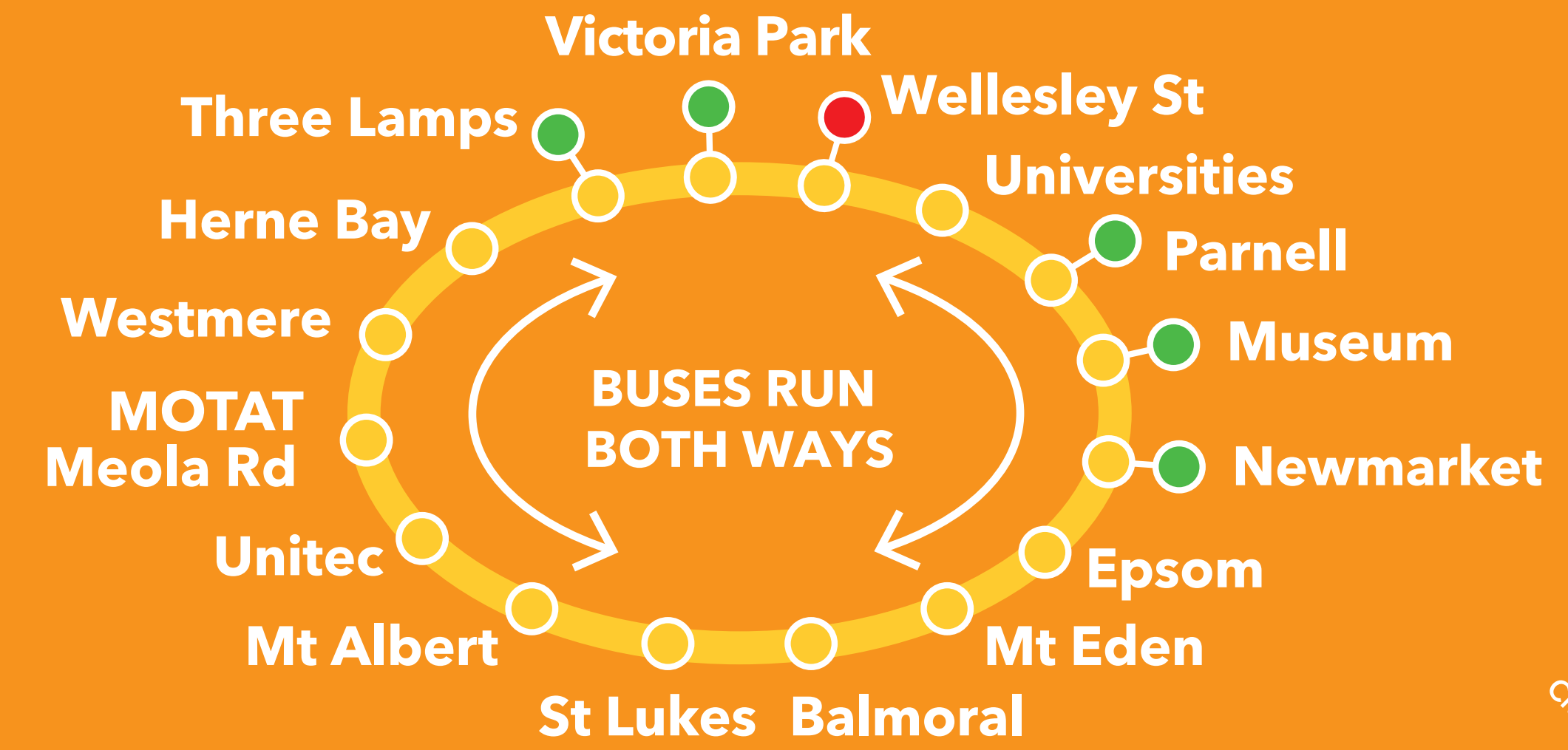


LinkConnections



OuterLink

The easy way to get around Central Auckland



Every **15 Minutes*** both ways
 6.30am to 11pm Monday to Saturday
 7am to 11pm Sunday and Public Holidays

*Actual bus frequency may vary with traffic, road conditions and other unplanned circumstances

This service is brought to you by Auckland Transport and NZ Bus



Find out more | [AT.govt.nz/Link](https://at.govt.nz/link)



CityLink

The easy way to get around the City Centre



Every 7 to 8 Minutes*
 6.25am to 11.25pm Monday to Saturday

Every 10 Minutes*
 7am to 11.20pm Sunday and Public Holidays

*Actual bus frequency may vary with traffic, road conditions and other unplanned circumstances

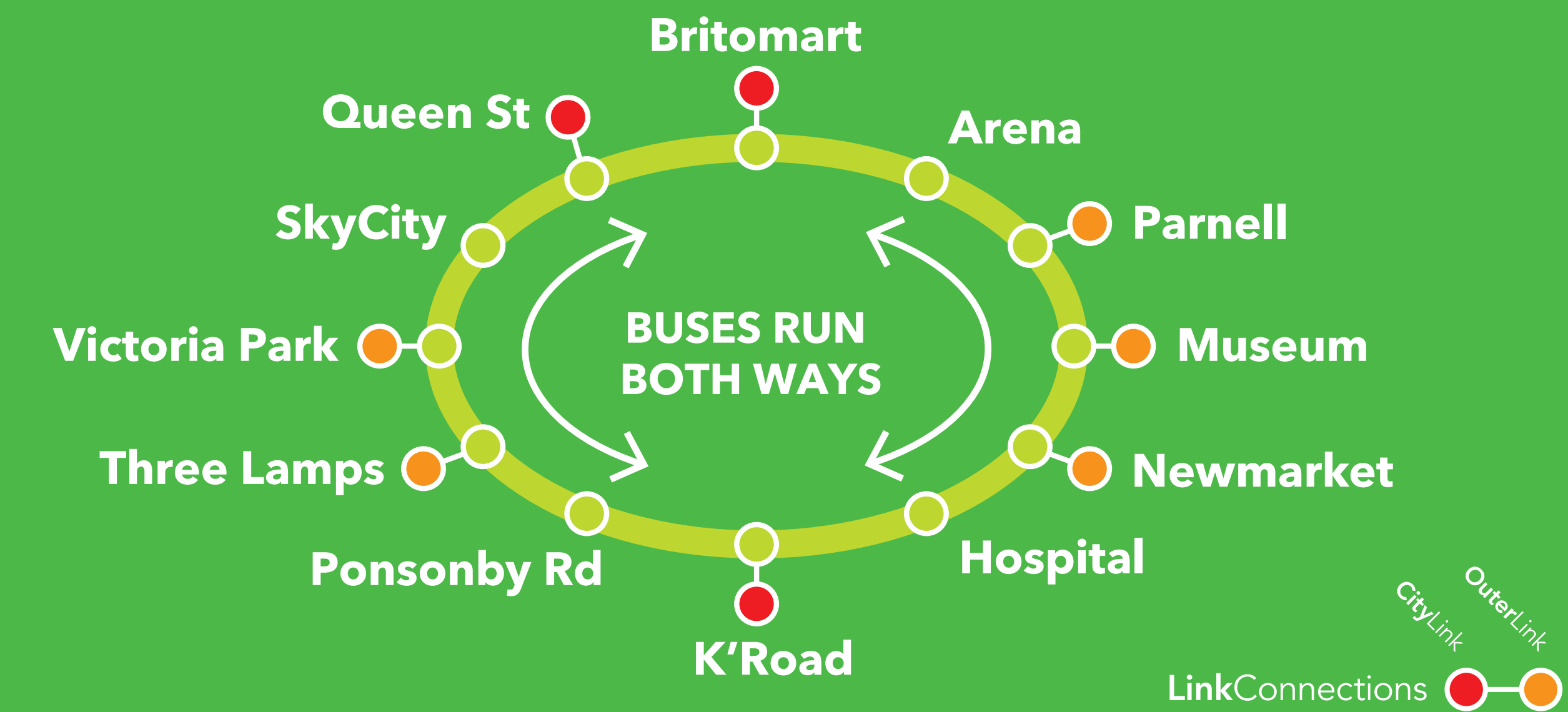
This service is brought to you by Auckland Transport and NZ Bus

Find out more | [AT.govt.nz/Link](https://at.govt.nz/link)



InnerLink

The easy way to get around the Inner City



Every **10 Minutes*** both ways
6.30am to 8pm Monday to Friday

Every **15 Minutes*** both ways
8pm to 11pm Monday to Friday
6.30am to 11pm Saturday
7am to 11pm Sunday and Public Holidays

*Actual bus frequency may vary with traffic, road conditions and other unplanned circumstances

This service is brought to you by Auckland Transport and NZ Bus

Find out more | [AT.govt.nz/Link](https://at.govt.nz/link)



AT Metro logo – Refer to brand guidelines for placement & scale

Code: B060

 **Avery 900 White Vinyl Cut**

Printed colours on logo

 PMS 539 C

 PMS 377 C

 PMS 7468 C

 PMS 485 C



Cut out white vinyl. No printing



Metro



AT logo printed in PMS on cut white vinyl.
The cut out round shape as indicated by cut out white vinyl

CityLink AT Metro logo and device (Drivers side) – Refer to brand guidelines for placement & scale

Code: B061

-  Avery 900 White Vinyl Cut
- Printed colours on logo**
-  PMS 539 C
-  PMS 377 C
-  PMS 7468 C
-  PMS 485 C
-  Avery 925 Vinyl Cut

Cut out white vinyl. No printing

Avery 925 colour cut vinyl



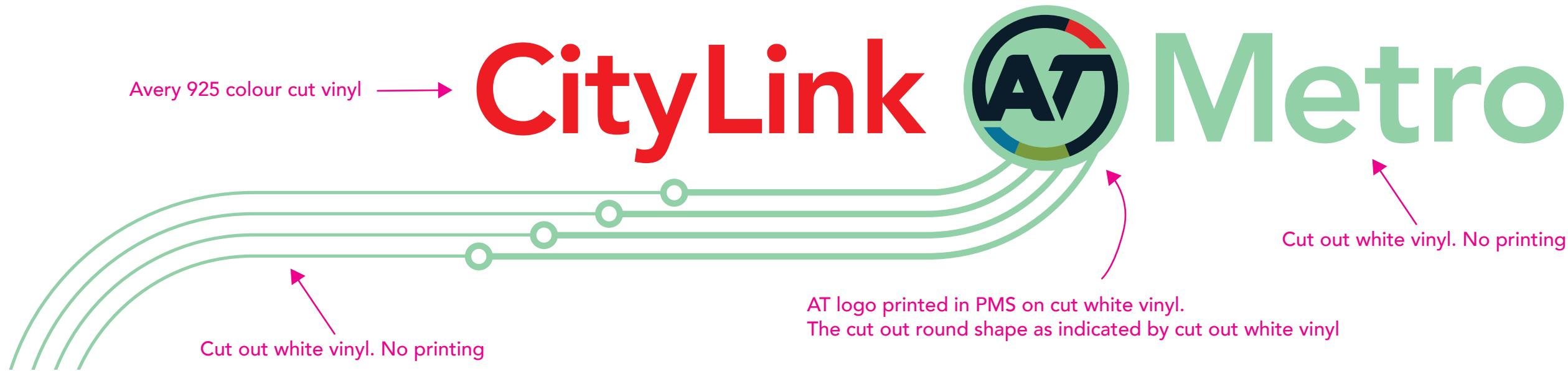
AT logo printed in PMS on cut white vinyl.
The cut out round shape as indicated by cut out white vinyl

Cut out white vinyl. No printing

CityLink AT Metro logo and device (Passengers side) – Refer to brand guidelines for placement & scale

Code: B062

-  Avery 900 White Vinyl Cut
-  Avery 925 Vinyl Cut
- Printed colours on logo
-  PMS 539 C
-  PMS 377 C
-  PMS 7468 C
-  PMS 485 C



CityLink Stops (Both sides) – Refer to brand guidelines for placement & scale

Code: B063

 **White print**

 **Clear stock**

 **Dieline**

White print on clear vinyl



Wynyard Quarter • Britomart • Queen St • Town Hall • Pitt St • Karangahape Rd • Myers Park

InnerLink AT Metro logo and device (Drivers side) – Refer to brand guidelines for placement & scale

Code: B064

■ Avery 900 White Vinyl Cut

Printed colours on logo

■ PMS 539 C

■ PMS 377 C

■ PMS 7468 C

■ PMS 485 C

■ Avery 956 Vinyl Cut

Cut out white vinyl. No printing

Avery 956 colour cut vinyl



AT logo printed in PMS on cut white vinyl.

The cut out round shape as indicated by cut out white vinyl

Cut out white vinyl. No printing

InnerLink AT Metro logo and device (Passengers side) – Refer to brand guidelines for placement & scale

Code: B065

■ Avery 900 White Vinyl Cut

Printed colours on logo

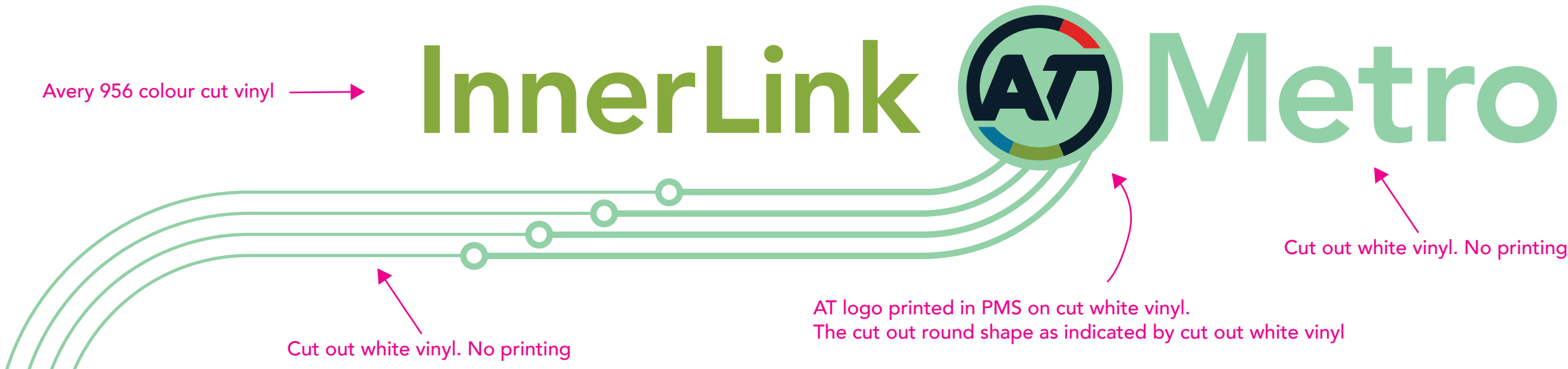
■ PMS 539 C

■ PMS 377 C

■ PMS 7468 C

■ PMS 485 C

■ Avery 956 Vinyl Cut



InnerLink – Refer to brand guidelines for placement & scale

Code: B066

■ **Avery 900 White Vinyl Cut**

InnerLink



Cut out white vinyl. No printing

InnerLink Stops (Both sides) – Refer to brand guidelines for placement & scale

Code: B067

 **White print**

 **Clear stock**

 **Dieline**



White print on clear vinyl

Britomart • Albert St • SkyCity • Victoria Park • Three Lamps • Ponsonby Rd • Karangahape Rd • Grafton Bridge • Hospital • Newmarket • Auckland Museum • Parnell • Arena

CityLink – Refer to brand guidelines for placement & scale

Code: B068

 **Avery 900 White Vinyl Cut**

CityLink

 Cut out white vinyl. No printing

OuterLink AT Metro logo and device (Drivers side) – Refer to brand guidelines for placement & scale

Code: B069

■ Avery 900 White Vinyl Cut

Printed colours on logo

■ PMS 539 C

■ PMS 377 C

■ PMS 7468 C

■ PMS 485 C

■ Avery 904 Vinyl Cut



AT logo printed in PMS on cut white vinyl.

The cut out round shape as indicated by cut out white vinyl

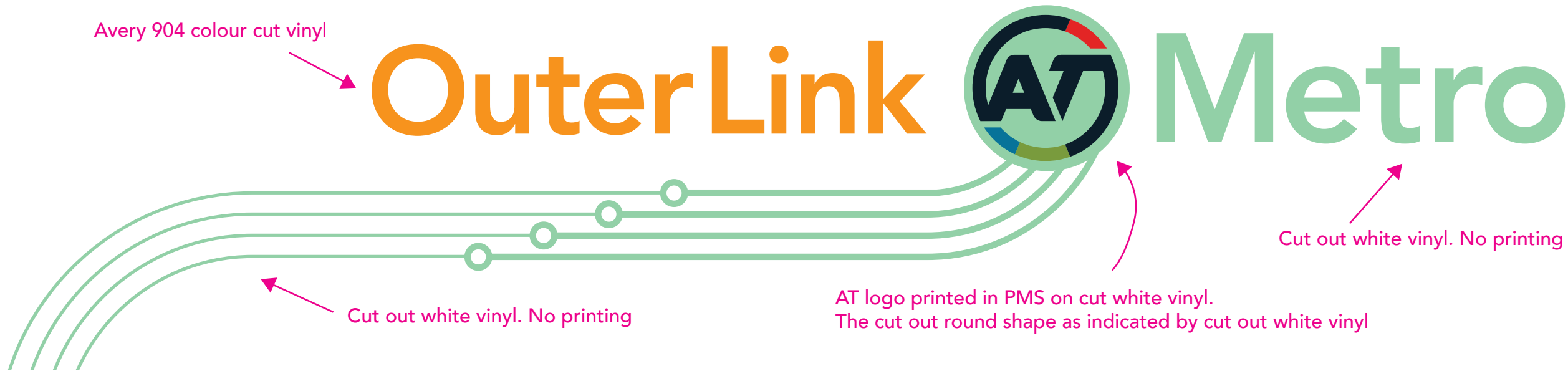
Cut out white vinyl. No printing

OuterLink AT Metro logo and device (Passengers side) – Refer to brand guidelines for placement & scale

Code: B070

■ Avery 900 White Vinyl Cut Printed colours on logo ■ PMS 539 C ■ PMS 377 C ■ PMS 7468 C ■ PMS 485 C

■ Avery 904 Vinyl Cut



OuterLink – Refer to brand guidelines for placement & scale

Code: B071

■ **Avery 900 White Vinyl Cut**

OuterLink

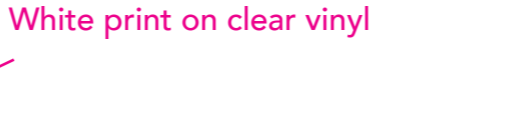


Cut out white vinyl. No printing

OuterLink Stops (Both sides) – Refer to brand guidelines for placement & scale

Code: B072

- White print
- Clear stock
- Dieline



White print on clear vinyl



Wellesley St • Three Lamps • Herne Bay • Westmere • MOTAT Meola Rd • Unitec • Mt Albert • St Lukes Mall • Balmoral • Mt Eden • Epsom • Newmarket • Auckland Museum • Parnell • Universities

Airporter AT Metro logo and device (Drivers side) – Refer to brand guidelines for placement & scale

Code: B073

■ Avery 900 White Vinyl Cut

Printed colours on logo

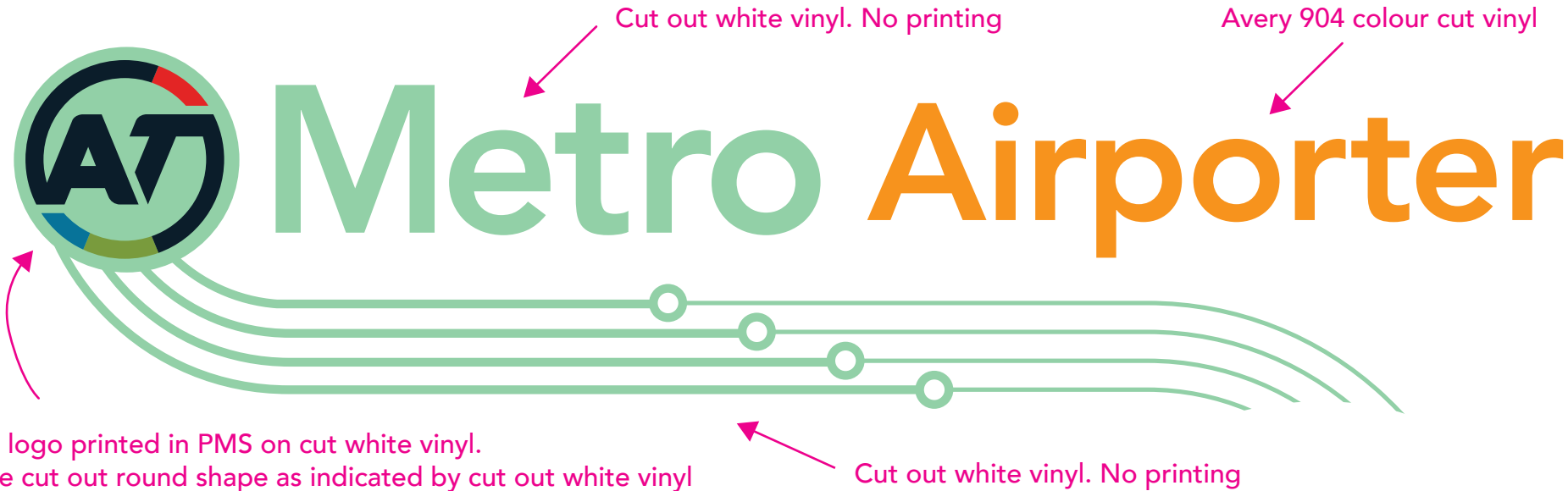
■ PMS 539 C

■ PMS 377 C

■ PMS 7468 C

■ PMS 485 C

■ Avery 904 Vinyl Cut

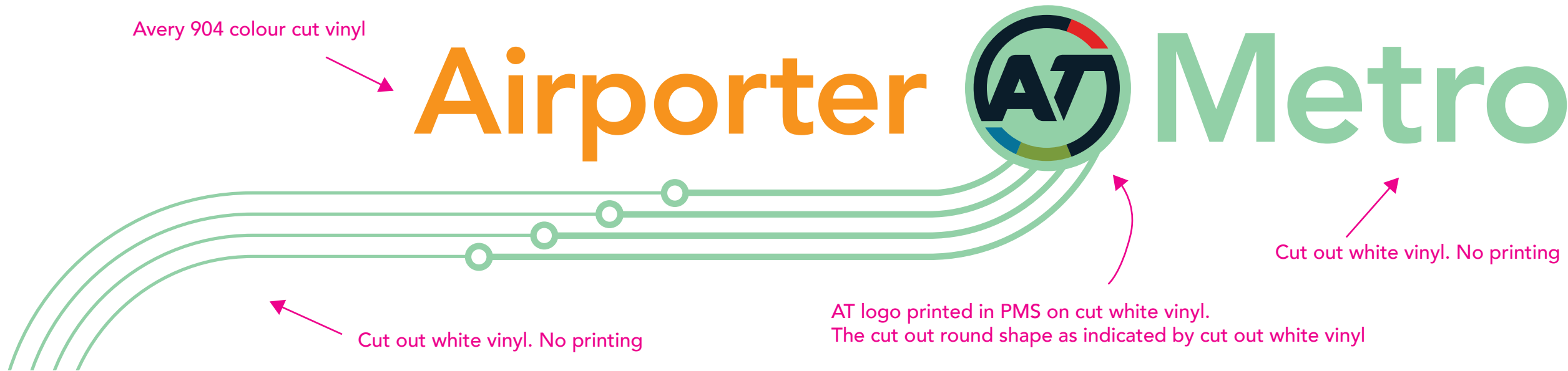


Airporter AT Metro logo and device (Passengers side) – Refer to brand guidelines for placement & scale

Code: B074

■ Avery 900 White Vinyl Cut Printed colours on logo ■ PMS 539 C ■ PMS 377 C ■ PMS 7468 C ■ PMS 485 C

■ Avery 904 Vinyl Cut



Avery 904 colour cut vinyl

Airporter



Metro

Cut out white vinyl. No printing

AT logo printed in PMS on cut white vinyl.
The cut out round shape as indicated by cut out white vinyl

Cut out white vinyl. No printing

Airporter – Refer to brand guidelines for placement & scale

Code: B075

■ **Avery 900 White Vinyl Cut**

Airporter

← Cut out white vinyl. No printing

Airporter Stops (Both sides) – Refer to brand guidelines for placement & scale

Code: B076

 **White print**

 **Clear stock**

 **Dieline**

White print on clear vinyl

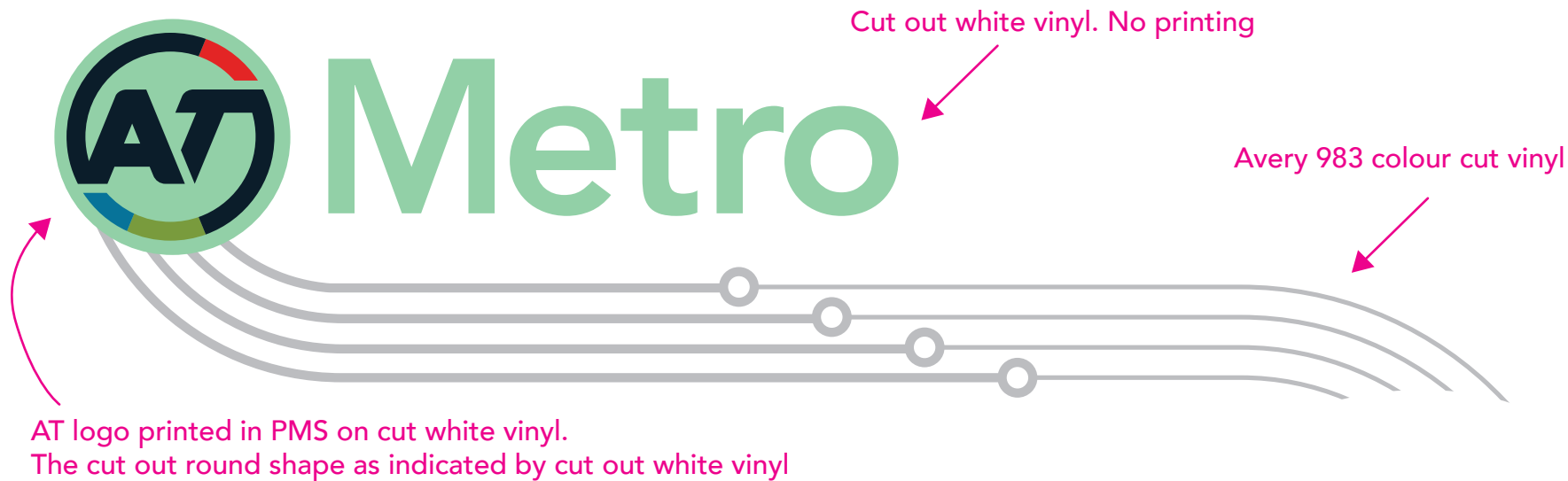


Onehunga • Mangere Town Centre • Domestic & International Terminals • Papatoetoe • Manukau

Single Decker Standard & Rapid Fleet AT Metro logo and device (Drivers side) – Refer to brand guidelines for placement & scale

■ Avery 900 White Vinyl Cut Printed colours on logo ■ PMS 539 C ■ PMS 377 C ■ PMS 7468 C ■ PMS 485 C
■ Avery 983

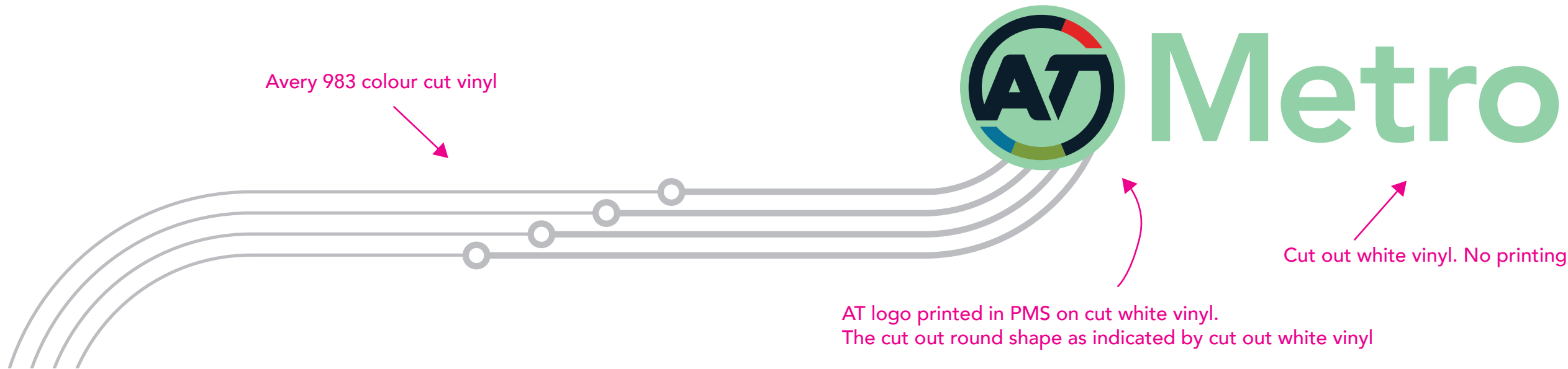
Code: B077



Single Decker Standard & Rapid Fleet AT Metro logo and device (Passengers side) – Refer to brand guidelines for placement & scale

Code: B078

-  Avery 900 White Vinyl Cut
- Printed colours on logo**
-  PMS 539 C
-  PMS 377 C
-  PMS 7468 C
-  PMS 485 C
-  Avery 983



Northern Express – Refer to brand guidelines for placement & scale

Code: B079

■ **Avery 900 White Vinyl Cut**

Northern Express



Cut out white vinyl. No printing

Northern Express Stops (Both sides) – Refer to brand guidelines for placement & scale

Code: B080

 **White print**

 **Clear stock**

 **Dieline**

 **White print on clear vinyl**

Britomart • Fanshawe St • Akoranga Station • Smales Farm Station • Sunnynook Station • Constellation Park & Ride • Albany Park & Ride • Hibiscus Coast Station

Rapid Fleet Stripe (Both sides) – Height 20mm, scale length to suitable size

Code: B081

 Avery 925



Double Decker AT Metro logo and device (Drivers side) – Refer to brand guidelines for placement & scale

Code: B082

- Avery 900 White Vinyl Cut
- Printed colours on logo
- PMS 539 C
- PMS 377 C
- PMS 7468 C
- PMS 485 C
- Avery 983

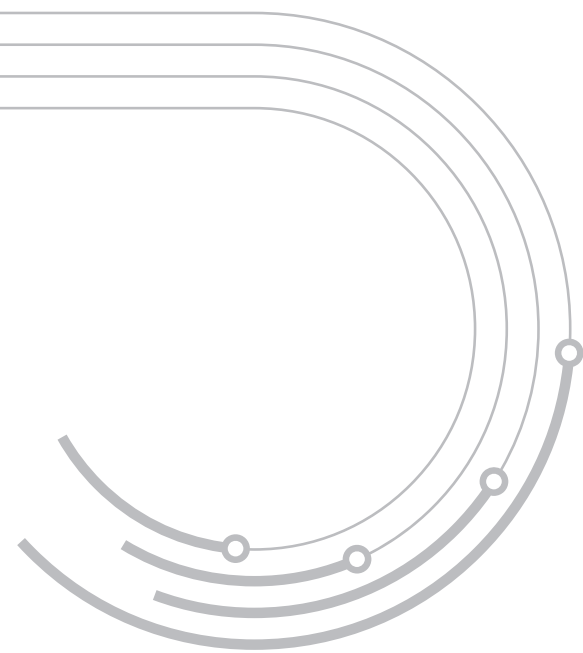


Metro

AT logo printed in PMS on cut white vinyl.
The cut out round shape as indicated by cut out white vinyl

Cut out white vinyl. No printing

Avery 983 colour cut vinyl



Double Decker AT Metro logo and device (Passengers side) – Refer to brand guidelines for placement & scale

Code: B083

 Avery 900 White Vinyl Cut

Printed colours on logo

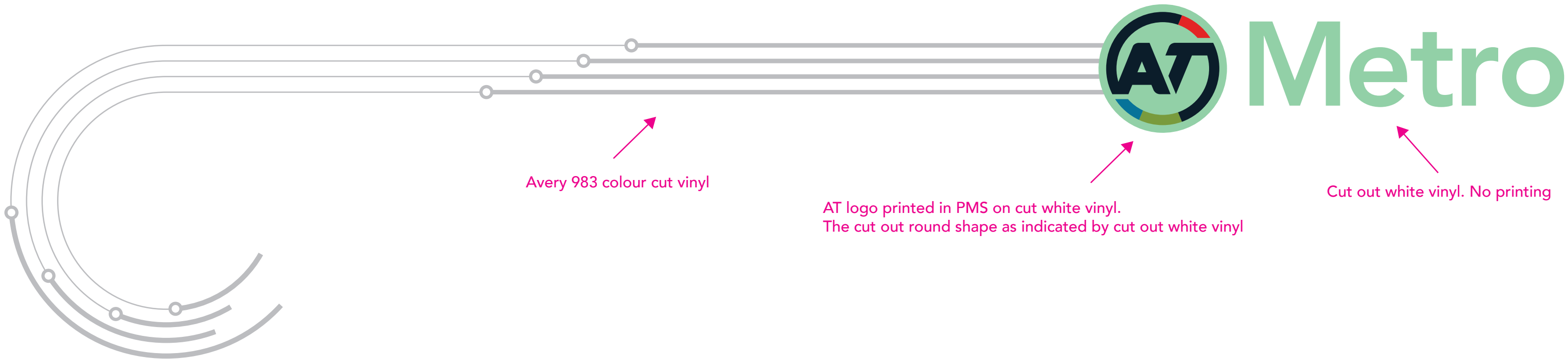
 PMS 539 C

 PMS 377 C

 PMS 7468 C

 PMS 485 C

 Avery 983



Avery 983 colour cut vinyl

AT logo printed in PMS on cut white vinyl.
The cut out round shape as indicated by cut out white vinyl

Cut out white vinyl. No printing

200 x 200 / H Sticker

Code: B084

 **Pantone Yellow C**

 **Black**



90 x 60 / **AdBlue**

Code: B133

White stock

PMS 7468 C

Dieline

AdBlue
Only

90 x 160 / **Emergency – Alert Driver**

WHITE stock **Black** **PMS 485 C**
 Dieline **Code: B134**



In emergency,
push button
to signal driver.

150 x 42 / **Tag Off**

Code: B135



Clear stock



White print



Dieline

Tag off

Hold card flat to reader.

135 x 42 / **BDC Decal Back**

Code: B139

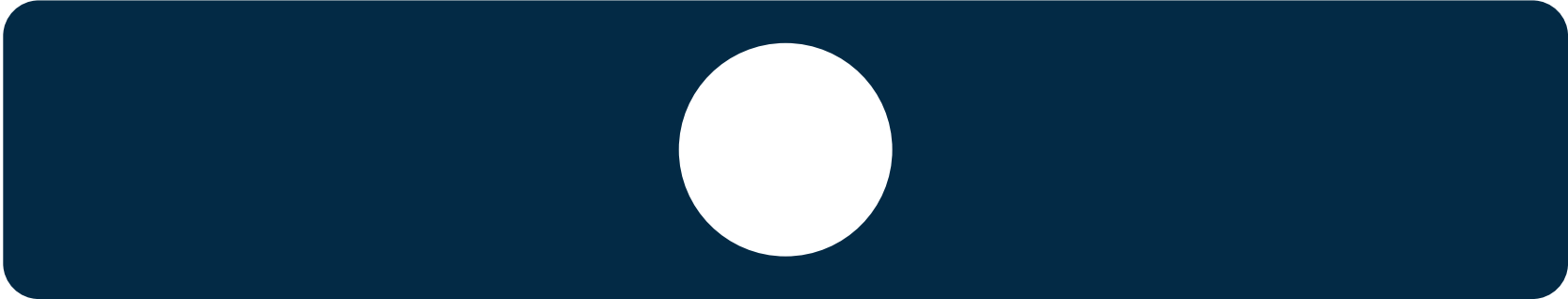
■ PMS 539 C



220 x 42 / BDC Decal Bus Driver Side

Code: B139

■ PMS 539 C



220 x 110 / **BDC Decal Side Bar Large**

Code: B139

Clear stock **PMS 539 C** **PMS 377 C** **PMS 7468 C** **PMS 485 C**

Use AT HOP & SAVE*

***at least 20% discount off single trip cash fares (excludes NiteRider and Airbus Express bus services).**

Terms of use and registered prospectus for the AT HOP cards are available at AT.govt.nz/athop or at the Transport Information Centre, Britomart.

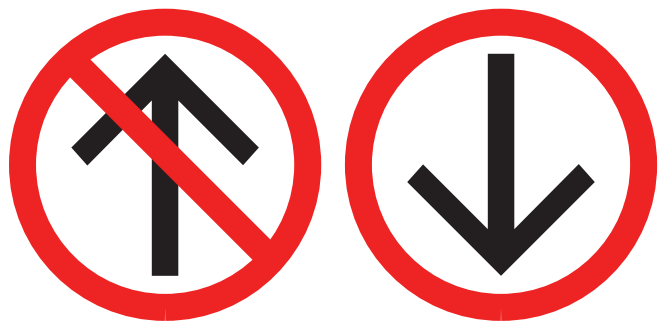


220 x 90 / **BDC Decal Side Bar Small**

Code: B139

■ PMS 539 C





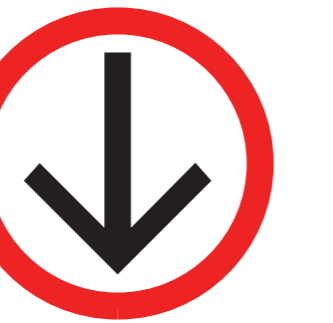
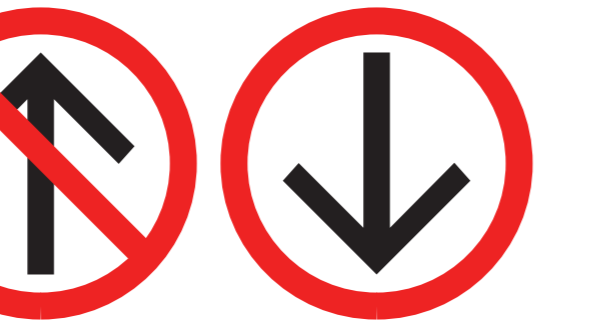
For your safety.

**Please do not stand
past this line.**

70 high - trim width to fit / **Safety stand behind**

Code: B145

WHITE stock Black PMS 485 C Dieline



For your safety. Please do not stand past this line.



Auckland Transport (AT) Specifications for components of On-Bus Passenger Information System

Version 1.6

27 July 2016

Change History and Approval

Change History

The Web site version of this document is controlled. All other versions are uncontrolled. The following Change History log contains a record of changes made to this document:

Published / Revised Date	Version	Author (optional)	Section / Nature of Change
14/03/2016	1.0	MS	Pre-Release
22/03/2016	1.1	MS & AN	Removed duplicate antenna in responsibilities, add external display to Checklist, display viewing angles, media player shutdown timer.
08/04/2016	1.2	AN	Updated external display weight, added external display viewing angle.
17/04/2016	1.3	GT	Contract compliance changes. Additional of internal Wi-Fi Antenna requirements.
19/04/2016	1.4	GT	Compliance review updates
30/06/2016	1.5		Amendments and Errata
27/07/2016	1.6		Feedback, Amendments and Tracking

Note:

This document will be updated as the Passenger Information System design is reviewed and improvements are implemented. As such all specifications contained in the document are subject to change. Please pay attention to document versions and change history and ensure that the latest version is being used.

Approval

Version	Date	Name /Position	Approved
1.6		Andrew Maule - Infrastructure & Facilities Dev Manager Metro	
1.6		Ian Howell – Programme Manager New Network Implementation -Metro	
1.6		Paul Riding – Programme Delivery Manager BT	
1.6		Geoff Tribble - Emerging Tech Manager BT	
1.6		Roger Jones – CTO Auckland Transport	

Document Ownership

This document is owned by the Chief Technology Officer of Auckland Transport. All updates and amendments are to be made by email to:

TechnicalDocumentUpdates@at.govt.nz

Please include the section and nature of the update required.

Executive Summary

This document defines the specifications required for a bus to be fitted with the Passenger Information system comprising the following components:

- Communication Gateway – Connects the bus to the AT network
- Media Player – receives, stores and delivers content to the displays and audio system
- Internal Passenger Displays - Presents graphic content to bus passengers
- Side-facing display - Presents information to people outside the bus
- Audio System – Amplifier and speakers
- Passenger Wi-Fi Equipment
- Connection to other devices on the bus (bus stopping sign, AVL)

The document covers provision of enclosures, allocation of space, electrical power, cabling, equipment and installation.

Some equipment may be installed at a future date.

Indicative

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Introduction

This document defines the minimum specifications required by Auckland Transport to enable installation of infotainment related equipment on buses used to provide public services in Auckland under the Public Transport Operator Memorandum (PTOM).

NOTE: this is to be treated as a living document which will be reviewed as required due to the changing nature of technologies involved.

Limitations and Constraints

The following have been identified and acknowledged as limitations or constraints with respect to this specification:

- Regulatory changes
- Changes by equipment suppliers
- Bus Operator requirements
- Equipment selection
- Operator supplied equipment

Scope

This specification is to be used when installing equipment or provisioning buses that provide any of but not limited to the following:

- Passenger Display
- Passenger Wi-Fi
- Cellular Backhaul
- Interface to Auckland Transport Fares System (AIFS)
- Bus Stopping Sign

This document does not include information or specifications for the following equipment installs

- Fare Collection (AIFS)
- Real Time Tracking
- Automated Vehicle Location (AVL)

This document does not define a solution. All solutions being designed and their corresponding equipment selection must consider these specifications as a minimum requirement.

1 Specification of Equipment Location & Enclosures

It is a requirement that bus Operators provide and allocate suitable physical space and enclosures to house all components of the Passenger Information System according to the following specifications:

The equipment enclosure requirements for a single level bus and Double Decker bus are similar except that the requirement to have two passenger displays on the upper deck is removed for a single level bus.

1.1 Passenger Display Housing

A housing suitable to contain a 20” to 22” display shall be provided in the nominated positions. In all cases the passenger display faces the rear of the bus (i.e. faces seated passengers) and are to be mounted in landscape orientation.

The housing shall meet the following requirements:

Item	Spec	Comments
Aesthetics	Design must be in keeping with the bus interior	The display housing should appear to be part of the bus design as far as is possible.
Housing Colour	Colour to match adjacent interior	The colour of any supporting brackets or mounts is to match the colour theme of the bus interior.
Orientation	Landscape	
Hazards	2002/95/EC (RoHS 1)	Design is to have rounded corners to reduce risk of injury if a customer does impact screen
Location	The display housings shall be located so that they will not cause a hazard to passengers nor compromise safety features of the bus	i.e. ensure that customers safety is paramount; both when moving, standing and sitting
Restrictions	Housings shall not cause a narrowing of passageways or emergency exits or otherwise restrict the entry or exit of a passenger.	
Security	Housings shall provide a system to prevent the displays from being stolen or interfered with.	Anti-vandalism features to prevent the display from being smashed or subject to graffiti is recommended
Ventilation	Sufficient ventilation shall be provided for the selected display in normal operating conditions.	
Physical internal Dimensions	The housing shall be sufficient in size to fit the selected display unit. It shall also provide space to accommodate a media converter as defined below.	
Media Converter	The housing shall provide suitable space to house a media converter of 110mm x 80mm x 25mm and associated cables. (DVI, Network and power).	Alternatively, the converter may be housed adjacent to the housing provided that it is fully housed, not visible, allows for entry of the DVI cable and connector and not be more than 600mm from the display.

Display Area Mask	A mask or equivalent shall be provided to ensure that the aesthetics are preserved. The mask shall cater for the full range of displays or provide for customisation of mask size.	i.e. black mask fitted inside the protective safety glass (or similar) so that only active display area is revealed to the e passenger rather than the total display device.
Strength	The housing shall provide adequate support and strength to hold its own weight and that of the display..	The vibration of a moving vehicle must be considered
Access	Convenient access to the display, media converter and all cable terminations shall be provided for maintenance.	
Cable Entry	Housings shall accommodate entry of two network cables and two power cables with cable support and protection to meet best practice. This cable route shall not be visible or accessible to passengers.	Minimum cable bending radius must be considered

Table 1-1 Display Housing

Indicative

1.2 Location of Passenger Displays

Single Level buses are to be provisioned with two passenger displays. For the purpose of this document they are designated “passenger display 1” toward the front and “passenger display 2” toward the rear.

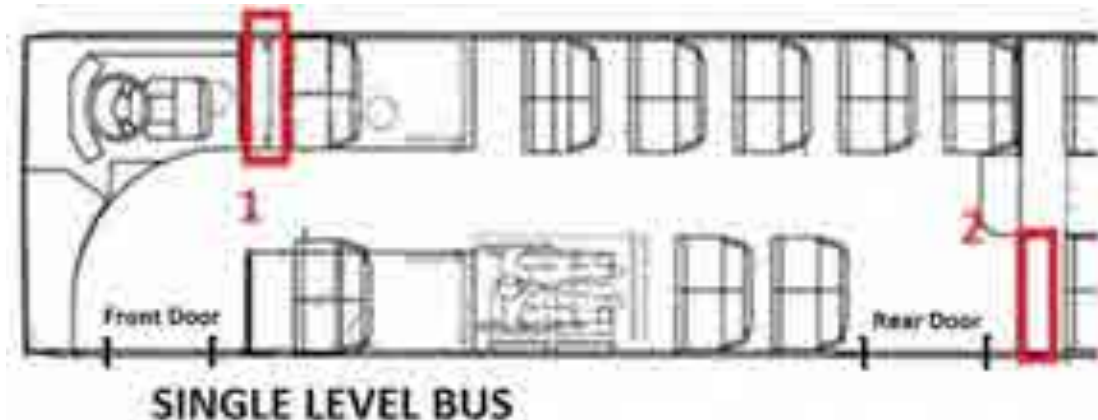


Figure 1 Single Level Bus

Double-decker buses are to be provisioned with a total of four passenger displays; for the purpose of this document, they have been given the designation “passenger display 1” & “passenger display 2” on the lower deck. On the upper deck they are designated “passenger display 3” at the front and “passenger display 4” toward the rear.



Figure 2 Lower Level Double Decker

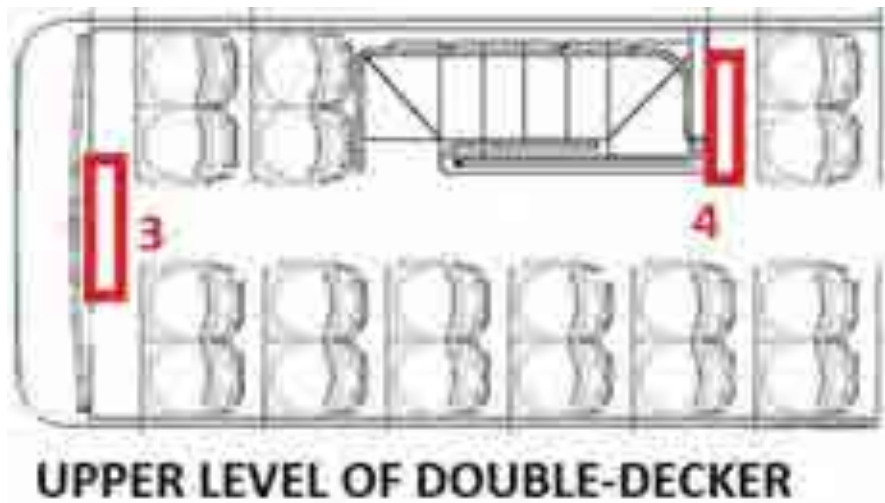


Figure 3 Upper Level Double Decker

1.2.1 Passenger Display 1 (Front Wall)

On a single level bus, Passenger Display 1 is to be located on the modesty panel behind the bus driver and on a double-deck it is to be fitted on the stairway panel as indicates in Figure 1.

1.2.2 Passenger Display 2 (Rear Door)

Passenger Display 2 is to be located behind the rear door and facing the rear of the bus. The passenger display should not interfere with the mounting, maintenance or removal of the adjacent Fare Payment Device (FPD) (which is lifted up 50mm for removal) and must not present a hazard to passengers. A suggested position is indicated in Figure 1 and Figure 2 but alternative positions may be used subject to approval by AT.

1.2.3 Passenger Display 3 (Front Window of Upper Deck)

Passenger Display 3 is located central to the front window at maximum achievable height. Where possible, priority should be given to the position of the display so not to obscure the “bus stopping” sign or CCTV camera. Particular care shall be given to ensure the safety of passengers as they enter and leave the front seats.

1.2.4 Passenger Display 4 (Rear of stairwell on Upper Deck)

Passenger Display 4 is located at the rear of the stairwell on the upper deck and facing the rear of the bus. Serviceable and shortened cable routes to the media player enclosure shall be considered in the design of this housing which is likely to be close.

The location of the rear screen may be varied to suit the particular bus design subject to approval from AT

1.3 Side-Facing Display Mounting

The operator shall fit a compliant side facing display in accordance with requirements specified below and shall ensure that the mounting is suitable for compliant displays from multiple suppliers using the dimensions and mounting points given. The nominated dimensions are given so that replacements or upgrades can occur.

Note that a side facing display is to be supplied assembled in a compliant housing as specified in section 4 (and shall also be match the mounting points specified).

1.3.1 Location (Side-Facing Display)

Side-facing displays mounted against the window above the left front wheel of the bus as shown in below and against the window pillar (toward the rear of the window).

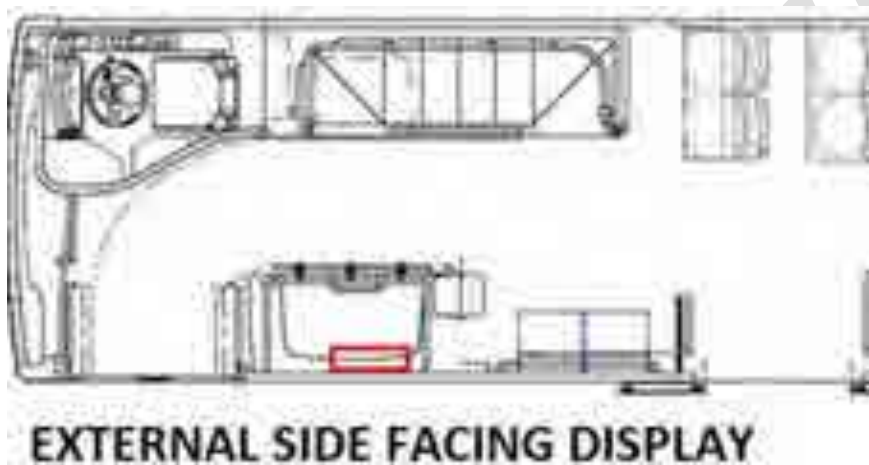
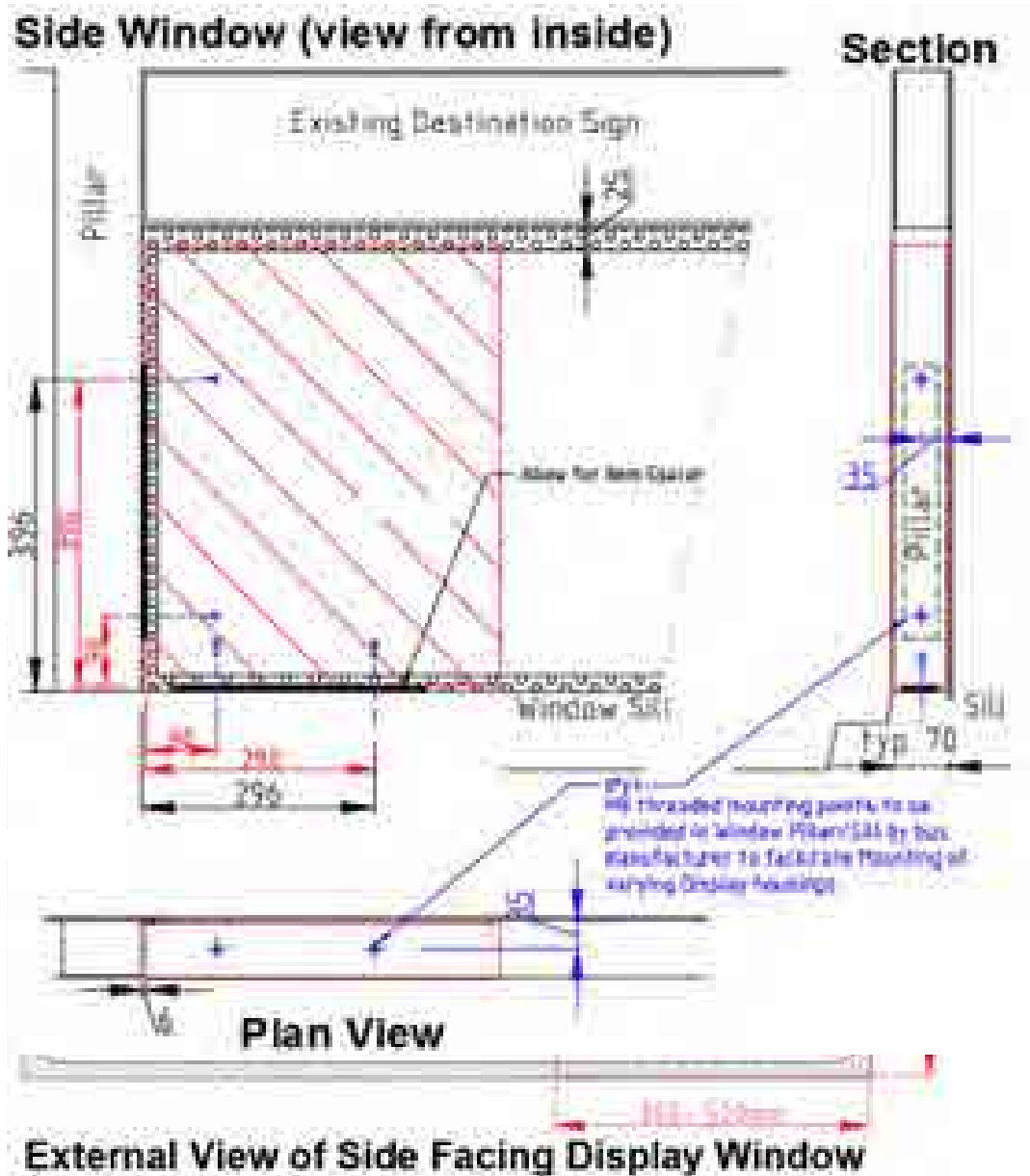


Figure 4 External Side Facing Display



1.3.2 Mounting Dimensions (Side Facing Display)

The operator shall supply mounting points that comply with the provision M8 Fastening point using the dimensions in the following sketch. These shall be provided whether or not they are used for the installed side facing display.

Figure 5 Side Facing Display Mounting

1.3.3 Environment (Side-Facing Display)

Mounts for a side-facing display shall be provided in the nominated positions within the left window pillar and window-sill (as shown above).

The mounting provided shall meet the following minimum requirements:

Item	Spec	Comments
Fasteners	A minimum of 4 recessed M8 threaded fastening sockets shall be provided in the window pillar and sill as dimensioned.	
Ventilation	Ventilation of the housing shall not be inhibited by adjacent obstacles	
Display Area Mask	The shaded area (mask) of the bus window edge must not extend a distance greater than 25mm from the window edge.	i.e. window mask must not be greater than 25mm as measured from the window sill or pillar.
Strength	The mounting points shall provide adequate support and strength to hold the side-facing display	
Maintenance Access	Sufficient space must be provided and maintained around the display housing to allow it to be easily removed and replaced. Space must be provided to allow access panel or door to be opened for easy maintenance.	Racks, seats and rails should not prevent an access panel from being opened or removed on the display housing.
Cable Entry	A concealed cable route shall be provided to the top of the side-facing display housing. It shall facilitate the entry of two Network cables, two power cables with cable support and protection. Where appropriate this cable route shall be matched to the bus interior and shall provide protection.	

Table 1-2 Environment Side-Facing Display

1.4 Enclosures

All buses are to be provisioned with suitable space or enclosure to install a communication gateway and Media Player Assembly. The space may be shared with other equipment provided the required space for mounting the devices and associated terminations can be achieved.

1.4.1 Communication Gateway

The communication gateway space must meet the following requirements.

Item	Spec	Comments
Security	The enclosure shall protect the equipment from interference from passengers	
Space		Additional space shall be provided to allow easy maintenance access to the device and allow for the connection of network, power supply and antenna cables to the device
Proximity to Antenna	The communication gateway enclosure shall be located such that the total antenna cable length required to reach the gateway is as short as possible	
Cable Route	The enclosure shall allow for cable entry of at least 15 cables being 5 antenna, 4 network, 2 Power and 3 Wi-Fi	

Table 1-3 Communications Gateway

1.4.2 Media Player

The media player space must meet the following requirements

Item	Spec	Comments
Security	The enclosure shall protect the equipment from interference from passengers	
Media Player Space		The space shall allow easy maintenance access for the device and allow for the connection of associated cables
Cable Route	The enclosure shall allow for cable entry of at least 12 cables (e.g. 5 antenna, 4 network, 2 Power & 1 Wi-Fi antenna)	
Power & Termination Switchboard	Sufficient space must be provided for power distribution and switchgear mounted on a DIN rail (unless power has been distributed by the bus manufacturer from another location) 150mm (W) x80mm (D) x120mm (H).	The switchgear may include termination fuses, power converters, relays, timer

Table 1-4 Media Player

Below is a sketch of the media player and media converters is given to illustrate the nature of the space requested.

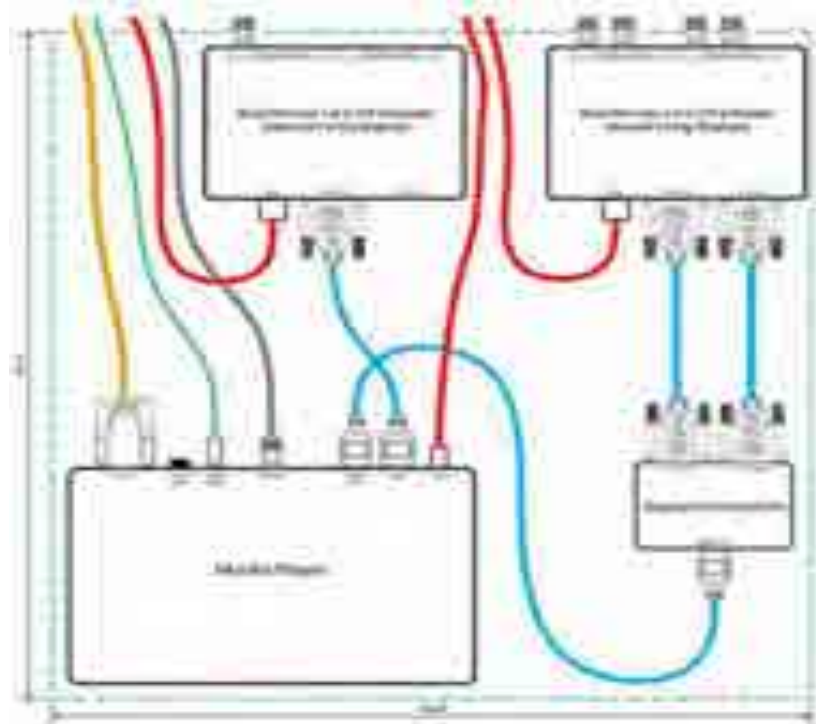


Figure 6 Media Player Enclosure

1.5 Antenna Locations

1.5.1 External

All buses shall be provisioned with a suitable location to mount external antennae that comply with the following: (Antenna as specified in section 7)

Table 1-5 External Antenna

Item	Spec	Comments
Separation	Sufficient suitable roof space shall be provided that allow minimum separation distances from other antennas to be maintained.	Note: known minimum Antenna separation distances are: AT-AVL GPS/LTE combo 0.3m AT-AIFS BDC GPS/Wi-Fi 0.5m
1.5.2 Internal Location	The antenna mounting location shall be provided where damage from bus contacting physical obstructions is minimised. i.e. Trees and building-awnings. The antenna mounting location shall also provide a clear view of the sky without obstruction from taller fixtures such as air conditioning units.	
Access	The antenna location shall be accessible from both outside and inside the bus and for maintenance or replacement.	
Cable Route	The location shall allow easy installation of cabling to communication gateway without exceeding the 4.5metre maximum	

buses shall be provisioned with a suitable location to mount the internal antennae for the purposes of Wi-Fi distribution that comply with the following: (Antenna as specified in section 7)

Table 1-6 Internal Antenna

Item	Spec	Comments
Separation	Suitable location shall be provided that allow minimum separation distances from other antennas	
Location	The antenna mounting location shall where damage by passengers is minimised and provides coverage for 95% of passengers	Installation must take into account the polarisation of the antennae
Access	The antenna location shall be accessible from inside the bus for maintenance or replacement.	
Cable Route	The location shall allow installation of cabling to communication gateway enclosure without exceeding a 4.5 metre cable run.	

2 Power Supply Specifications

2.1 Power Supply Requirements (Consumption)

Power shall be made available for the Passenger Information system as per the consumption identified in the table below which provides estimated maximum and typical power consumption of each component.

Sufficient battery capacity and battery charging capacity should be provided to ensure that the bus and the Passenger Information System continue to operate after planned periods of charging inactivity as a result of the engine being off.

Equipment	Max. Power	Typ. Power	Comment
Communication Gateway with Passenger Wi-Fi	50W		Connected to Permanent Battery Supply in addition to a Master Isolator Switch (signal)
Media Player plus media converters	150W		Controlled by Master Battery Isolator Switch
Audio Amplifier			Not available
Passenger Display & media converter (#1 Lower Deck)	55W	45W	Controlled by Master Battery Isolator Switch (and disabled by dashboard switch)
Passenger Display & media converter (#2 Lower Deck)	55W	45W	Controlled by Master Battery Isolator Switch (and disabled by dashboard switch)
Passenger Display & media converter (#3 Upper Deck)	55W	45W	Controlled by Master Battery Isolator Switch (and disabled by dashboard switch)
Passenger Display & media converter (#4 Lower Deck)	55W	45W	Controlled by Master Battery Isolator Switch (and disabled by dashboard switch)
Single Side-Facing Display	255W	100W est.	Controlled by Master Battery Isolator Switch (and disabled by dashboard switch)

Table 2-1 Power Supply - Consumption

2.2 Power Connectors & Fusing

All power (provided for equipment covered by this specification) shall be provided using a pluggable connector that meets the following:

Item	Compliance	Comments
Fusing at Power Source	Power cabling must be fused as close as possible to power source with automotive grade fuse or thermal circuit-breaker that shall be rated no larger than the rating for the cable supplying the power.	
Connector Type	Connector must be matched to conductor and insulation size and be suitable for the given purpose. Current rating of connector and contacts shall be greater than the fuse rating.	The bus operator may choose how the power cables are terminated, provided the connection is vibration-resistant.

Multi-pole	A multi-pole connector shall be provided where multiple power sources are specified with a pin assignment that is consistent with other similar connectors in the bus.	
Availability	The chosen connectors must be readily available from major manufacturers.	
Documentation	Part numbers, gender, and termination details shall be included in as-built documentation.	

Table 2-2 Power Connectors and Fusing

Also refer section 6.1.2 (Power Cable Summary)

2.3 Power Supply for Communication Gateway

A power circuit shall be provided for the communication gateway that is permanently powered (i.e. is not controlled by the master battery isolator switch).

The gateway shall be configurable to remain powered after the bus is turned off for a specified period of time (15 minutes) and then sleep or switch-off. (Sleep is defined as entering a low-current state where the power consumption is less than 3 watts).

The following fused power circuits shall be provided to the communication gateway enclosure and terminated in a suitable (labelled) connector for exclusive use by the gateway:

- Permanent battery Supply +24V (50watts)
- Master Isolator Supply +24V (<6 Watts)
- Ignition Supply +24V (<6 watts)
- Vehicle Ground

2.4 Power Supply for Media Player

The following fused power circuits shall be provided to the media player enclosure and terminated in a suitable (labelled) connector for exclusive use by the media player:

- Permanent battery Supply +24V (< 6watts)
- Master Isolator Supply +24V (150 Watts)
- Ignition Supply +24V (< 6 watts)
- Vehicle Ground

NOTE: the media player may require the addition of a timer to ensure a graceful shutdown period after power is turned off to the unit. This will be confirmed post the pilot AT are conducting during April-June 2016. A further release updating this requirement will be included in this document post the pilot learnings.

2.5 Power Supply for Passenger Displays

Power to all passenger displays must be switchable by a bus driver to manage any malfunction, emergency or health and safety event. However, the displays will normally operate whenever the bus battery Isolator switch is on and not require intervention by the bus driver.

The following fused power circuits shall be provided to each passenger display housing and terminated in a suitable (labelled) connector for exclusive use by the passenger displays:

- +24V Supply: Isolated Battery circuit switched by a labelled dashboard switch (50 watts each)
- Vehicle Ground will be 0 volts

2.6 Power Supply for Side-facing Display

Power to the side-facing passenger display must be switchable a bus driver to manage any malfunction, emergency or health and safety event. However, the displays will normally operate whenever the bus battery Isolator switch is on and not require intervention by the bus driver.

The following fused power circuits shall be provided to the display housing and terminated in a suitable connector:

- +24V Supply: Isolated Battery circuit switched by a labelled dashboard switch (50 watts each)
- Vehicle Ground will be 0 volts

The power connector for the side-facing display shall be provided adjacent to the display enclosure in such a way that the display can be removed without leaving the power exposed.

2.7 Documentation & Records

Documentation shall be provided for all power circuits including (but not limited to) the location and identification of all connectors, cable and fuses.

3 Internal Passenger Display Specification

Two passenger displays shall be supplied and installed on a single level bus and four on a double-decker bus. The displays shall all be of the same model and shall meet the following specification:

3.1 Physical Specification (Passenger Display)

Item	Compliance	Comments
Orientation	Landscape	Content has been designed for landscape.
Environmental	2002/95/EC (RoHS 1)	Equipment must not contain hazardous substances.
Physical	Mil-Std-810G (514.6C-3)	Vibration
IR Sensor	Blocked or disabled	Must be disabled or removed to prevent remote operation. No access via any handheld Remote Control permitted
Weight	6kg maximum	Including housing

Table 3-1 Passenger display - Physical

3.2 Functional Specification (Passenger Display)

Item	Compliance	Comments
Useable screen size	20 to 22 inches diagonal	Size requirement to match PTOM documentation.
Aspect ratio	16:9	Auckland Transport digital media uses this ratio.
Resolution	1920 x 1080	Content has been designed for this resolution.
Screen pixels	1920 x 1080	Screen must support full 1080p
Brightness	≥ 250 cd/m2	Content must be sufficiently visible in direct sunlight.
Contrast	1000:1	
Surface	Anti-glare treatment	
Viewing angle	±40 degrees' minimum vertical, ±60 degrees minimum horizontal	
Minimum response time	5ms	
Colour	16.7M Colours	
Operating temperature	0-50 °C	
Audio	Not required	
Suitability	The display shall be suited to the moving vehicle environment without any special mounting methods.	

Table 3-2 Passenger Display Functional

3.3 Electrical Specification (Passenger Display)

Item	Compliance	Comments
Power on	Always on	Screen must always turn on when power is supplied and default to the correct input port
Power Consumption	< 60Watts	
Environmental	2002/95/EC (RoHS 1)	Equipment must not contain hazardous substances.
Electromagnetic emissions	AS/NZS 61000.6.3:2007	Compliance mandatory but certification not required.
Electromagnetic immunity	EN55024 Preferred	Unit must comply with the provisions of the Radio Communications Act 2012
Voltage	Must operate correctly when supplied within a 9 to 32 Volt range.	Mandatory requirement.
Mandatory Ports	DVI	
Optional Ports	HDMI, Display Port, VGA	Must support cable retention

Table 3-3 Passenger Display - Electrical

4 Side-Facing Display Specification

All buses shall be fitted with a side-facing display that meets the following specification:

4.1 Physical Housing Specification (Side-Facing Display)

Item	Spec	Comments
Finish	Shall be free of sharp corners or edges. The housing shall be powder coated to black finish or colour matched to suit bus interior.	
Ventilation	Adequate ventilation shall be provided sufficient for a 200Watt LED display.	
Size	The housing dimensions shall be between the following external dimensions: Width: 360mm to 520mm Height: 530mm to 570mm Depth: maximum 70mm	
Display Area Border	A black mask or equivalent shall be provided if necessary to ensure that the aesthetics of the housing and display is preserved as viewed from outside the bus.	
Provision for Media Converter	The housing shall provide for additional space to house a media converter estimated to be 75mm x 60mm x 25mm. It shall also accommodate the space required for a DVI between the media converter and display.	
Access	Convenient access should be provided to allow rear access to the display by maintenance personnel. Security shall also be provided to prevent the display from being stolen or interfered with.	
Weight	The assembled display shall be less than 10Kg	
Ingress Protection	IP30 as minimum	

Table 4-1 Side Facing Display - Housing

4.2 Functional Specification (Side-Facing Display)

Item	Spec	Comments
Colour	Full Colour	
Brightness	750 nits minimum and comply with to the character readability specification	
Dimming	Not required	
Minimum Pitch	3mm	
Character Readability	The display content shall be readable at a distance > 2 meters through a bus window that is tinted to the AT VQS standard.	
Resolution	1080 x 1920 or alternative approved resolution. The resolution shall be such that the display is capable of displaying 8 lines of text each with 11 characters whilst maintaining the readability requirement stated above.	Resolutions other than 1080x1920 shall be submitted to AT for approval. This document will be updated with approved resolutions. (AT need to ensure that the intended content can be displayed and managed for alternative resolutions.
Display size	The display shall be fitted in an enclosure that meets the requirements given in Section 1.2 Minimum display height shall be a minimum of 480mm	
Viewing angle	±40 degrees' minimum vertical ±60 degrees minimum horizontal	
Message	Must be capable of clearly conveying example message (8 lines x 11 characters)	
Weight	The assembled display shall be less than 8Kg	

Table 4-2 Side Facing Display - Functional

4.3 Electrical Specification (Side-Facing Display)

Table
4-3 Side
Facing
Display -
Electrical
I

Item	Spec	Comments
Power consumption	Maximum consumption 200Watts	
Supply Voltage Range	18- 32 Volts	
Dimming	Not required	
Power on	Display automatically turns on when power is applied	
Environmental	2002/95/EC (RoHS 1)	Equipment must not contain hazardous substances.
Electromagnetic emissions	AS/NZS 61000.6.3:2007	Compliance mandatory but certification not required.
Electromagnetic immunity	EN55024 Preferred	Unit must comply with the provisions of the Radio Communications Act 2012
Mandatory Interface Port	DVI	
Optional Ports	HDMI, Display Port, VGA, RS485	Must support cable retention

5 Audio System

All buses are to be provisioned with a functioning audio system that can be used for driver initiated or automated progressive route and journey-related information and announcements.

The audio system must provide a Line-In input to receive audio from the media player for distribution to the passengers through the speakers and shall meet the following specification as minimum:

Table
5-1
Audio
System

Item	Spec	Comments
Input	5V Line-In for left and right channels	
Input Connectors	3.5mm stereo plug or Left & Right Channel RCA sockets	RCA is preferred
Volume	Provide for adjustable pre-set volume adjustment which is not available for bus driver use. An automatic increase in volume when ambient background noise is present is preferred but not mandatory	

6 Cabling

6.1 Schedule of Cables to be installed

6.1.1 Communication & Signal Cable Summary

The cables marked in blue in the figure over page represent communication, signal interface and network cables that shall be installed. Note that an additional spare Network cable is run with every Network cable required. Cables supplied with antennae must also be installed.

Indicative

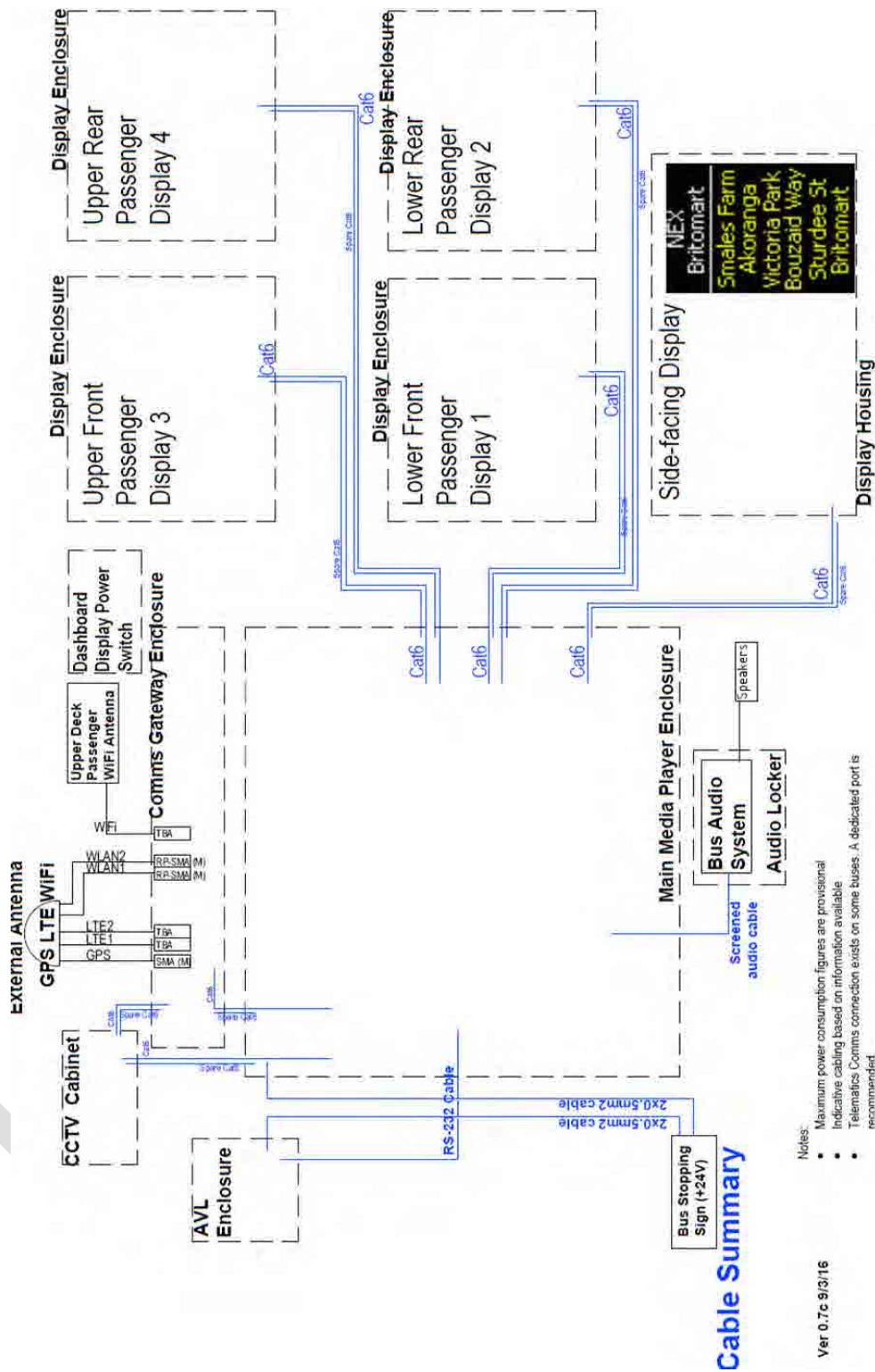


Figure 7 Communications and Signal Cables

6.1.2 Power Cable Summary

The power cable summary diagram (over page) identifies the power and location of power that shall be provided for the passenger information system marked in magenta. This shows all power as being distributed from the media player enclosure however it may alternatively be distributed from another location provided that full as-built documentation is provided and that the displays power can be controlled from a dashboard switch using a relay suitably rated for the power being switched.

Note that the side facing display maximum consumption is 255 watts and therefore a suitably sized conductor shall be provided (4mm^2 if the cable length is greater than 5metres).

Indicative

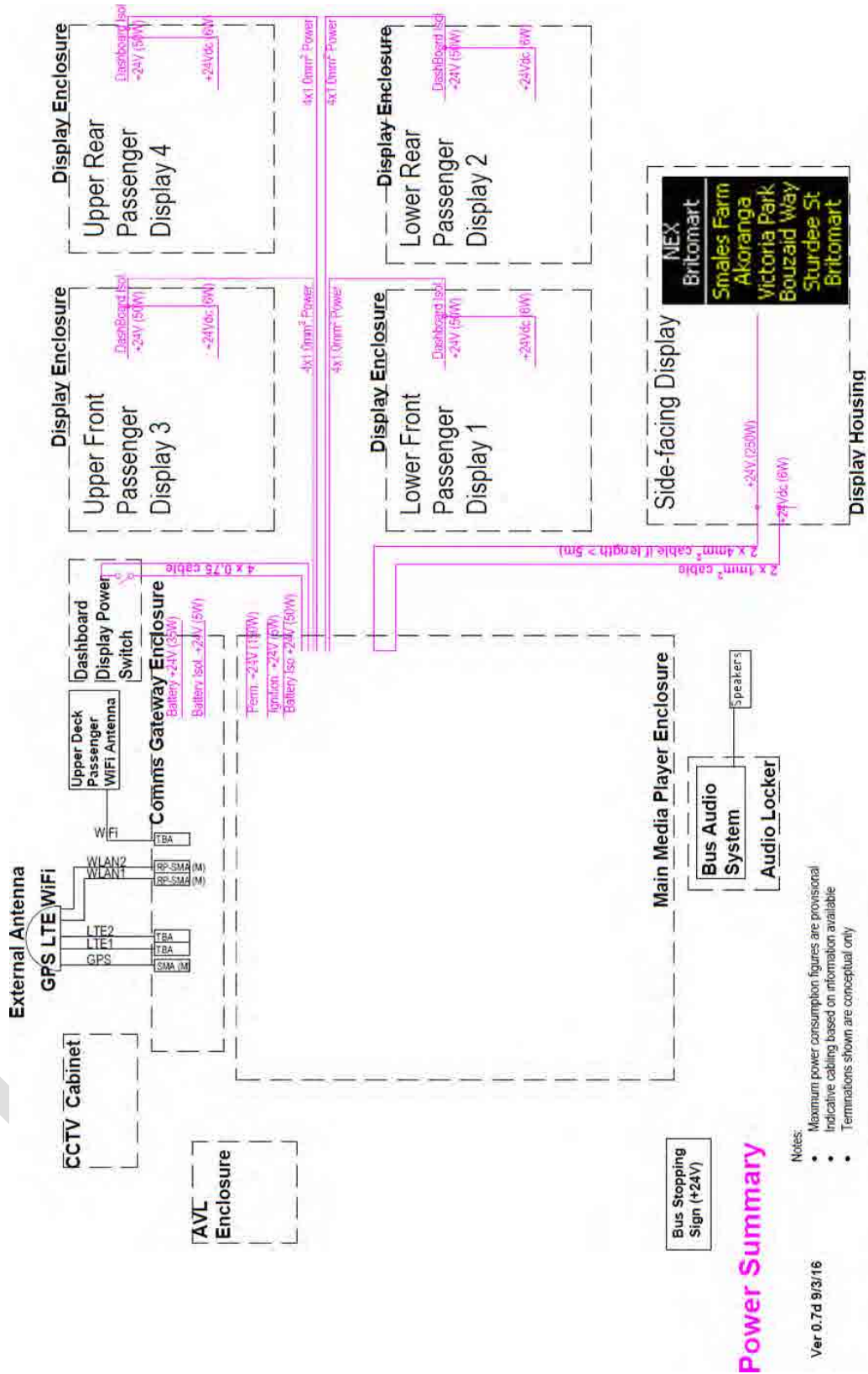


Figure 8 Power Cables

6.2 Cable Specifications

All cables supplied and installed must be suitable for automotive use and meet the following general and application requirements.

Item	Compliance	Comments
Environmental Standards	2002/95/EC (RoHS 1)	No Hazardous substances
Physical standards	AS/NZS 3013:2005	Compliant with standards for mechanical and fire-rating.
Safety standards	AS 60950	Equipment must remain safe (electrically and physically) in the event of structural damage
Sheath	Protective sheath, Flame retardant to IEC 60332-1-2	
Shock and Vibration	EN 61373	
Electromagnetic emissions	AS/NZS 61000.6.3:2007	Must be compliant but certification is not required.
Conductors	Must be multi-strand	
Marking	Cable type to be identified on outer sheath	
General	ISO/IEC 11801-1 or DIN EN 50173-1	

Table 6-1 Cable Specifications - General

6.2.1 Network Cable

The network cable shall meet the above specification and in addition those listed below.

Item	Spec	Comments
General	Category 6 or better	Industrial (Etherline) Category 5e is acceptable
Shielding	Shielded	
Transmission Technology	Copper	
Number of twisted elements	4	
Cable Type	STP	
Twisting element	Pair	
Colour coding wires	IEC 708-1	NB: White/Orange, Orange, White/Green, Green, White/Brown, Brown, White/Blue, Blue
Type	IEC61076-2-109 , IEEE 802.3af	Transmission rate IEEE 803.3an
Conductors	AWG 26/7 or better	
Electrical		
	Max. 5mOhm	Through resistance per
	Min. 10 ⁹ MOhm	Insulation resistance

Inner sheath	FRNC, aluminium-coated plastic foil	Other sheath material shall be submitted to AT for approval
Overall Shield	tinned copper braid, approx. 85% covered	Other Shield material shall be submitted to AT for approval.
Bending Radius		Must comply with Manufactures installation recommendations
Overall diameter	< 6.7 mm	
Sheath	PUR / PVC	Other Sheath material shall be submitted to AT for approval.
Temperature Range	-20 to +60 degrees Celsius	Operational

Table 6-2 Network Cable Specifications

6.2.2 Coax and RF Cables

Item	Compliance	Comments
Coax	RG174/U 34 AWG 7 strand core or equivalent	Connectors must be impedance matched

Table 6-3 Coax Cable Specifications

6.2.3 RS232 Cable

The cable shall meet EIA/TIA RS-232 standard and meet the following specification:

Item	Spec	Comments
Type	Shielded RS-232	screened data cable for low frequency applications
Use	AVL Communications	
Conductor	4x 24AWG	
Braid	braid of copper wire, tinned wire ca. 0,10 mm	
Bending Radius	6 x cable diameter or less	Must comply with Manufactures installation recommendations
Overall diameter	< 5.5mm	
Sheath	Low Smoke, Zero Halogen Protective sheath, Flame retardant to IEC 60332-1-2	
Core Identification	DIN47100	

Table 6-4 RS232 Cable Specifications

6.2.4 Power/Control Cable

Cable for purpose of providing power shall meet the following specification with conductor sizes specified according to use:



Item	Minimum Specification	Comments
Passenger Display Conductor	Unshielded Stranded 2x1.00mm ²	Low Smoke, Low Halogen Flexible protective sheath
Side-Facing Display Conductor	Un-shielded Stranded	Low Smoke, Low Halogen Flexible protective sheath Runs ≥ 5m must be 2 x 4.00 mm ²
Dashboard Switch Conductor	Un-shielded Stranded 4 x 0.75mm ²	Low Smoke, Low Halogen Flexible protective sheath
Sheath	Protective sheath, Flame retardant to IEC 60332-1-2	
Colour	DIN 47100 or equivalent	Red/Black is acceptable.
Temperature	-20°C up to +80°C	Operational
Bending Radius	6 x cable diameter or less	Must comply with Manufactures installation recommendations
Stranding	Fine Wire	

Table 6-5 Power and Control Cable Specifications

6.3 Cable Installation

6.3.1 Cable Routes

Cable routes shall be accessible to enable cables to be added removed or repaired.

Consideration must be given to routes that minimise cable length. This is particularly important for Antenna cables and the larger power cables.

6.3.2 Spare Cables

An additional (spare) network cable shall be installed to accompany every network cable. This must be labelled, coiled, tied and stowed in a tidy manner near the relevant terminating enclosure.

6.3.3 Cable Tails

All cables installed shall be left with appropriate tail lengths complying with the minimum lengths given below unless being terminated in accordance with a bus model specific installation document.

This table applies to all passenger information system cables entering the given enclosure:

Item	Compliance	Comments
Passenger Display Housing	Minimum tail of 600mm from housing entry	Power and Network cables
Side Facing Display	Minimum tail of 1000mm (from housing entry)	Power and Network cables Generally cables will be terminated above the window in the air conditioning duct where surplus cable and terminations can be easily accommodated.
Bus Stopping Sign	Terminate cables(s) to bus	

	stopping sign	
Media Player	Provide a minimum tail length of 2 metres unless termination details are known precisely in which case 400mm of slack is required.	Power cables Antenna cables Network cables
Gateway	Provide a minimum tail length of 1 metre unless termination details are known precisely in which case 400mm of slack is required.	Power cables Antenna cables Network cables

Table 6-6 Cable Tail Requirements

6.3.4 Cable Identification

Both ends of every cable shall be clearly identified with a permanent unique ID or label and referenced on an as-built drawing. Drawings shall also provide termination details, fuse identification and cable routes as appropriate.

6.4 Cable Termination & Connectors

The following table provides guidance on the termination of tables and where appropriate the specification of the required connector is defined. In all cases referral to Auckland Transport for alternative connectors is mandatory.

Item	Compliance	Comments
Fusing at Power Source	Unless it is already assigned and suitably fused, all power cabling must be fused as close as possible to power source with automotive grade fuse or thermal circuit-breaker that shall be rated no larger than the rating for the cable supplying the power.	
Media Enclosure Power Connectors	Connector must be matched to conductor and insulation size and be suitable for the given purpose.	The bus operator may choose how the power cables are terminated, provided the connection is vibration-resistant.
Passenger Display & Side Display Power Connectors	The passenger display power shall be terminated to a pluggable connector matched to conductor and insulation size and be suitable for the given purpose. All unused cable cores are to be terminated.	Media Enclosure Power Connectors A 4-way connector or 2x 2-way connectors given that display power is provided with 4-core cable
Network Cables	Network cables shall be terminated with the appropriate connector	Reference Table
RS-232 AVL Interface cable	Not terminated	
Bus Stopping Interface cable	The bus stopping interface cable shall be terminated at the sign. And terminated to a suitable 2-way connector adjacent to the AVL	

Table 6-7 Cable Termination Specifications

6.4.1 Reference Table Network Cables

The following table references Cable pairs to connector pins.

Pin Number	RJ45 EIA/TIA 568 B	M12 D-Coded Male	M12 X-Coded Male
1	Orange /White	Orange /White	Orange /White
2	Orange	Green / White	Orange
3	Green / White	Orange	Green / White
4	Blue	Green	Green
5	Blue /White		Brown / White
6	Green		Brown
7	Brown / White		Blue /White
8	Brown		Blue
Shield	Shield	Shield	Shield

Table 6-8 Network Cable Reference Table

7 Antenna

7.1 External Antenna

All buses shall be fitted a combination antenna for the communication gateway. This antenna shall provide for GPS, MIMO LTE, and MIMO Wi-Fi connections.

The installation of multiple antennae instead of a single combination antenna is not acceptable.

The following specifications shall be met:

7.1.1 Electrical

Item	Compliance	Comments
2G/3G/4G Cellular	2 x MIMO, Vertical Polarisation, 50 Ohm impedance	698-960 MHz, 1710-2170 MHz, 2300-2700 MHz
GPS-GLONASS	50 Ohm Impedance Voltage 3 – 5.5 VDC Gain \geq 2 dB Amplification \geq 25 dB	1575.42 MHz / 1602 MHz
Wi-Fi	2 x MIMO, Linear Polarisation, 50 Ohm Impedance	2.4-2.5 GHz and 4.5-5.85 GHz

Table 7-1 External Antenna Specifications - Electrical

7.1.2 Termination

Item	Connector	Comments
2G/3G/4G MIMO 1	SMA(M)	CFD-200
2G/3G/4G MIMO 2	SMA(M)	CFD-200
2.4/5 GHz MIMO 1	RP-SMA(M)	CFD-200
2.4/5 GHz MIMO 2	RP-SMA(M)	CFD-200
GPS/GLONASS	SMA(M)	RG-174

Table 7-2 External Antenna Specifications - Termination

7.1.3 Physical

Item	Spec	Comments
Cable & route	The maximum length of the antenna cable (& route between the Antenna and gateway) shall not exceed 4.5metres without approval from Auckland Transport.	
Quality	All cables associated with the antenna shall be factory terminated.	
Installation	All antenna cables must be protected from sharp edges and be secured without any damage. Cable ties must not deform the shape of the coax cable.	
Assembly	The antenna and cables may only be provided as separate items if all connectors and cables are factory terminated and the assembled item is warranted by the antenna manufacturer.	

Table 7-3 External Antenna Specifications - Physical



Figure 9 Coax Connector Identification

7.2 Internal Antenna - Passenger Wi-Fi

One or more internally mounted antennas shall be installed where necessary to ensure that 95% of all seated passengers have Wi-Fi coverage

On double decker-buses additional antennas installed on the upper deck is mandatory.

Cables shall be routed back to the communications gateway enclosure.

7.2.1 Electrical

Item	Compliance	Comments
Wi-Fi	2 x MIMO, Linear Polarisation, 50 Ohm Impedance	2.4-2.5 GHz and 4.5-5.85 GHz

Table 7-4 Internal Wi-Fi Antenna - Electrical

7.2.2 Mechanical

Item	Connector	Comments
2.4/5 GHz	RP-SMA(M)	CFD-200

Table 7-5 Internal Wi-Fi Antenna - Physical

8 Interfaces to On-Bus Equipment

8.1 Bus Stopping Interface

The bus operator shall make a +24V signal (or alternative) available to be connected within both the Media Player enclosure and the AVL enclosure for the purposes of displaying the message “Bus Stopping” on the passenger displays. This shall be cabled and provided by means of a suitable connector to the media player enclosure.

Note: Auckland Transport may elect to use Passenger Displays to signal “bus stopping” to passengers however it should not replace the requirements (audible and visual), set by NZTA for bus stopping signalling.

8.1.1 Electrical

Item	Connector	Comments
Connector	2-way connector	Chosen by operator
Maximum Current	less than 5watts	(connects to high impedance input)

Table 8-1 Bus Stopping Interface - Electrical

8.2 AVL Interface

An RS-232 communications cable is to be installed and connected between the AVL (Automatic Vehicle Location equipment) and the media Player and is to be terminated by Auckland Transport and its AVL contractor

This connection is important for the implementation of the next stop display.

Any third party equipment connected to the AVL communication port (e.g. telematics equipment) must not affect the ability of the media player to receive location and route information by the media player.

9 Cat 6 DVI Media Converter

For every Display a DVI extender may be required to deliver video content via the network cable. These devices will be provided by Auckland Transport.

Transmitter devices are supplied and installed with the media player and a receiver is supplied and installed for each passenger display.

The following specification *is provided for information only and is subject to review.*

9.1 Transmitter

Item		Comments
Physical	Size	153mm x111mm x 25mm
Video	Interface	DVI-D Male
UTP Input	Impedance	100 Ohm
	Interface	RJ45 or M12 8 pin X-coded
Video	Compliance	DVI with HDCP support
	Max Resolutions / Distance	≥1920 x 1200@30m HD1080p
	Data Rate	≥ 4.95 Gbps
	Pixel Clock	>165MHz
Environment	Operating Temperature	0 to 70 ≥C
Electrical	Consumption	12 Watt

Table 9-1 Media Converter Transmitter Specifications

9.2 Receiver

Item		Comments
Physical	Size	101mm x53mm x 23mm
Video	Interface	DVI-D Male
UTP Input	Impedance	100 Ohm
	Interface	RJ45 or M12 8 pin X-coded
Video	Compliance	DVI with HDCP support
	Max Resolutions / Distance	≥1920 x 1200@30m HD1080p
	Data Rate	≥ 4.95 Gbps
	Pixel Clock	>165MHz
Environment	Operating Temperature	0 to 70 ≥C
Electrical	Consumption	6 Watt

Table 9-2 Media Converter Receiver Specifications

10 Glossary of Terms

The following table describes the specific terms that have been used throughout this document.

Term / phrase	Description
Auckland Transport	A Council Controlled Organisation
AVL	Automatic Vehicle Location Device
BDC	Bus Driver Console
Cat6	Category6. A standardised twisted pair cable for Gigabit Ethernet and other network physical layers that is backward compatible with the Category 5/5e standard. (similar for Cat7)
DIN Rail	metal rail of a standard type widely used for mounting circuit breakers and industrial control equipment inside equipment racks
DVI	Digital Visual Interface (DVI) is a video display interface used to connect a video source to a display device.
FPD	Fare Payment Device
Gateway	The communication device that provides network connectivity via internet service provider.
GPIO Interface	General Purpose Inputs and Output interface – a way of connecting input signals to a computer and sending outputs from a computer
GPRS	General Packet Radio Service (Cellular 2G and 3G)
GSM	Global System for Mobile Communication (<i>Groupe Spécial Mobile</i>)
HD	High Definition
I/F	Abbreviation: Interface
Ignition +24V Power	Generally, a signal and not a power source. This is typically on just before the engine is started and is often turned off when stopping the engine.
IO	Input and Output
Isolated +24V Battery Supply	Main bus power which is switched off by the driver using a master dashboard switch when the bus is vacated or when power is no longer required.
LTE	Long Term Evolution (Cellular 4G)
LTE-A	Long Term Evolution Advanced (Cellular True 4G)
Passenger Display	Internal LED backlit LCD monitor or similar used to display visual content to on-bus passengers.
Permanent +24V battery Supply	Power which is not controlled by driver and not turned off at night
RTPI	Real-Time Passenger Information System (operated by Auckland Transport)
Side-Facing Display	High intensity display mounted against side window and facing external waiting passengers.
STP	Shielded Twisted Pair (Cable)
UTP	Un-Shielded Twisted Pair (Cable)
VESA	Video Electronics Standards Association, is a standards body.

VQS	Abbreviation: (Auckland Transport) Vehicle Quality Standard
Wi-Fi	A wireless LAN facility that meets the IEEE 802.11 and ITU-R standards

Indicative



11 Responsibility Checklist

The following is provided to identify areas of responsibility

Category	Item	Description	Responsibility	Comment
Antennae	External Combo Antenna	Supply and install external combination Antenna including cables as per specification.	Operator	
	Internal Passenger Wi-Fi Antenna	Supply and install internal Wi-Fi Antennae to achieve 95% passenger coverage including cabling to communications gateway enclosure as per specification	Operator	
Enclosures	Enclosure for Media Player	Provide Equipment Enclosures with available space and mounting for Media Player and associated equipment	Operator	
	Enclosure for Communication Gateway	Provide Equipment Enclosures with available space and mounting method for Communication Gateway close to antennae	Operator	
	Passenger Display Enclosure	Provide integrated enclosure for all passenger displays including safety glass and display mask as per specification (qty2 Single-Level, qty4 on Double Decker)	Operator	
	Side-Facing Display Mount and free space	Provide space (free of obstacles) for side-facing display with mounting fasteners in pillar and sill.as per specification	Operator	
Equipment	Passenger Displays (internal facing)	Supply and install displays and ensure functional, complete with adjustment of display masks as per specification	Operator	
	Passenger Displays (external facing)	Supply and install displays and ensure functional, complete with adjustment of display masks as per specification	Operator	
	Power Distribution Equipment	As Required per specification	Operator	
	Display Media Converters	Retain the right to supply in the future, media converters with cables for Passenger Displays and Side-Facing. Mount within enclosure.	Auckland Transport	
	Supply Media Player	Retain the right to supply and install, in the future, a Media Player Assembly comprising: Media Player, Cat6 Media	Auckland Transport	

		conversion for all displays, Input / Output interface, timer (if required), cables and connections within media player enclosure		
	Gateway	Retain the right in the future to supply, install, configure and test a Communication Gateway and adapters (if any) required to interface to specified antenna	Auckland Transport	Location determined by Operator
	Passenger Wi-Fi	Retain the right in the future, to supply and install equipment (incorporated into Communication Gateway), configuration and provision of data services.	Auckland Transport	
Power	Provide Power to Media Player enclosure	Fused 24V Power to be provided to Media Player Enclosure in terminals or connector(s) dedicated to Passenger Information System. <ul style="list-style-type: none"> Ignition, Isolated Battery supply, Permanent Battery Supply 0 volt Ground 	Operator	
	Provide Power to Gateway enclosure	Fused 24V Power to be provided in terminals or connector(s) dedicated to Passenger Information System. <ul style="list-style-type: none"> Ignition, Isolated Battery supply, Permanent Battery Supply 0 volt Ground 	Operator	
	Provide Power to Passenger Display enclosures	Switched & Fused +24V Power to be provided for each passenger display in connector(s) dedicated to Passenger Information System. Battery isolated supply that is also able to be further switched-off by a dashboard switch	Operator	
	Provide Power to Side-Facing Display	Switched & Fused +24V High Current Power to be provided for side-facing display in a connector adjacent to display. This is to be a battery isolated supply that is also able to be further switched-off by a dashboard switch	Operator	
Cabling	Network cables	Supply and install two complaint network cables between the media player enclosure and every other enclosure. As per specification	Operator	
	Install power cable	Cables to be installed to each location to comply with the stated power requirements above	Operator	
	Labelling and documentation	All cables to be identified with numbers and identified on an as-built drawing with cable routes.	Operator	
	Termination of cables to AVL and Media Player	Terminate cat6 cables Terminate RS 232 cables	Auckland Transport	
Interfaces	Provide Bus Stopping Interface	Provide +24V signal from "Bus-Stopping Sign" to Media Player and terminate in a connector (including cable)	Operator	

	Provide AVL communication interface	Provide RS-232 Cable from the location of the AVL to the media player. This cable need not be terminated by the operator	Operator	
	Terminate AVL	Terminate the RS-232 cable installed by the operator to the AVL and Media player	Auckland Transport	
Media Player Commissioning	Mount Media Player	Install Configure test and commission media Player. Operator to make bus available	Auckland Transport	
Audio System	Provide and install Audio System	Provide and install functioning system with audio input cabled and terminated as per specification	Operator	

Should the Operator (as defined in the Auckland Regional Partnering Agreement) install any equipment specified above as being the responsibility of Auckland Transport, Auckland Transport reserve the right for this to be removed by the Operator within a reasonable time frame to be agreed between both parties and the costs associated with that removal will be borne by the Operator.

Stop ID	Stops status	Mode	Stop Name	Stop	Stop Lat	Stop Long	AU Name	Suburb
0913	existing stop	Bus	109 Onehunga Mall Rail Bus	0913 - 109 Onehunga Mall Rail Bus	-36.92544361	174.7857586	Onehunga South East	Onehunga
0915	existing stop	Bus	Apirana Ave near Glen Innes Station Rail Bus	0915 - Apirana Ave near Glen Innes Station Rail Bus	-36.87864889	174.8544203	Glen Innes West	Glen Innes
0916	existing stop	Bus	Opp 258 Church St Rail Bus	0916 - Opp 258 Church St Rail Bus	-36.92146861	174.8012697	Te Papapa	Onehunga
0917	existing stop	Bus	278 Church St Rail Bus	0917 - 278 Church St Rail Bus	-36.9210925	174.8040786	Te Papapa	Onehunga
0918	existing stop	Bus	250 Taniwha St Rail Bus	0918 - 250 Taniwha St Rail Bus	-36.87807028	174.8545294	Glen Innes West	Glen Innes
0919	existing stop	Bus	Orakei Rd Rail Bus	0919 - Orakei Rd Rail Bus	-36.86255444	174.8103736	Orakei South	Orakei
0922	existing stop	Bus	Great South Rd Opp Penrose Station Rail Bus	0922 - Great South Rd Opp Penrose Station Rail Bus	-36.90975861	174.8161806	Ellerslie South	Penrose
0923	existing stop	Bus	Great South Rd near Penrose Station Rail Bus	0923 - Great South Rd near Penrose Station Rail Bus	-36.90960111	174.815885	Ellerslie South	Penrose
0924	existing stop	Bus	197 Great South Rd Rail Bus	0924 - 197 Great South Rd Rail Bus	-36.88981167	174.7930858	Remuera South	Remuera
0925	existing stop	Bus	Opp 205 Great South Rd Rail Bus	0925 - Opp 205 Great South Rd Rail Bus	-36.8901525	174.7937894	Remuera South	Remuera
0929	existing stop	Bus	19 Remuera Rd Rail Bus	0929 - 19 Remuera Rd Rail Bus	-36.87021917	174.7779092	Newmarket	Remuera
0930	existing stop	Bus	16 Remuera Rd Rail Bus	0930 - 16 Remuera Rd Rail Bus	-36.87032306	174.7782033	Newmarket	Remuera
0931	existing stop	Bus	Sylvia Park Rail Bus	0931 - Sylvia Park Rail Bus	-36.91573944	174.8427686	Mt Wellington South	Mt Wellington
0932	existing stop	Bus	Sylvia Park Rail Bus	0932 - Sylvia Park Rail Bus	-36.91567972	174.842565	Mt Wellington South	Mt Wellington
0933	existing stop	Bus	Commerce St near Tyler St Rail Bus	0933 - Commerce St near Tyler St Rail Bus	-36.84425	174.7683583	Auckland Harbourside	City Centre - Britomart
0934	existing stop	Bus	Commerce St near Galway St Rail Bus	0934 - Commerce St near Galway St Rail Bus	-36.84448556	174.7682628	Auckland Harbourside	City Centre - Britomart
0935	existing stop	Bus	Papatoetoe Rail Replacement Bus Inbound	0935 - Papatoetoe Rail Replacement Bus Inbound	-36.97684111	174.8490719	Papatoetoe North	Papatoetoe
0936	existing stop	Bus	Papatoetoe Rail Replacement Stop Outbound	0936 - Papatoetoe Rail Replacement Stop Outbound	-36.97692778	174.8492986	Papatoetoe North	Papatoetoe
0970	existing stop	Bus	Opp 21 Kalmia St Rail Bus	0970 - Opp 21 Kalmia St Rail Bus	-36.89758194	174.8072956	Ellerslie South	Ellerslie
0973	existing stop	Bus	Panmure Interchange Platform 3 Rail Bus	0973 - Panmure Interchange Platform 3 Rail Bus	-36.89845556	174.850085	Panmure Basin	Panmure
0974	existing stop	Bus	Panmure Interchange Platform 4 Rail Bus	0974 - Panmure Interchange Platform 4 Rail Bus	-36.89832583	174.8491506	Panmure Basin	Panmure
0976	existing stop	Bus	21 Kalmia St Rail Bus	0976 - 21 Kalmia St Rail Bus	-36.89764278	174.8074542	Ellerslie South	Ellerslie
0977	existing stop	Bus	Manukau Station Stop Davies Ave Rail Bus	0977 - Manukau Station Stop Davies Ave Rail Bus	-36.99315833	174.8775578	Puhinui South	Manukau
0981	existing stop	Bus	213 Puhinui Rd Rail Bus	0981 - 213 Puhinui Rd Rail Bus	-36.98957889	174.8541331	Papatoetoe West	Papatoetoe
0982	existing stop	Bus	222 Puhinui Rd Rail Bus	0982 - 222 Puhinui Rd Rail Bus	-36.98953778	174.8544578	Papatoetoe West	Papatoetoe
1001	existing stop	Bus	7 Busby St	1001 - 7 Busby St	-36.905451	174.89057	Pigeon Mountain South	Pakuranga
1008	existing stop	Bus	26 Ulster Rd	1008 - 26 Ulster Rd	-36.898922	174.91782	Howick West	Howick
1016	existing stop	Bus	308 NEILSON ST	1016 - 308 NEILSON ST	-36.92541181	174.8075147	Te Papapa	Onehunga
1017	existing stop	Bus	OPPOSITE 342 NEILSON ST	1017 - OPPOSITE 342 NEILSON ST	-36.92381758	174.8109908	Penrose	Penrose
1018	existing stop	Bus	QUAY ST OPPOSITE TAPORA ST	1018 - QUAY ST OPPOSITE TAPORA ST	-36.84570723	174.7751992	Auckland Harbourside	City Centre - Britomart
1019	existing stop	Bus	387 NEILSON ST	1019 - 387 NEILSON ST	-36.92161387	174.8124654	Penrose	Penrose
1020	existing stop	Bus	Opp 17 Griffen Park Rd	1020 - Opp 17 Griffen Park Rd	-36.860277	174.90487	Bucklands and Eastern Beaches	Bucklands Beach
1021	existing stop	Bus	43 PORTMAN RD	1021 - 43 PORTMAN RD	-36.90884669	174.8221751	Ferndale	Ellerslie
1022	existing stop	Bus	108 PENROSE RD	1022 - 108 PENROSE RD	-36.90762947	174.8239644	Ferndale	Ellerslie
1023	existing stop	Bus	7 PORTMAN RD	1023 - 7 PORTMAN RD	-36.91159088	174.8236658	Hamlin	Mt Wellington
1025	existing stop	Bus	OPPOSITE 170 CHURCH ST	1025 - OPPOSITE 170 CHURCH ST	-36.9223074	174.7929037	Onehunga South East	Onehunga
1026	existing stop	Bus	10 PORTMAN RD	1026 - 10 PORTMAN RD	-36.9116011	174.8235875	Hamlin	Mt Wellington
1029	existing stop	Bus	OPPOSITE 264 NEILSON ST	1029 - OPPOSITE 264 NEILSON ST	-36.92594809	174.8024754	Te Papapa	Onehunga
1030	existing stop	Bus	214 KOHIMARAMA RD	1030 - 214 KOHIMARAMA RD	-36.86155722	174.83892	Mission Bay	Mission Bay
1031	existing stop	Bus	OPPOSITE 8 GRAFTON RD	1031 - OPPOSITE 8 GRAFTON RD	-36.85241126	174.7704978	Auckland Central East	City Centre - Uni
1032	existing stop	Bus	232 NEILSON ST	1032 - 232 NEILSON ST	-36.92614364	174.7996846	Te Papapa	Onehunga
1033	existing stop	Bus	35 TRAFALGAR ST	1033 - 35 TRAFALGAR ST	-36.9161719	174.7717129	Onehunga South West	Onehunga
1034	existing stop	Bus	264 NEILSON ST	1034 - 264 NEILSON ST	-36.92566447	174.8039394	Te Papapa	Onehunga
1036	existing stop	Bus	386 NEILSON ST	1036 - 386 NEILSON ST	-36.92141582	174.8124495	Penrose	Penrose
1038	existing stop	Bus	346 NEILSON ST	1038 - 346 NEILSON ST	-36.92354625	174.8110518	Penrose	Penrose
1039	existing stop	Bus	109 ONEHUNGA MALL	1039 - 109 ONEHUNGA MALL	-36.92544354	174.7857585	Onehunga South East	Onehunga
1040	existing stop	Bus	116 ONEHUNGA MALL	1040 - 116 ONEHUNGA MALL	-36.92544523	174.7856463	Onehunga South East	Onehunga
1042	existing stop	Bus	30 TRAFALGAR ST	1042 - 30 TRAFALGAR ST	-36.91616821	174.7719597	Onehunga South West	Onehunga
1045	existing stop	Bus	45 BLUEGREY AVE	1045 - 45 BLUEGREY AVE	-36.88691903	174.8401903	Stonefields	Stonefields
1046	existing stop	Bus	OPPOSITE 45 BLUEGREY AVE	1046 - OPPOSITE 45 BLUEGREY AVE	-36.887116	174.84016	Stonefields	Stonefields
1047	existing stop	Bus	35 RIDDELL RD	1047 - 35 RIDDELL RD	-36.85977614	174.8629934	St Heliers	St Heliers
1053	existing stop	Bus	VICTORIA ST NEAR HARDINGE ST	1053 - VICTORIA ST NEAR HARDINGE ST	-36.84777153	174.7588168	Auckland Central West	City Centre
1061	existing stop	Bus	63 JELICOE STREET	1061 - 63 JELICOE STREET	-36.84033393	174.7552598	Auckland Central West	City Centre
1067	existing stop	Bus	OPPOSITE 2 DALDY ST	1067 - OPPOSITE 2 DALDY ST	-36.84520826	174.7541712	Auckland Central West	City Centre
1072	existing stop	Bus	2 DALDY ST	1072 - 2 DALDY ST	-36.84507376	174.7541233	Auckland Central West	City Centre
1074	existing stop	Bus	56 PORTMAN RD	1074 - 56 PORTMAN RD	-36.90878568	174.8220389	Ferndale	Ellerslie
1078	existing stop	Bus	MAYORAL DR OVERBRIDGE	1078 - MAYORAL DR OVERBRIDGE	-36.85414813	174.7627988	Auckland Central West	City Centre
1079	existing stop	Bus	137 WELLESLEY ST WEST	1079 - 137 WELLESLEY ST WEST	-36.84877605	174.7573257	Auckland Central West	City Centre
1083	existing stop	Bus	WELLESLEY ST NEAR HOBSON ST	1083 - WELLESLEY ST NEAR HOBSON ST	-36.84996758	174.7614691	Auckland Central West	City Centre
1088	existing stop	Bus	WELLESLEY ST OPPOSITE ALBION HOTEL	1088 - WELLESLEY ST OPPOSITE ALBION HOTEL	-36.84977712	174.760332	Auckland Central West	City Centre
1089	existing stop	Bus	3 HOWARD HUNTER AVE	1089 - 3 HOWARD HUNTER AVE	-36.87430834	174.8495472	St Johns	St Johns
1090	existing stop	Bus	OPPOSITE 103 WELLESLEY ST	1090 - OPPOSITE 103 WELLESLEY ST	-36.84935636	174.7589204	Auckland Central West	City Centre
1091	existing stop	Bus	3 CROSSFIELD ROAD	1091 - 3 CROSSFIELD ROAD	-36.86076136	174.8691305	Glen Innes North	Glen Innes
1093	existing stop	Bus	19 CHURCH CRES	1093 - 19 CHURCH CRES	-36.90410879	174.8563158	Panmure Basin	Mt Wellington

There may be some new bus stops where there are current gaps – these will be approx. 400m apart.

1094	existing stop	Bus	10 WELLESLEY ST	1094 - 10 WELLESLEY ST	-36.85093568	174.7648672	Auckland Central East	City Centre - Uni
1096	existing stop	Bus	8 GRAFTON RD	1096 - 8 GRAFTON RD	-36.85324588	174.7707414	Auckland Central East	City Centre - Uni
1300	existing stop	Bus	COLLEGE RD OPPOSITE SEARLE ST	1300 - COLLEGE RD OPPOSITE SEARLE ST	-36.882934	174.8408464	Stonefields	Stonefields
1301	existing stop	Bus	COLLEGE RD NEAR SEARLE ST	1301 - COLLEGE RD NEAR SEARLE ST	-36.88284686	174.8406536	Stonefields	Stonefields
1303	existing stop	Bus	101 BEAUMONT ST	1303 - 101 BEAUMONT ST	-36.84445527	174.7532793	Auckland Central West	City Centre
1304	existing stop	Bus	106 BEAUMONT ST	1304 - 106 BEAUMONT ST	-36.84451099	174.7531684	Auckland Central West	City Centre
1305	existing stop	Bus	19 TEPHRA BOULEVARD	1305 - 19 TEPHRA BOULEVARD	-36.88916342	174.8390211	Stonefields	Stonefields
1306	existing stop	Bus	OPP 29 TEPHRA BOULEVARD	1306 - OPP 29 TEPHRA BOULEVARD	-36.88901546	174.838681	Stonefields	Stonefields
1307	existing stop	Bus	WELLESLEY ST EAST BY AUT	1307 - WELLESLEY ST EAST BY AUT	-36.85292	174.76725	Auckland Central East	City Centre - Uni
1308	existing stop	Bus	112 CARBINE RD	1308 - 112 CARBINE RD	-36.92106887	174.8495649	Mt Wellington South	Mt Wellington
1311	existing stop	Bus	41 MORRIN RD	1311 - 41 MORRIN RD	-36.889502	174.85085	Mt Wellington Domain	St Johns
1312	existing stop	Bus	MAYORAL DRIVE NEAR AIREDALE ST	1312 - MAYORAL DRIVE NEAR AIREDALE ST	-36.85375824	174.7641694	Auckland Central East	City Centre - Uni
1313	existing stop	Bus	121 MORRIN RD	1313 - 121 MORRIN RD	-36.88658	174.84885	Mt Wellington Domain	St Johns
1314	existing stop	Bus	ONEHUNGA HIGH BUS BAY	1314 - ONEHUNGA HIGH BUS BAY	-36.91954175	174.7711847	Onehunga South West	Onehunga
1315	existing stop	Bus	FANSHAWE ST OPP VICTORIA PARK	1315 - FANSHAWE ST OPP VICTORIA PARK	-36.845657	174.755397	Auckland Central West	City Centre
1316	existing stop	Bus	ROYAL OAK INTERMEDIATE (TRAFALGAR)	1316 - ROYAL OAK INTERMEDIATE (TRAFALGAR)	-36.9164698	174.7734934	Onehunga South West	Onehunga
1317	existing stop	Bus	STONEFIELDS AVE BY STONEMASON AVE	1317 - STONEFIELDS AVE BY STONEMASON AVE	-36.887171	174.84383	Stonefields	Stonefields
1319	existing stop	Bus	21 Halsey St	1319 - 21 Halsey St	-36.8474175	174.7565433	Auckland Central West	City Centre
1320	existing stop	Bus	KALMIA ST FOR ELLERSLIE PRIMARY	1320 - KALMIA ST FOR ELLERSLIE PRIMARY	-36.89871655	174.8061889	Ellerslie South	Ellerslie
1324	existing stop	Bus	VICTORIA ST OUTSIDE SPARK	1324 - VICTORIA ST OUTSIDE SPARK	-36.84795898	174.757722	Auckland Central West	City Centre
1326	existing stop	Bus	62 MORRIN RD	1326 - 62 MORRIN RD	-36.889207	174.85016	Mt Wellington Domain	St Johns
1328	existing stop	Bus	84 MORRIN RD	1328 - 84 MORRIN RD	-36.886807	174.84877	Mt Wellington Domain	St Johns
1332	existing stop	Bus	58 Wellesley Street West	1332 - 58 Wellesley Street West	-36.85025889	174.7618908	Auckland Central West	City Centre
1334	existing stop	Bus	Opp 9 Halsey St	1334 - Opp 9 Halsey St	-36.84748389	174.7563317	Auckland Central West	City Centre
1400	existing stop	Bus	WHETURANGI RD BY CAMPBELL RD	1400 - WHETURANGI RD BY CAMPBELL RD	-36.89924052	174.7942155	One Tree Hill East	One Tree Hill
1402	existing stop	Bus	OPPOSITE 107 CHURCH ST	1402 - OPPOSITE 107 CHURCH ST	-36.92278189	174.7865384	Onehunga South East	Onehunga
1403	existing stop	Bus	TAMAKI DR NEAR HAPIMANA ST	1403 - TAMAKI DR NEAR HAPIMANA ST	-36.84581786	174.8214965	Orakei North	Orakei
1405	existing stop	Bus	103 CHURCH ST	1405 - 103 CHURCH ST	-36.92290629	174.7860586	Onehunga South East	Onehunga
1408	existing stop	Bus	56 NORMAN LESSER DRV	1408 - 56 NORMAN LESSER DRV	-36.87442767	174.8342923	Meadowbank North	Meadowbank
1409	existing stop	Bus	401 ONEHUNGA MALL	1409 - 401 ONEHUNGA MALL	-36.91462185	174.7843387	Onehunga North West	Onehunga
1410	existing stop	Bus	PILKINGTON RD NEAR PLEASANT VIEW RD	1410 - PILKINGTON RD NEAR PLEASANT VIEW RD	-36.89817599	174.8541408	Panmure Basin	Mt Wellington
1413	existing stop	Bus	AOTEA ST NEAR RUKUTAI ST	1413 - AOTEA ST NEAR RUKUTAI ST	-36.85405121	174.827098	Orakei North	Orakei
1414	existing stop	Bus	40 FERNDALE RD	1414 - 40 FERNDALE RD	-36.89930997	174.8292541	Ferndale	Ellerslie
1420	existing stop	Bus	CUSTOMS ST NEAR BRITOMART PLACE	1420 - CUSTOMS ST NEAR BRITOMART PLACE	-36.8453922	174.7697304	Auckland Harbourside	City Centre - Britomart
1421	existing stop	Bus	103 Neilson St	1421 - 103 Neilson St	-36.92676506	174.7883827	Onehunga South East	Onehunga
1422	existing stop	Bus	OPPOSITE 255 KOHIMARAMA RD	1422 - OPPOSITE 255 KOHIMARAMA RD	-36.86305905	174.8408854	Kohimarama West	Kohimarama
1428	existing stop	Bus	72 ONEHUNGA MALL	1428 - 72 ONEHUNGA MALL	-36.92859766	174.7863935	Onehunga South East	Onehunga
1442	existing stop	Bus	ALLUM STREET (SELWYN COLLEGE)	1442 - ALLUM STREET (SELWYN COLLEGE)	-36.86295317	174.8413203	Kohimarama West	Kohimarama
1451	existing stop	Bus	ASCOT AVE FOR REMUERA INTERMEDIATE (WEST SIDE)	1451 - ASCOT AVE FOR REMUERA INTERMEDIATE (WEST SIDE)	-36.88580077	174.8014187	Remuera South	Remuera
1453	existing stop	Bus	ST KENTIGERN	1453 - ST KENTIGERN	-36.86424457	174.8005759	Orakei South	Orakei
1460	existing stop	Bus	8 ELSTREE AVE	1460 - 8 ELSTREE AVE	-36.87120096	174.8655482	Glen Innes North	Glen Innes
1462	existing stop	Bus	30 ELSTREE AVE	1462 - 30 ELSTREE AVE	-36.87303725	174.8668494	Glen Innes East	Glen Innes
1464	existing stop	Bus	60 Hobson St	1464 - 60 Hobson St	-36.84769889	174.7618992	Auckland Central West	City Centre
1468	existing stop	Bus	140 PENROSE RD	1468 - 140 PENROSE RD	-36.90763848	174.8263103	Ferndale	Ellerslie
1469	existing stop	Bus	159 PENROSE RD	1469 - 159 PENROSE RD	-36.90770172	174.8263006	Ferndale	Ellerslie
1473	existing stop	Bus	GRACE STREET OUTSIDE ORAKEI PRIMARY	1473 - GRACE STREET OUTSIDE ORAKEI PRIMARY	-36.85870976	174.8160147	Orakei North	Orakei
1474	existing stop	Bus	Apirana Ave outside Mcdonalds	1474 - Apirana Ave outside Mcdonalds	-36.879795	174.8549078	Glen Innes West	Glen Innes
1476	existing stop	Bus	Ellstree Ave and Taniwha St	1476 - Ellstree Ave and Taniwha St	-36.87861528	174.8663569	Point England	Panmure
1478	existing stop	Bus	Celtic Cr Opp Innisfree Dr	1478 - Celtic Cr Opp Innisfree Dr	-36.888165	174.8207408	Ellerslie North	Ellerslie
1479	existing stop	Bus	GLENDOWIE COLLEGE BUS BAY	1479 - GLENDOWIE COLLEGE BUS BAY	-36.86222058	174.8686164	Glen Innes North	Glen Innes
1481	existing stop	Bus	ONE TREE HILL COLLEGE BUS BAY	1481 - ONE TREE HILL COLLEGE BUS BAY	-36.90287242	174.806141	Ellerslie South	Ellerslie
1483	existing stop	Bus	QUEENS ROAD FOR ST PATRICKS PRIMARY	1483 - QUEENS ROAD FOR ST PATRICKS PRIMARY	-36.90178403	174.8574266	Panmure Basin	Mt Wellington
1489	existing stop	Bus	SYMONDS ST FOR ROYAL OAK INTERMEDIATE	1489 - SYMONDS ST FOR ROYAL OAK INTERMEDIATE	-36.91623646	174.7746329	Onehunga North West	Onehunga
1490	existing stop	Bus	14 Epsom Ave Hail and Ride	1490 - 14 Epsom Ave Hail and Ride	-36.884837	174.80397	Abbotts Park	Remuera
1491	existing stop	Bus	Dromorne Rd outside Remuera Primary	1491 - Dromorne Rd outside Remuera Primary	-36.88121806	174.7927503	Remuera South	Remuera
1493	existing stop	Bus	SELWYN COLLEGE BUS BAY	1493 - SELWYN COLLEGE BUS BAY	-36.86167473	174.8371506	Mission Bay	Mission Bay
1498	existing stop	Bus	MORRIN RD OPPOSITE TAMAKI CAMPUS	1498 - MORRIN RD OPPOSITE TAMAKI CAMPUS	-36.88247247	174.850249	Mt Wellington Domain	St Johns
1499	existing stop	Bus	87 Carr Rd	1499 - 87 Carr Rd	-36.872957	174.83383	Meadowbank North	Meadowbank
1501	existing stop	Bus	153 MAIN HWY	1501 - 153 MAIN HWY	-36.89875202	174.8115541	Ellerslie South	Ellerslie
1502	existing stop	Bus	18 ST VINCENT AVE HAIL & RIDE	1502 - 18 ST VINCENT AVE HAIL & RIDE	-36.88228137	174.7993164	Remuera South	Remuera
1505	existing stop	Bus	9 TANIWHA ST	1505 - 9 TANIWHA ST	-36.86968568	174.8742054	Glen Innes East	Glen Innes
1510	existing stop	Bus	ST KENTIGERN SCHOOL	1510 - ST KENTIGERN SCHOOL	-36.86474965	174.8017431	Orakei South	Orakei
1514	existing stop	Bus	SPEIGHT ROAD BY ST IGNATIUS SCHOOL	1514 - SPEIGHT ROAD BY ST IGNATIUS SCHOOL	-36.85284104	174.8499718	Kohimarama East	Kohimarama
1516	existing stop	Bus	CLONBERN RD HAIL & RIDE	1516 - CLONBERN RD HAIL & RIDE	-36.88348627	174.7959337	Remuera South	Remuera
1518	existing stop	Bus	OHINERAU ST HAIL & RIDE	1518 - OHINERAU ST HAIL & RIDE	-36.88538083	174.7976051	Remuera South	Remuera
1522	existing stop	Bus	SUNDERLANDS RD	1522 - SUNDERLANDS RD	-36.88788624	174.9085596	Murvale	Half Moon Bay
1530	existing stop	Bus	190 UPLAND RD	1530 - 190 UPLAND RD	-36.86884821	174.8084357	Orakei South	Orakei

1532	existing stop	Bus	66 TRAFALGAR ST	1532 - 66 TRAFALGAR ST	-36.91670779	174.7750592	Onehunga North West	Onehunga
1536	existing stop	Bus	Opp 21 Kalmia St	1536 - Opp 21 Kalmia St	-36.89758194	174.8072956	Ellerslie South	Ellerslie
1538	existing stop	Bus	Opp 150 Wellington St	1538 - Opp 150 Wellington St	-36.90094583	174.9258986	Howick Central	Howick
1582	existing stop	Bus	ASCOT AVE FOR REMUERA INTERMEDIATE (EAST SIDE)	1582 - ASCOT AVE FOR REMUERA INTERMEDIATE (EAST SIDE)	-36.88580825	174.8015199	Remuera South	Remuera
1596	existing stop	Bus	ACCENT DR NR SIEDEBERG DR	1596 - ACCENT DR NR SIEDEBERG DR	-36.95531672	174.9066814	Baverstock Oaks	Flat Bush
1601	existing stop	Bus	151 BARRACK RD	1601 - 151 BARRACK RD	-36.90616284	174.8349173	Hamlin	Mt Wellington
1603	existing stop	Bus	735 GREAT SOUTH RD	1603 - 735 GREAT SOUTH RD	-36.92182357	174.8287704	Hamlin	Mt Wellington
1605	existing stop	Bus	OPPOSITE 862 GREAT SOUTH RD	1605 - OPPOSITE 862 GREAT SOUTH RD	-36.91437503	174.8207913	Penrose	Penrose
1606	existing stop	Bus	6 Lincoln Rd	1606 - 6 Lincoln Rd	-36.921651	174.79883	Te Papapa	Onehunga
1608	existing stop	Bus	Falls Rd and Te Henga Rd	1608 - Falls Rd and Te Henga Rd	-36.920645	174.80832	Penrose	Penrose
1618	existing stop	Bus	30 BEACHCROFT AVE	1618 - 30 BEACHCROFT AVE	-36.92172412	174.7698993	Onehunga South West	Onehunga
1629	existing stop	Bus	89 Summerland Dr	1629 - 89 Summerland Dr	-36.91092	174.89989	Elsmore Park	Pakuranga
1701	existing stop	Bus	179 PENROSE RD	1701 - 179 PENROSE RD	-36.90792483	174.8282028	Hamlin	Mt Wellington
1703	existing stop	Bus	Celtic Cr by Raphoe Pl Hail and Ride	1703 - Celtic Cr by Raphoe Pl Hail and Ride	-36.8899975	174.8240944	Mt Wellington West	Mt Wellington
1707	existing stop	Bus	CUSTOMS ST EAST OPPOSITE FORT LANE (ARRIVE)	1707 - CUSTOMS ST EAST OPPOSITE FORT LANE (ARRIVE)	-36.84483	174.76753	Auckland Harbourside	City Centre - Britomart
1708	existing stop	Bus	56 BENSON RD	1708 - 56 BENSON RD	-36.87292514	174.8094293	Orakei South	Orakei
1709	existing stop	Bus	14 Eden Terrace Rd	1709 - 14 Eden Terrace Rd	-36.929883	174.9168	Dannemora	Dannemora
1712	existing stop	Bus	70 St Vincent Ave	1712 - 70 St Vincent Ave	-36.88641833	174.7993236	Remuera South	Remuera
1713	existing stop	Bus	PEACH - GRAND VIEW	1713 - PEACH - GRAND VIEW	-36.88631746	174.8059752	Abbotts Park	Remuera
1718	existing stop	Bus	ASCOT AVE BY ELLERSLIE RACECOURSE	1718 - ASCOT AVE BY ELLERSLIE RACECOURSE	-36.88797001	174.8010208	Remuera South	Remuera
1721	existing stop	Bus	9 Epsom Hail and Ride	1721 - 9 Epsom Hail and Ride	-36.854705	174.75896	Auckland Central West	City Centre
1723	existing stop	Bus	63 ST VINCENT AVE HAIL & RIDE	1723 - 63 ST VINCENT AVE HAIL & RIDE	-36.88473705	174.7984539	Remuera South	Remuera
1727	existing stop	Bus	OPP 30 BEACHCROFT AVE	1727 - OPP 30 BEACHCROFT AVE	-36.92178602	174.7699793	Onehunga South West	Onehunga
1729	existing stop	Bus	5 PRINCES ST	1729 - 5 PRINCES ST	-36.85112212	174.768696	Auckland Central East	City Centre - Uni
1731	existing stop	Bus	131 COOK ST	1731 - 131 COOK ST	-36.90315537	174.9335857	Howick Central	Howick
1733	existing stop	Bus	Union Rd near Wellington St	1733 - Union Rd near Wellington St	-36.90465778	174.9237697	Howick Central	Howick
1745	existing stop	Bus	21 Kalmia St	1745 - 21 Kalmia St	-36.89764278	174.8074542	Ellerslie South	Ellerslie
1747	existing stop	Bus	ACCENT DR NR SAVONA DR	1747 - ACCENT DR NR SAVONA DR	-36.95574665	174.9068494	Baverstock Oaks	Flat Bush
1759	existing stop	Bus	PANMURE INTERCHANGE PLATFORM 3	1759 - PANMURE INTERCHANGE PLATFORM 3	-36.89845555	174.850085	Panmure Basin	Mt Wellington
1760	existing stop	Bus	PANMURE INTERCHANGE PLATFORM 4	1760 - PANMURE INTERCHANGE PLATFORM 4	-36.89832589	174.8491504	Panmure Basin	Mt Wellington
1761	existing stop	Bus	PANMURE INTERCHANGE PLATFORM 5	1761 - PANMURE INTERCHANGE PLATFORM 5	-36.89809443	174.8489653	Panmure Basin	Mt Wellington
1763	existing stop	Bus	65 TRAFALGAR ST	1763 - 65 TRAFALGAR ST	-36.9167919	174.7748591	Onehunga South West	Onehunga
1765	existing stop	Bus	75-77 GREENLANE RD	1765 - 75-77 GREENLANE RD	-36.88686958	174.8004788	Remuera South	Remuera
1799	existing stop	Bus	131 Beach Rd N	1799 - 131 Beach Rd N	-36.8489555	174.7743659	Auckland Central East	City Centre - Uni
1902	existing stop	Bus	WELLESLEY ST EAST NEAR ASB BANK (ARRIVE)	1902 - WELLESLEY ST EAST NEAR ASB BANK (ARRIVE)	-36.85104	174.76479	Auckland Central East	City Centre - Uni
2011	existing stop	Bus	61 CHATEAU RISE	2011 - 61 CHATEAU RISE	-36.95566642	174.934093	Mission Heights	Flat Bush
2013	existing stop	Bus	25 CHATEAU RISE	2013 - 25 CHATEAU RISE	-36.9564118	174.9303833	Mission Heights	Flat Bush
2014	existing stop	Bus	OPPOSITE MISSION HEIGHTS PRIMARY SCHOOL	2014 - OPPOSITE MISSION HEIGHTS PRIMARY SCHOOL	-36.96176249	174.9327872	Mission Heights	Flat Bush
2015	existing stop	Bus	MISSION HEIGHTS RD OPPOSITE CHARD PL	2015 - MISSION HEIGHTS RD OPPOSITE CHARD PL	-36.95918455	174.9311384	Mission Heights	Flat Bush
2016	existing stop	Bus	124 JEFFS RD	2016 - 124 JEFFS RD	-36.95881864	174.9347905	Mission Heights	Flat Bush
2017	existing stop	Bus	25 JEFFS RD	2017 - 25 JEFFS RD	-36.96120921	174.929123	Mission Heights	Flat Bush
2018	existing stop	Bus	92 JEFFS RD	2018 - 92 JEFFS RD	-36.96102122	174.9284892	Mission Heights	Flat Bush
2021	existing stop	Bus	139 CRYERS RD	2021 - 139 CRYERS RD	-36.9302629	174.8952567	Burswood	East Tamaki
2023	existing stop	Bus	73 CRYERS RD	2023 - 73 CRYERS RD	-36.93109469	174.8894391	Highbrook	East Tamaki
2025	existing stop	Bus	CRYERS RD NEAR NEALES RD	2025 - CRYERS RD NEAR NEALES RD	-36.93453701	174.8866499	Highbrook	East Tamaki
2028	existing stop	Bus	10 LADY RUBY DR	2028 - 10 LADY RUBY DR	-36.94903995	174.8939588	Greenmount	East Tamaki
2029	existing stop	Bus	159 BOTANY RD	2029 - 159 BOTANY RD	-36.91394087	174.9159885	Howick South	Howick
2030	existing stop	Bus	16 ACCENT DR	2030 - 16 ACCENT DR	-36.95359066	174.9030334	Greenmount	East Tamaki
2031	existing stop	Bus	407 BUCKLANDS BEACH RD	2031 - 407 BUCKLANDS BEACH RD	-36.89462937	174.9073585	Pigeon Mountain North	Half Moon Bay
2032	existing stop	Bus	144 CRYERS RD	2032 - 144 CRYERS RD	-36.93010293	174.8956793	Burswood	East Tamaki
2034	existing stop	Bus	134 Harris Rd	2034 - 134 Harris Rd	-36.93069667	174.8968728	Burswood	East Tamaki
2036	existing stop	Bus	68 CRYERS RD	2036 - 68 CRYERS RD	-36.93110539	174.8898997	Highbrook	East Tamaki
2038	existing stop	Bus	32 CRYERS RD	2038 - 32 CRYERS RD	-36.93433701	174.8867572	Highbrook	East Tamaki
2040	existing stop	Bus	132 BOTANY RD	2040 - 132 BOTANY RD	-36.91111868	174.9166138	Howick South	Howick
2042	existing stop	Bus	106 BOTANY RD	2042 - 106 BOTANY RD	-36.90920047	174.917632	Howick South	Howick
2043	existing stop	Bus	SMALES RD NEAR SNAVE PL	2043 - SMALES RD NEAR SNAVE PL	-36.94249253	174.9020948	Greenmount	East Tamaki
2044	existing stop	Bus	402 BUCKLANDS BEACH RD	2044 - 402 BUCKLANDS BEACH RD	-36.89512634	174.9072811	Pigeon Mountain North	Half Moon Bay
2054	existing stop	Bus	30 SMALES RD	2054 - 30 SMALES RD	-36.94331365	174.8980952	Greenmount	East Tamaki
2056	existing stop	Bus	90 SMALES RD	2056 - 90 SMALES RD	-36.94194244	174.9032377	Greenmount	East Tamaki
2065	existing stop	Bus	MURPHYS RD NEAR CONCEPTS WAY	2065 - MURPHYS RD NEAR CONCEPTS WAY	-36.96284482	174.9260867	Mission Heights	Flat Bush
2067	existing stop	Bus	EL KOBAR DR NEAR SIR WOOLF FISHER DR	2067 - EL KOBAR DR NEAR SIR WOOLF FISHER DR	-36.93975633	174.8717998	Highbrook	East Tamaki
2069	existing stop	Bus	OPPOSITE 18 PUKEKIWIKI PL	2069 - OPPOSITE 18 PUKEKIWIKI PL	-36.94297412	174.8740795	Highbrook	East Tamaki
2071	existing stop	Bus	107 KERWYN AVE	2071 - 107 KERWYN AVE	-36.93978835	174.8777629	Highbrook	East Tamaki
2073	existing stop	Bus	OPPOSITE 8 BUSINESS PARADE SOUTH	2073 - OPPOSITE 8 BUSINESS PARADE SOUTH	-36.93724405	174.8756458	Highbrook	East Tamaki
2075	existing stop	Bus	31 HIGHBROOK DR	2075 - 31 HIGHBROOK DR	-36.93711353	174.8799092	Highbrook	East Tamaki
2076	existing stop	Bus	OPPOSITE 5 HIGHLAND PARK DRV	2076 - OPPOSITE 5 HIGHLAND PARK DRV	-36.89974014	174.9067787	Highland Park	Highland Park
2078	existing stop	Bus	MURPHYS RD NEAR REEFTON PLACE	2078 - MURPHYS RD NEAR REEFTON PLACE	-36.96262104	174.9259912	Mission Heights	Flat Bush

2079	existing stop	Bus	LLOYD ELSMORE PAKURANGA RD	2079 - LLOYD ELSMORE PAKURANGA RD	-36.90180669	174.8976162	Pigeon Mountain South	Pakuranga
2080	existing stop	Bus	MURPHYS RD NEAR SALFORD CRES	2080 - MURPHYS RD NEAR SALFORD CRES	-36.96596299	174.9249972	Ormiston	Flat Bush
2081	existing stop	Bus	MAURICE PAYKEL PL	2081 - MAURICE PAYKEL PL	-36.93571389	174.8795043	Highbrook	East Tamaki
2082	existing stop	Bus	46 LADY RUBY DR	2082 - 46 LADY RUBY DR	-36.94856571	174.8988208	Greenmount	East Tamaki
2083	existing stop	Bus	109 BRADBURY RD	2083 - 109 BRADBURY RD	-36.90745299	174.9114153	Highland Park	Highland Park
2084	existing stop	Bus	EL KOBAR DR NEAR 30 SIR WOOLF FISHER DR	2084 - EL KOBAR DR NEAR 30 SIR WOOLF FISHER DR	-36.93959893	174.8714928	Highbrook	East Tamaki
2086	existing stop	Bus	18 PUKEKIWIRIKI PL	2086 - 18 PUKEKIWIRIKI PL	-36.94313931	174.8738926	Highbrook	East Tamaki
2088	existing stop	Bus	122 KERWYN AVE	2088 - 122 KERWYN AVE	-36.94013778	174.877895	Highbrook	East Tamaki
2089	existing stop	Bus	3 ASH RD	2089 - 3 ASH RD	-37.00276614	174.8655674	Puhinui South	Manukau
2090	existing stop	Bus	8 BUSINESS PARADE SOUTH	2090 - 8 BUSINESS PARADE SOUTH	-36.93715183	174.8757782	Highbrook	East Tamaki
2092	existing stop	Bus	30 HIGHBROOK DR	2092 - 30 HIGHBROOK DR	-36.93715033	174.8792926	Highbrook	East Tamaki
2097	existing stop	Bus	125 HYPERION DR	2097 - 125 HYPERION DR	-37.02500297	174.9224847	Hyperion	Randwick Park
2099	existing stop	Bus	OPPOSITE 160 PLUNKET AVE	2099 - OPPOSITE 160 PLUNKET AVE	-36.99931295	174.8685059	Puhinui South	Manukau
2100	existing stop	Bus	94 PRIESTLEY DRV	2100 - 94 PRIESTLEY DRV	-36.88771091	174.9099354	Murvale	Half Moon Bay
2101	existing stop	Bus	43 PRIESTLEY DRV	2101 - 43 PRIESTLEY DRV	-36.88706142	174.9127693	Murvale	Half Moon Bay
2102	existing stop	Bus	2 PRIESTLEY DRV	2102 - 2 PRIESTLEY DRV	-36.88415325	174.9142563	Murvale	Half Moon Bay
2103	existing stop	Bus	127 RIDGE RD	2103 - 127 RIDGE RD	-36.8976941	174.9207668	Howick West	Howick
2104	existing stop	Bus	OPPOSITE 57 AVIEMORE DRV	2104 - OPPOSITE 57 AVIEMORE DRV	-36.90400399	174.9050555	Highland Park	Highland Park
2105	existing stop	Bus	PIGEON MOUNTAIN RD NEAR TENNIS CLUB	2105 - PIGEON MOUNTAIN RD NEAR TENNIS CLUB	-36.89062927	174.9010649	Pigeon Mountain North	Half Moon Bay
2106	existing stop	Bus	OPPOSITE 99 SHIFNAL DR	2106 - OPPOSITE 99 SHIFNAL DR	-37.02734031	174.9111449	Hyperion	Randwick Park
2107	existing stop	Bus	PIGEON MOUNTAIN RD NEAR AIR SCOUTS HALL	2107 - PIGEON MOUNTAIN RD NEAR AIR SCOUTS HALL	-36.88856692	174.9003966	Half Moon Bay	Half Moon Bay
2110	existing stop	Bus	64 TUI RD	2110 - 64 TUI RD	-36.97269527	174.868057	Papatoetoe East	Papatoetoe
2111	existing stop	Bus	825 CHAPEL RD	2111 - 825 CHAPEL RD	-36.92007076	174.9265142	Millhouse	Botany
2112	existing stop	Bus	798 CHAPEL RD	2112 - 798 CHAPEL RD	-36.91975952	174.9268095	Millhouse	Botany
2113	existing stop	Bus	OPPOSITE 6 GREENMOUNT DRIVE	2113 - OPPOSITE 6 GREENMOUNT DRIVE	-36.93492638	174.8967195	Greenmount	East Tamaki
2114	existing stop	Bus	BLEAKHOUSE RD OPPOSITE HASELER CRESCENT	2114 - BLEAKHOUSE RD OPPOSITE HASELER CRESCENT	-36.88776592	174.9210565	Bleakhouse	Howick
2116	existing stop	Bus	102 KILKENNY DRIVE	2116 - 102 KILKENNY DRIVE	-36.93330822	174.92001	Dannemora	Dannemora
2117	existing stop	Bus	1R BURSWOOD DRIVE	2117 - 1R BURSWOOD DRIVE	-36.92617624	174.9016892	Burswood	East Tamaki
2118	existing stop	Bus	124 KILKENNY DRIVE	2118 - 124 KILKENNY DRIVE	-36.93572427	174.9194194	Dannemora	Dannemora
2119	existing stop	Bus	ACCENT DRIVE OUTSIDE 4 KORDAL PLACE	2119 - ACCENT DRIVE OUTSIDE 4 KORDAL PLACE	-36.95303512	174.9022672	Greenmount	East Tamaki
2122	existing stop	Bus	80 HARRIS ROAD	2122 - 80 HARRIS ROAD	-36.93564794	174.8955585	Greenmount	East Tamaki
2126	existing stop	Bus	OPPOSITE 1R BURSWOOD DRIVE	2126 - OPPOSITE 1R BURSWOOD DRIVE	-36.92728169	174.9013238	Burswood	East Tamaki
2127	existing stop	Bus	DAVIES AVE NEAR PUTNEY WAY	2127 - DAVIES AVE NEAR PUTNEY WAY	-36.99308217	174.8778143	Puhinui South	Manukau
2128	existing stop	Bus	44 BURSWOOD DRIVE	2128 - 44 BURSWOOD DRIVE	-36.9243215	174.9010032	Burswood	East Tamaki
2130	existing stop	Bus	86 BURSWOOD DRIVE	2130 - 86 BURSWOOD DRIVE	-36.92172007	174.897975	Burswood	East Tamaki
2132	existing stop	Bus	212 BURSWOOD DRIVE	2132 - 212 BURSWOOD DRIVE	-36.92591896	174.8946663	Burswood	East Tamaki
2137	existing stop	Bus	1 Umbria Lane	2137 - 1 Umbria Lane	-36.98110222	174.9494539	Ormiston	Flat Bush
2138	existing stop	Bus	OPPOSITE 79 SPRINGS RD	2138 - OPPOSITE 79 SPRINGS RD	-36.94659824	174.8927754	Greenmount	East Tamaki
2139	existing stop	Bus	OPP 56 CHAPEL RD	2139 - OPP 56 CHAPEL RD	-36.978578	174.90279	Donegal Park	Flat Bush
2140	existing stop	Bus	WHITFORD MARAETAI RD NEAR WAIKOPUA RD	2140 - WHITFORD MARAETAI RD NEAR WAIKOPUA RD	-36.92469684	174.9972875	Turanga	Whitford
2142	existing stop	Bus	38 CHAPEL RD	2142 - 38 CHAPEL RD	-36.97883418	174.9026061	Donegal Park	Flat Bush
2150	existing stop	Bus	104 AVIEMORE DRV	2150 - 104 AVIEMORE DRV	-36.90751773	174.9057041	Highland Park	Highland Park
2165	existing stop	Bus	19 LEXINGTON DR	2165 - 19 LEXINGTON DR	-36.905399	174.91598	Howick South	Howick
2179	existing stop	Bus	MANUKAU STATION STOP DAVIES AVE	2179 - MANUKAU STATION STOP DAVIES AVE	-36.99315833	174.8775578	Puhinui South	Manukau
2181	existing stop	Bus	141 WYLLIE RD	2181 - 141 WYLLIE RD	-36.99080016	174.8474885	Papatoetoe West	Papatoetoe
2182	existing stop	Bus	8 LAMBIE DR	2182 - 8 LAMBIE DR	-36.98563236	174.8712833	Puhinui South	Manukau
2188	existing stop	Bus	18 RONWOOD AVE	2188 - 18 RONWOOD AVE	-36.99046	174.87847	Puhinui South	Manukau
2192	existing stop	Bus	170 BOTANY RD	2192 - 170 BOTANY RD	-36.91393078	174.9160556	Howick South	Howick
2193	existing stop	Bus	234 Botany Rd	2193 - 234 Botany Rd	-36.91750889	174.9138328	Millhouse	Botany
2194	existing stop	Bus	80 WYLLIE RD	2194 - 80 WYLLIE RD	-36.98629433	174.8480199	Papatoetoe West	Papatoetoe
2196	existing stop	Bus	150 WYLLIE RD	2196 - 150 WYLLIE RD	-36.99114997	174.8475981	Papatoetoe West	Papatoetoe
2198	existing stop	Bus	Milan Rd for Papatoetoe South School	2198 - Milan Rd for Papatoetoe South School	-36.98864556	174.8527283	Papatoetoe West	Papatoetoe
2201	existing stop	Bus	23 CARRUTH RD	2201 - 23 CARRUTH RD	-36.97915134	174.8610024	Papatoetoe Central	Papatoetoe
2202	existing stop	Bus	178 BRADBURY ROAD	2202 - 178 BRADBURY ROAD	-36.91184287	174.9085841	Highland Park	Highland Park
2205	existing stop	Bus	75 PUHINUI RD	2205 - 75 PUHINUI RD	-36.984344	174.86938	Puhinui South	Manukau
2212	existing stop	Bus	66 PALMERS RD	2212 - 66 PALMERS RD	-37.03623347	174.8625861	Clendon South	Clendon
2219	existing stop	Bus	OPP 24 CLAUDE AVE	2219 - OPP 24 CLAUDE AVE	-36.97999488	174.8346109	Kohuora	Papatoetoe
2220	existing stop	Bus	OPPOSITE 7 MACLEANS RD	2220 - OPPOSITE 7 MACLEANS RD	-36.880155	174.91277	Bucklands Beach South	Bucklands Beach
2221	existing stop	Bus	75 KILKENNY DR	2221 - 75 KILKENNY DR	-36.930593	174.92151	Kilkenny	Dannemora
2222	existing stop	Bus	106 MILLHOUSE DR	2222 - 106 MILLHOUSE DR	-36.917317	174.91889	Millhouse	Botany
2223	existing stop	Bus	OPP 10 CRYERS RD	2223 - OPP 10 CRYERS RD	-36.937051	174.88493	Highbrook	East Tamaki
2224	existing stop	Bus	10 CRYERS RD	2224 - 10 CRYERS RD	-36.937009	174.88477	Highbrook	East Tamaki
2225	existing stop	Bus	31 BURUNDI AVE	2225 - 31 BURUNDI AVE	-37.02754856	174.8623515	Clendon North	Clendon
2226	existing stop	Bus	213 Puhinui Rd	2226 - 213 Puhinui Rd	-36.98957889	174.8541331	Papatoetoe West	Papatoetoe
2227	existing stop	Bus	Howick College Bus Bay	2227 - Howick College Bus Bay	-36.90641389	174.9393806	Shelly Park	Howick
2228	existing stop	Bus	222 Puhinui Rd	2228 - 222 Puhinui Rd	-36.98953778	174.8544578	Papatoetoe West	Papatoetoe
2231	existing stop	Bus	49 PLUNKET AVE	2231 - 49 PLUNKET AVE	-36.99125956	174.8636458	Puhinui South	Manukau

2232	existing stop	Bus	2 WOOD AVE	2232 - 2 WOOD AVE	-36.90537986	174.9242591	Howick Central	Howick
2235	existing stop	Bus	9 DANNEMORA DRV	2235 - 9 DANNEMORA DRV	-36.92989017	174.9167919	Dannemora	Dannemora
2238	existing stop	Bus	166 KILKENNY DR	2238 - 166 KILKENNY DR	-36.938983	174.91855	Dannemora	Dannemora
2239	existing stop	Bus	PAPATOETOE WEST SCHOOL	2239 - PAPATOETOE WEST SCHOOL	-36.97895541	174.8487411	Papatoetoe North	Papatoetoe
2247	existing stop	Bus	PAPATOETOE SOUTH SCHOOL	2247 - PAPATOETOE SOUTH SCHOOL	-36.98900777	174.8526136	Papatoetoe West	Papatoetoe
2255	existing stop	Bus	PUHINUI RD OPPOSITE SDA SCHOOL (SCHOOL BUS STOP)	2255 - PUHINUI RD OPPOSITE SDA SCHOOL (SCHOOL BUS STOP)	-36.98261839	174.8743664	Puhinui South	Manukau
2259	existing stop	Bus	SANCTA MARIA BUS BAY	2259 - SANCTA MARIA BUS BAY	-36.95970039	174.9047916	Baverstock Oaks	Flat Bush
2269	existing stop	Bus	PUHINUI - GREAT SOUTH CORNER (SCHOOL ROUTE STOP)	2269 - PUHINUI - GREAT SOUTH CORNER (SCHOOL ROUTE STOP)	-36.98188613	174.8767863	Puhinui South	Manukau
2271	existing stop	Bus	MILAN - PUHINUI (SCHOOL STOP)	2271 - MILAN - PUHINUI (SCHOOL STOP)	-36.99111201	174.8488781	Papatoetoe West	Papatoetoe
2275	existing stop	Bus	Edgewater College Bus Bay	2275 - Edgewater College Bus Bay	-36.92222056	174.8744131	Edgewater	Pakuranga
2279	existing stop	Bus	Howick Intermediate School Grounds	2279 - Howick Intermediate School Grounds	-36.89979778	174.9183056	Howick West	Howick
2281	existing stop	Bus	Botany Downs School Bus Bay	2281 - Botany Downs School Bus Bay	-36.91201167	174.9227083	Howick South	Howick
2283	existing stop	Bus	Somerville Intermediate School Bus Bay	2283 - Somerville Intermediate School Bus Bay	-36.91306611	174.9393469	Meadowland	Botany
2285	existing stop	Bus	27 Sea Spray Dr	2285 - 27 Sea Spray Dr	-36.87929417	174.9047892	Bucklands Beach South	Bucklands Beach
2287	existing stop	Bus	Bucklands Beach Intermediate Bus Bay	2287 - Bucklands Beach Intermediate Bus Bay	-36.88247194	174.9106464	Bucklands Beach South	Bucklands Beach
2289	existing stop	Bus	23 EASTERN BEACH ROAD	2289 - 23 EASTERN BEACH ROAD	-36.87158085	174.9091522	Bucklands and Eastern Beaches	Bucklands Beach
2295	existing stop	Bus	69 Boundary Rd	2295 - 69 Boundary Rd	-36.98152444	174.8904836	Clover Park	Clover Park
2297	existing stop	Bus	5 Sea Spray Dr	2297 - 5 Sea Spray Dr	-36.87782083	174.9078492	Bucklands Beach South	Bucklands Beach
2299	existing stop	Bus	KEDGLEY INTERMEDIATE BUS BAY	2299 - KEDGLEY INTERMEDIATE BUS BAY	-36.97709562	174.8344177	Kohuora	Papatoetoe
2301	existing stop	Bus	39 Allens Rd	2301 - 39 Allens Rd	-36.848813	174.84001	Kohimarama West	Kohimarama
2304	existing stop	Bus	58 PLUNKET AVE	2304 - 58 PLUNKET AVE	-36.99144558	174.8638526	Puhinui South	Manukau
2306	existing stop	Bus	44 BURUNDI AVE	2306 - 44 BURUNDI AVE	-37.02769677	174.8620966	Clendon North	Clendon
2308	existing stop	Bus	86 STANCOMBE ROAD	2308 - 86 STANCOMBE ROAD	-36.95915856	174.9182892	Baverstock Oaks	Flat Bush
2310	existing stop	Bus	126 STANCOMBE ROAD	2310 - 126 STANCOMBE ROAD	-36.96021008	174.9240436	Mission Heights	Flat Bush
2320	existing stop	Bus	AYLESBURY ST	2320 - AYLESBURY ST	-36.91276795	174.8725542	Edgewater	Pakuranga
2322	existing stop	Bus	4 SEA SPRAY DRV	2322 - 4 SEA SPRAY DRV	-36.8776818	174.9080924	Bucklands Beach South	Bucklands Beach
2326	existing stop	Bus	TARNICA OPP BRAYSTONE	2326 - TARNICA OPP BRAYSTONE	-36.92411149	174.9185444	Millhouse	Botany
2327	existing stop	Bus	47 WESTERHAM DRIVE	2327 - 47 WESTERHAM DRIVE	-36.9309274	174.9251035	Kilkenny	Dannemora
2328	existing stop	Bus	HOWICK & EASTERN DEPOT	2328 - HOWICK & EASTERN DEPOT	-36.92811821	174.9031184	Burswood	East Tamaki
2332	existing stop	Bus	PAPAROA ROAD	2332 - PAPAROA ROAD	-36.90383101	174.9347138	Howick Central	Howick
2338	existing stop	Bus	WAKA PACIFIC WIRI DEPOT	2338 - WAKA PACIFIC WIRI DEPOT	-36.98658693	174.8679023	Puhinui South	Manukau
2340	existing stop	Bus	REDCASTLE CRESCENT	2340 - REDCASTLE CRESCENT	-36.94317188	174.90301	Greenmount	East Tamaki
2342	existing stop	Bus	DANNEMORA DR BY CHAPEL ROAD	2342 - DANNEMORA DR BY CHAPEL ROAD	-36.92975774	174.9166202	Dannemora	Dannemora
2344	existing stop	Bus	PUHINUI OUTSIDE SDA SCHOOL (SCHOOL BUS STOP)	2344 - PUHINUI OUTSIDE SDA SCHOOL (SCHOOL BUS STOP)	-36.98271749	174.8743688	Puhinui South	Manukau
2346	existing stop	Bus	SELS ROAD OUTSIDE AORERE COLLEGE	2346 - SELS ROAD OUTSIDE AORERE COLLEGE	-36.98206823	174.8316723	Kohuora	Papatoetoe
2348	existing stop	Bus	HILLCREST RD FOR PAPATOETOE WEST PRIMARY	2348 - HILLCREST RD FOR PAPATOETOE WEST PRIMARY	-36.97923769	174.848557	Papatoetoe West	Papatoetoe
2374	existing stop	Bus	66 Boundary Rd	2374 - 66 Boundary Rd	-36.98162361	174.8910592	Clover Park	Clover Park
2376	existing stop	Bus	66 Wellington St	2376 - 66 Wellington St	-36.89570722	174.9287967	Howick Central	Howick
2382	existing stop	Bus	40 Sea Spray Dr	2382 - 40 Sea Spray Dr	-36.879175	174.9049097	Bucklands Beach South	Bucklands Beach
2384	existing stop	Bus	92 Union Rd	2384 - 92 Union Rd	-36.904635	174.9234997	Howick Central	Howick
2386	existing stop	Bus	ST MARKS SCHOOL BUS STOP	2386 - ST MARKS SCHOOL BUS STOP	-36.90210504	174.8969951	Pigeon Mountain South	Pakuranga
2388	existing stop	Bus	176 PAKURANGA RD	2388 - 176 PAKURANGA RD	-36.90896169	174.8824168	Sunnyhills	Pakuranga
2398	existing stop	Bus	PAPATOETOE SOUTH SCHOOL (SCHOOL SIDE)	2398 - PAPATOETOE SOUTH SCHOOL (SCHOOL SIDE)	-36.98895283	174.8526684	Papatoetoe West	Papatoetoe
2400	existing stop	Bus	Star Of The Sea School Bus Bay	2400 - Star Of The Sea School Bus Bay	-36.91938056	174.9229497	Millhouse	Botany
2402	existing stop	Bus	Pigeon Mountain Rd for Pakuranga College	2402 - Pigeon Mountain Rd for Pakuranga College	-36.89843083	174.9018756	Pigeon Mountain South	Pakuranga
2408	existing stop	Bus	Nelson St outside Owairoa School	2408 - Nelson St outside Owairoa School	-36.89833722	174.9255861	Howick Central	Howick
2410	existing stop	Bus	Macleans College Bus Bay	2410 - Macleans College Bus Bay	-36.88240722	174.9141006	Bucklands Beach South	Bucklands Beach
2411	existing stop	Bus	259 Botany Rd	2411 - 259 Botany Rd	-36.92196861	174.9128106	Golfland	Botany
2414	existing stop	Bus	Westerham Dr near Drumquin Rise	2414 - Westerham Dr near Drumquin Rise	-36.93167694	174.9250214	Kilkenny	Dannemora
2422	existing stop	Bus	28 LAMBIE DR	2422 - 28 LAMBIE DR	-36.98852117	174.8732753	Puhinui South	Manukau
2425	existing stop	Bus	25 LAMBIE DR	2425 - 25 LAMBIE DR	-36.98847102	174.8730269	Puhinui South	Manukau
2428	existing stop	Bus	FARM COVE INTERMEDIATE	2428 - FARM COVE INTERMEDIATE	-36.89656346	174.8912469	Pakuranga North	Pakuranga
2432	existing stop	Bus	Pine Harbour Marina Bus Stop	2432 - Pine Harbour Marina Bus Stop	-36.857302	174.88077	Glendowie	Glendowie
2433	existing stop	Bus	203 Portage Rd	2433 - 203 Portage Rd	-36.97830417	174.8331997	Kohuora	Papatoetoe
2435	existing stop	Bus	55 LITTEN RD	2435 - 55 LITTEN RD	-36.90177017	174.9411485	Cockle Bay	Howick
2437	existing stop	Bus	99 LITTEN RD	2437 - 99 LITTEN RD	-36.89910127	174.9434151	Cockle Bay	Howick
2472	existing stop	Bus	10 PEMBROKE ST	2472 - 10 PEMBROKE ST	-36.97818416	174.8754933	Papatoetoe East	Papatoetoe
2474	existing stop	Bus	28 PEMBROKE ST	2474 - 28 PEMBROKE ST	-36.97703315	174.8764649	Papatoetoe East	Papatoetoe
2475	existing stop	Bus	31 PEMBROKE ST	2475 - 31 PEMBROKE ST	-36.97691247	174.8766866	Papatoetoe East	Papatoetoe
2476	existing stop	Bus	OPP 159 TUI RD	2476 - OPP 159 TUI RD	-36.9743272	174.8771623	Papatoetoe East	Papatoetoe
2699	existing stop	Bus	116 SANDSPIT RD	2699 - 116 SANDSPIT RD	-36.9104485	174.9445336	Shelly Park	Howick
4856	existing stop	Bus	Coatesville Riverhead Hwy near Huapai Golf Course	4856 - Coatesville Riverhead Hwy near Huapai Golf Course	-36.869489	174.82255	Meadowbank North	Meadowbank
5436	existing stop	Bus	22 Hercules Dr	5436 - 22 Hercules Dr	-36.850672	174.77455	Auckland Central East	City Centre - Uni
5591	existing stop	Bus	9 Gallony Ave	5591 - 9 Gallony Ave	-36.986198	174.86432	Puhinui North	Papatoetoe
5593	existing stop	Bus	25 Garton Dr	5593 - 25 Garton Dr	-36.985293	174.86664	Puhinui North	Papatoetoe
5606	existing stop	Bus	60 Garton Dr	5606 - 60 Garton Dr	-36.85972419	174.8628575	St Heliers	St Heliers
5952	existing stop	Bus	2 Islington Ave	5952 - 2 Islington Ave	-36.942186	174.91734	Dannemora	Dannemora

6008	existing stop	Bus	90 BRADBURY RD	6008 - 90 BRADBURY RD	-36.90747894	174.9114833	Highland Park	Highland Park
6009	existing stop	Bus	59 GREAT SOUTH RD PAPATOETOE	6009 - 59 GREAT SOUTH RD PAPATOETOE	-36.96669072	174.8578347	Dingwall	Papatoetoe
6010	existing stop	Bus	62 GREAT SOUTH RD PAPATOETOE	6010 - 62 GREAT SOUTH RD PAPATOETOE	-36.96664339	174.8579796	Dingwall	Papatoetoe
6011	existing stop	Bus	119 GREAT SOUTH RD PAPATOETOE	6011 - 119 GREAT SOUTH RD PAPATOETOE	-36.96843184	174.8594608	Dingwall	Papatoetoe
6012	existing stop	Bus	152 GREAT SOUTH RD PAPATOETOE	6012 - 152 GREAT SOUTH RD PAPATOETOE	-36.96897052	174.8601704	Dingwall	Papatoetoe
6013	existing stop	Bus	OPPOSITE 270 GREAT SOUTH RD PAPATOETOE	6013 - OPPOSITE 270 GREAT SOUTH RD PAPATOETOE	-36.97157621	174.862413	Dingwall	Papatoetoe
6014	existing stop	Bus	208 GREAT SOUTH RD PAPATOETOE	6014 - 208 GREAT SOUTH RD PAPATOETOE	-36.97033865	174.8614393	Dingwall	Papatoetoe
6015	existing stop	Bus	OPPOSITE 342 GREAT SOUTH RD PAPATOETOE	6015 - OPPOSITE 342 GREAT SOUTH RD PAPATOETOE	-36.97341548	174.8640979	Papatoetoe Central	Papatoetoe
6016	existing stop	Bus	338 GREAT SOUTH RD PAPATOETOE	6016 - 338 GREAT SOUTH RD PAPATOETOE	-36.9733328	174.864197	Papatoetoe Central	Papatoetoe
6017	existing stop	Bus	433 GREAT SOUTH RD MANUKAU	6017 - 433 GREAT SOUTH RD MANUKAU	-36.97630691	174.867651	Papatoetoe East	Papatoetoe
6018	existing stop	Bus	446 GREAT SOUTH RD MANUKAU	6018 - 446 GREAT SOUTH RD MANUKAU	-36.97613767	174.8675233	Papatoetoe East	Papatoetoe
6019	existing stop	Bus	57 MIRRABOOKA AVE	6019 - 57 MIRRABOOKA AVE	-36.91250021	174.9203636	Howick South	Howick
6020	existing stop	Bus	490 GREAT SOUTH RD MANUKAU	6020 - 490 GREAT SOUTH RD MANUKAU	-36.97802749	174.8717148	Papatoetoe East	Papatoetoe
6021	existing stop	Bus	481 GREAT SOUTH RD MANUKAU	6021 - 481 GREAT SOUTH RD MANUKAU	-36.97825008	174.8718888	Papatoetoe East	Papatoetoe
6022	existing stop	Bus	562 GREAT SOUTH RD MANUKAU	6022 - 562 GREAT SOUTH RD MANUKAU	-36.98024732	174.8761169	Papatoetoe East	Papatoetoe
6023	existing stop	Bus	505 GREAT SOUTH RD MANUKAU	6023 - 505 GREAT SOUTH RD MANUKAU	-36.97922584	174.8740248	Papatoetoe East	Papatoetoe
6024	existing stop	Bus	22 ORANGEWOOD DRV	6024 - 22 ORANGEWOOD DRV	-36.91797074	174.9259563	Millhouse	Botany
6025	existing stop	Bus	569 GREAT SOUTH RD MANUKAU	6025 - 569 GREAT SOUTH RD MANUKAU	-36.98267532	174.8781764	Puhinui South	Manukau
6026	existing stop	Bus	54 ORANGEWOOD DRV	6026 - 54 ORANGEWOOD DRV	-36.91819134	174.9217973	Millhouse	Botany
6027	existing stop	Bus	25 ORANGEWOOD DR	6027 - 25 ORANGEWOOD DR	-36.91779282	174.9252558	Millhouse	Botany
6028	existing stop	Bus	18 HATTAWAY AVE	6028 - 18 HATTAWAY AVE	-36.86199433	174.9010617	Bucklands and Eastern Beaches	Bucklands Beach
6029	existing stop	Bus	41 ORANGEWOOD DRV	6029 - 41 ORANGEWOOD DRV	-36.91812018	174.9217393	Millhouse	Botany
6031	existing stop	Bus	BOTANY RD OPPOSITE GOLFLAND DR	6031 - BOTANY RD OPPOSITE GOLFLAND DR	-36.92136076	174.9130647	Golfland	Botany
6050	existing stop	Bus	2 HATTAWAY AVE	6050 - 2 HATTAWAY AVE	-36.86052894	174.9002627	Bucklands and Eastern Beaches	Bucklands Beach
6052	existing stop	Bus	34 HATTAWAY AVE	6052 - 34 HATTAWAY AVE	-36.86353685	174.9021095	Bucklands and Eastern Beaches	Bucklands Beach
6053	existing stop	Bus	OUTSIDE 251 BOTANY RD	6053 - OUTSIDE 251 BOTANY RD	-36.92078614	174.9129268	Golfland	Botany
6054	existing stop	Bus	Half Moon Bay	6054 - Half Moon Bay	-36.88019722	174.8973617	Bucklands Beach South	Bucklands Beach
6055	existing stop	Bus	21 SUNDERLANDS RD	6055 - 21 SUNDERLANDS RD	-36.88480953	174.9031422	Bucklands Beach South	Bucklands Beach
6056	existing stop	Bus	OPPOSITE 27 PAKURANGA RD	6056 - OPPOSITE 27 PAKURANGA RD	-36.91059243	174.8612993	Panmure Basin	Mt Wellington
6057	existing stop	Bus	31 PAKURANGA RD	6057 - 31 PAKURANGA RD	-36.9109548	174.8617571	Edgewater	Pakuranga
6058	existing stop	Bus	66 PAKURANGA RD	6058 - 66 PAKURANGA RD	-36.91187173	174.8665048	Edgewater	Pakuranga
6059	existing stop	Bus	99 PAKURANGA RD	6059 - 99 PAKURANGA RD	-36.91226713	174.8677267	Edgewater	Pakuranga
6060	existing stop	Bus	PAKURANGA PLAZA OUTSIDE FARMERS	6060 - PAKURANGA PLAZA OUTSIDE FARMERS	-36.91178908	174.8717558	Edgewater	Pakuranga
6061	existing stop	Bus	39 Hattaway Ave	6061 - 39 Hattaway Ave	-36.86344944	174.9019391	Bucklands and Eastern Beaches	Bucklands Beach
6062	existing stop	Bus	96 PAKURANGA RD	6062 - 96 PAKURANGA RD	-36.91148577	174.8704127	Edgewater	Pakuranga
6063	existing stop	Bus	PAKURANGA RD NEAR JOHNS LANE	6063 - PAKURANGA RD NEAR JOHNS LANE	-36.90872962	174.88341	Sunnyhills	Pakuranga
6064	existing stop	Bus	HIGHLAND PARK.	6064 - HIGHLAND PARK.	-36.89798832	174.9075431	Highland Park	Highland Park
6065	existing stop	Bus	329 PAKURANGA RD	6065 - 329 PAKURANGA RD	-36.90572576	174.8903732	Pigeon Mountain South	Pakuranga
6066	existing stop	Bus	PAKURANGA RD NEAR GLENMORE RD	6066 - PAKURANGA RD NEAR GLENMORE RD	-36.90763355	174.8854594	Pakuranga East	Pakuranga
6067	existing stop	Bus	371 PAKURANGA RD	6067 - 371 PAKURANGA RD	-36.9041809	174.8939939	Pigeon Mountain South	Pakuranga
6068	existing stop	Bus	262 PAKURANGA RD	6068 - 262 PAKURANGA RD	-36.90545226	174.8905685	Pigeon Mountain South	Pakuranga
6069	existing stop	Bus	PAKURANGA RD OPPOSITE PIGEON MOUNTAIN RD	6069 - PAKURANGA RD OPPOSITE PIGEON MOUNTAIN RD	-36.89939385	174.9019557	Pigeon Mountain South	Pakuranga
6071	existing stop	Bus	HIGHLAND PARK	6071 - HIGHLAND PARK	-36.89824708	174.9077067	Highland Park	Highland Park
6072	existing stop	Bus	310 PAKURANGA RD	6072 - 310 PAKURANGA RD	-36.90302009	174.89557	Pigeon Mountain South	Pakuranga
6073	existing stop	Bus	527 PAKURANGA RD	6073 - 527 PAKURANGA RD	-36.89885301	174.9115037	Highland Park	Highland Park
6074	existing stop	Bus	346 PAKURANGA RD	6074 - 346 PAKURANGA RD	-36.90099896	174.8985277	Pigeon Mountain South	Pakuranga
6075	existing stop	Bus	OPPOSITE 692 PAKURANGA RD	6075 - OPPOSITE 692 PAKURANGA RD	-36.89904303	174.9164912	Howick West	Howick
6076	existing stop	Bus	PAKURANGA RD OUTSIDE PAKURANGA COLLEGE	6076 - PAKURANGA RD OUTSIDE PAKURANGA COLLEGE	-36.89851746	174.9032133	Pigeon Mountain South	Pakuranga
6078	existing stop	Bus	OPPOSITE 23 SUNDERLANDS RD	6078 - OPPOSITE 23 SUNDERLANDS RD	-36.88482937	174.9035915	Bucklands Beach South	Bucklands Beach
6080	existing stop	Bus	644 PAKURANGA RD	6080 - 644 PAKURANGA RD	-36.89872577	174.912129	Howick West	Howick
6082	existing stop	Bus	706 PAKURANGA RD	6082 - 706 PAKURANGA RD	-36.89893967	174.917869	Howick West	Howick
6084	existing stop	Bus	8 GLENMORE RD	6084 - 8 GLENMORE RD	-36.90699921	174.8851071	Pakuranga East	Pakuranga
6085	existing stop	Bus	27 GLENMORE RD	6085 - 27 GLENMORE RD	-36.90517775	174.8857245	Pakuranga North	Pakuranga
6086	existing stop	Bus	52 GLENMORE RD	6086 - 52 GLENMORE RD	-36.90199245	174.8865214	Pakuranga North	Pakuranga
6087	existing stop	Bus	73 GLENMORE RD	6087 - 73 GLENMORE RD	-36.90221716	174.8865606	Pakuranga North	Pakuranga
6088	existing stop	Bus	98 GLENMORE RD	6088 - 98 GLENMORE RD	-36.89932158	174.8872749	Pakuranga North	Pakuranga
6089	existing stop	Bus	109 GLENMORE RD	6089 - 109 GLENMORE RD	-36.89868609	174.8875623	Pakuranga North	Pakuranga
6090	existing stop	Bus	118 GLENMORE RD	6090 - 118 GLENMORE RD	-36.89706676	174.8879376	Pakuranga North	Pakuranga
6091	existing stop	Bus	127 BOUNDARY RD	6091 - 127 BOUNDARY RD	-36.98261143	174.8941056	Clover Park	Clover Park
6092	existing stop	Bus	14 GOSSAMER DRV	6092 - 14 GOSSAMER DRV	-36.90693601	174.8896511	Pakuranga East	Pakuranga
6093	existing stop	Bus	29 GOSSAMER DRV	6093 - 29 GOSSAMER DRV	-36.90969492	174.8895957	Pakuranga East	Pakuranga
6094	existing stop	Bus	52 GOSSAMER DRV	6094 - 52 GOSSAMER DRV	-36.91096404	174.8897056	Pakuranga East	Pakuranga
6095	existing stop	Bus	47 GOSSAMER DRV	6095 - 47 GOSSAMER DRV	-36.91093879	174.8895927	Pakuranga East	Pakuranga
6096	existing stop	Bus	66 GOSSAMER DRV	6096 - 66 GOSSAMER DRV	-36.91272609	174.8894236	Pakuranga East	Pakuranga
6097	existing stop	Bus	91 GOSSAMER DRV	6097 - 91 GOSSAMER DRV	-36.91474203	174.8890468	Pakuranga East	Pakuranga
6098	existing stop	Bus	90 GOSSAMER DRV	6098 - 90 GOSSAMER DRV	-36.91602015	174.8891569	Pakuranga East	Pakuranga
6099	existing stop	Bus	OPPOSITE 112 GOSSAMER DRV	6099 - OPPOSITE 112 GOSSAMER DRV	-36.91733815	174.8884598	Pakuranga East	Pakuranga

6100	existing stop	Bus	156 GOSSAMER DRV	6100 - 156 GOSSAMER DRV	-36.9211536	174.887712	Pakuranga East	Pakuranga
6101	existing stop	Bus	143 GOSSAMER DRV	6101 - 143 GOSSAMER DRV	-36.92045879	174.8877622	Pakuranga East	Pakuranga
6102	existing stop	Bus	170 GOSSAMER DRV	6102 - 170 GOSSAMER DRV	-36.92283901	174.8860135	Pakuranga East	Pakuranga
6103	existing stop	Bus	OPPOSITE 170 GOSSAMER DRV	6103 - OPPOSITE 170 GOSSAMER DRV	-36.92285105	174.885823	Pakuranga East	Pakuranga
6104	existing stop	Bus	14 HOPE FARM AVE	6104 - 14 HOPE FARM AVE	-36.9124309	174.8988897	Elsmore Park	Pakuranga
6107	existing stop	Bus	153 PIGEON MOUNTAIN RD	6107 - 153 PIGEON MOUNTAIN RD	-36.89524356	174.8999674	Pigeon Mountain South	Pakuranga
6108	existing stop	Bus	120 PIGEON MOUNTAIN RD	6108 - 120 PIGEON MOUNTAIN RD	-36.89200088	174.9009642	Pigeon Mountain North	Half Moon Bay
6109	existing stop	Bus	3 Prince Regent Dr	6109 - 3 Prince Regent Dr	-36.88424056	174.9004014	Bucklands Beach South	Bucklands Beach
6110	existing stop	Bus	8 Prince Regent Dr	6110 - 8 Prince Regent Dr	-36.88431167	174.8998983	Half Moon Bay	Half Moon Bay
6111	existing stop	Bus	45 PRINCE REGENT DR	6111 - 45 PRINCE REGENT DR	-36.88674325	174.8966373	Half Moon Bay	Half Moon Bay
6112	existing stop	Bus	60 PRINCE REGENT DRV	6112 - 60 PRINCE REGENT DRV	-36.88710775	174.8963883	Half Moon Bay	Half Moon Bay
6113	existing stop	Bus	75 PRINCE REGENT DRV	6113 - 75 PRINCE REGENT DRV	-36.88941416	174.8958843	Half Moon Bay	Half Moon Bay
6114	existing stop	Bus	96 PRINCE REGENT DRV	6114 - 96 PRINCE REGENT DRV	-36.88997574	174.8968408	Half Moon Bay	Half Moon Bay
6115	existing stop	Bus	103 PRINCE REGENT DRV	6115 - 103 PRINCE REGENT DRV	-36.89168314	174.8977246	Half Moon Bay	Half Moon Bay
6116	existing stop	Bus	112 PRINCE REGENT DRV	6116 - 112 PRINCE REGENT DRV	-36.89165468	174.8978137	Half Moon Bay	Half Moon Bay
6117	existing stop	Bus	151 PRINCE REGENT DRV	6117 - 151 PRINCE REGENT DRV	-36.8956576	174.8971834	Pigeon Mountain South	Pakuranga
6118	existing stop	Bus	172 PRINCE REGENT DRV	6118 - 172 PRINCE REGENT DRV	-36.89554715	174.8973265	Pigeon Mountain South	Pakuranga
6122	existing stop	Bus	49 THE PARADE	6122 - 49 THE PARADE	-36.86870593	174.9035165	Bucklands and Eastern Beaches	Bucklands Beach
6124	existing stop	Bus	66 BURUNDI AVE	6124 - 66 BURUNDI AVE	-37.02832951	174.8602572	Clendon North	Clendon
6125	existing stop	Bus	91 REEVES RD	6125 - 91 REEVES RD	-36.91453685	174.8815324	Pakuranga Central	Pakuranga
6127	existing stop	Bus	13 TI RAKAU DRV	6127 - 13 TI RAKAU DRV	-36.91341633	174.8697303	Edgewater	Pakuranga
6129	existing stop	Bus	69 TI RAKAU DRV	6129 - 69 TI RAKAU DRV	-36.91819671	174.8740902	Edgewater	Pakuranga
6131	existing stop	Bus	99 TI RAKAU DRV	6131 - 99 TI RAKAU DRV	-36.91958076	174.8760548	Pakuranga Central	Pakuranga
6132	existing stop	Bus	OPPOSITE 15 TI RAKAU DRV	6132 - OPPOSITE 15 TI RAKAU DRV	-36.91359229	174.870004	Edgewater	Pakuranga
6133	existing stop	Bus	157 TI RAKAU DRV	6133 - 157 TI RAKAU DRV	-36.92278028	174.8806236	Pakuranga Central	Pakuranga
6134	existing stop	Bus	TI RAKAU DR OPPOSITE MATTSON RD	6134 - TI RAKAU DR OPPOSITE MATTSON RD	-36.91652889	174.8729717	Edgewater	Pakuranga
6135	existing stop	Bus	207 TI RAKAU DRV	6135 - 207 TI RAKAU DRV	-36.92423719	174.8853744	Pakuranga East	Pakuranga
6136	existing stop	Bus	118 TI RAKAU DRV	6136 - 118 TI RAKAU DRV	-36.91940834	174.8761292	Pakuranga Central	Pakuranga
6137	existing stop	Bus	TI RAKAU DRIVE OPPOSITE BURSWOOD DRIVE	6137 - TI RAKAU DRIVE OPPOSITE BURSWOOD DRIVE	-36.92784768	174.9014389	Burswood	East Tamaki
6138	existing stop	Bus	158 TI RAKAU DRV	6138 - 158 TI RAKAU DRV	-36.92176584	174.8792291	Pakuranga Central	Pakuranga
6139	existing stop	Bus	293 TI RAKAU DRV	6139 - 293 TI RAKAU DRV	-36.92692443	174.896611	Burswood	East Tamaki
6140	existing stop	Bus	208 TI RAKAU DRV	6140 - 208 TI RAKAU DRV	-36.92340158	174.884074	Pakuranga East	Pakuranga
6141	existing stop	Bus	245 TI RAKAU DRV	6141 - 245 TI RAKAU DRV	-36.92570709	174.8904288	Burswood	East Tamaki
6142	existing stop	Bus	TI RAKAU DRIVE NEAR BURSWOOD DRIVE	6142 - TI RAKAU DRIVE NEAR BURSWOOD DRIVE	-36.92741535	174.9002942	Burswood	East Tamaki
6143	existing stop	Bus	29 BUTLEY DRV	6143 - 29 BUTLEY DRV	-36.89670048	174.8905657	Pakuranga North	Pakuranga
6144	existing stop	Bus	26 KILKENNY DRV	6144 - 26 KILKENNY DRV	-36.92684272	174.9224299	Kilkenny	Dannemora
6145	existing stop	Bus	65 BUTLEY DRV	6145 - 65 BUTLEY DRV	-36.89738119	174.8942298	Pigeon Mountain South	Pakuranga
6146	existing stop	Bus	OPPOSITE 23 BUTLEY DR	6146 - OPPOSITE 23 BUTLEY DR	-36.89661975	174.8905413	Pakuranga North	Pakuranga
6147	existing stop	Bus	17 CASUARINA RD	6147 - 17 CASUARINA RD	-36.89313991	174.9069399	Pigeon Mountain North	Half Moon Bay
6148	existing stop	Bus	28 BUTLEY DRV	6148 - 28 BUTLEY DRV	-36.8974988	174.8953324	Pigeon Mountain South	Pakuranga
6149	existing stop	Bus	47 CASUARINA RD	6149 - 47 CASUARINA RD	-36.89404854	174.9036746	Pigeon Mountain North	Half Moon Bay
6150	existing stop	Bus	4 CASUARINA RD	6150 - 4 CASUARINA RD	-36.89316513	174.9070528	Pigeon Mountain North	Half Moon Bay
6151	existing stop	Bus	75 CASUARINA RD	6151 - 75 CASUARINA RD	-36.89552486	174.900412	Pigeon Mountain North	Half Moon Bay
6152	existing stop	Bus	48 CASUARINA RD	6152 - 48 CASUARINA RD	-36.89435122	174.9027844	Pigeon Mountain North	Half Moon Bay
6153	existing stop	Bus	117 BUCKLANDS BEACH RD	6153 - 117 BUCKLANDS BEACH RD	-36.87107071	174.9066827	Bucklands and Eastern Beaches	Bucklands Beach
6154	existing stop	Bus	122 BUCKLANDS BEACH RD	6154 - 122 BUCKLANDS BEACH RD	-36.87102422	174.9067713	Bucklands and Eastern Beaches	Bucklands Beach
6155	existing stop	Bus	171 BUCKLANDS BEACH RD	6155 - 171 BUCKLANDS BEACH RD	-36.87711635	174.9085047	Bucklands Beach South	Bucklands Beach
6156	existing stop	Bus	46 TE IRIRANGI DR	6156 - 46 TE IRIRANGI DR	-36.98371288	174.8900322	Redoubt North	Manukau
6157	existing stop	Bus	203 BUCKLANDS BEACH RD	6157 - 203 BUCKLANDS BEACH RD	-36.87895357	174.9108392	Bucklands Beach South	Bucklands Beach
6158	existing stop	Bus	184 BUCKLANDS BEACH RD	6158 - 184 BUCKLANDS BEACH RD	-36.87697184	174.9085235	Bucklands Beach South	Bucklands Beach
6159	existing stop	Bus	351 BUCKLANDS BEACH RD	6159 - 351 BUCKLANDS BEACH RD	-36.89059038	174.9085484	Pigeon Mountain North	Half Moon Bay
6160	existing stop	Bus	216 BUCKLANDS BEACH RD	6160 - 216 BUCKLANDS BEACH RD	-36.87909087	174.911269	Bucklands Beach South	Bucklands Beach
6161	existing stop	Bus	47 CLOVELLY RD	6161 - 47 CLOVELLY RD	-36.86028397	174.9048667	Bucklands and Eastern Beaches	Bucklands Beach
6162	existing stop	Bus	348 BUCKLANDS BEACH RD	6162 - 348 BUCKLANDS BEACH RD	-36.89040766	174.908701	Pigeon Mountain North	Half Moon Bay
6163	existing stop	Bus	OPPOSITE 134 CLOVELLY RD	6163 - OPPOSITE 134 CLOVELLY RD	-36.8658702	174.9083595	Bucklands and Eastern Beaches	Bucklands Beach
6164	existing stop	Bus	18 EASTERN BEACH RD	6164 - 18 EASTERN BEACH RD	-36.87148175	174.9097107	Bucklands and Eastern Beaches	Bucklands Beach
6165	existing stop	Bus	5 EASTERN BEACH RD	6165 - 5 EASTERN BEACH RD	-36.87088295	174.9110756	Bucklands and Eastern Beaches	Bucklands Beach
6167	existing stop	Bus	41 BURSWOOD DR	6167 - 41 BURSWOOD DR	-36.92409896	174.9008293	Burswood	East Tamaki
6169	existing stop	Bus	89 BURSWOOD DRV	6169 - 89 BURSWOOD DRV	-36.92164746	174.8980069	Burswood	East Tamaki
6171	existing stop	Bus	147 BURSWOOD DRV	6171 - 147 BURSWOOD DRV	-36.92030431	174.8940671	Burswood	East Tamaki
6173	existing stop	Bus	BURSWOOD DRIVE OPPOSITE TORRENS ROAD	6173 - BURSWOOD DRIVE OPPOSITE TORRENS ROAD	-36.92587571	174.894553	Burswood	East Tamaki
6174	existing stop	Bus	50 CASCADES RD	6174 - 50 CASCADES RD	-36.90789231	174.8975089	Elsmore Park	Pakuranga
6176	existing stop	Bus	100 CASCADES RD	6176 - 100 CASCADES RD	-36.91092781	174.899885	Elsmore Park	Pakuranga
6178	existing stop	Bus	32 BLEAKHOUSE RD	6178 - 32 BLEAKHOUSE RD	-36.89160221	174.9223758	Howick West	Howick
6179	existing stop	Bus	15 CASCADES RD	6179 - 15 CASCADES RD	-36.905264	174.89558	Elsmore Park	Pakuranga
6180	existing stop	Bus	50 GILLS RD	6180 - 50 GILLS RD	-36.89001349	174.9163888	Murvale	Half Moon Bay
6181	existing stop	Bus	49 CASCADES RD	6181 - 49 CASCADES RD	-36.9077876	174.897293	Elsmore Park	Pakuranga

6182	existing stop	Bus	64B DIORELLA DRV	6182 - 64B DIORELLA DRV	-36.98528165	174.8888689	Redoubt North	Manukau
6183	existing stop	Bus	105 CASCADES RD	6183 - 105 CASCADES RD	-36.91074399	174.8995437	Elsmore Park	Pakuranga
6184	existing stop	Bus	128 MIDDLEFIELD DRV	6184 - 128 MIDDLEFIELD DRV	-36.95471695	174.9159429	Baverstock Oaks	Flat Bush
6185	existing stop	Bus	BLEAKHOUSE RD NEAR HASELER CRES	6185 - BLEAKHOUSE RD NEAR HASELER CRES	-36.8881809	174.9210333	Bleakhouse	Howick
6186	existing stop	Bus	52 PRIESTLEY DRV	6186 - 52 PRIESTLEY DRV	-36.88703277	174.9128696	Murvale	Half Moon Bay
6187	existing stop	Bus	41 GILLS RD	6187 - 41 GILLS RD	-36.89012993	174.9158756	Murvale	Half Moon Bay
6188	existing stop	Bus	298 TI RAKAU DRV	6188 - 298 TI RAKAU DRV	-36.92661913	174.8959747	Burswood	East Tamaki
6189	existing stop	Bus	77 TE IRIRANGI DRV	6189 - 77 TE IRIRANGI DRV	-36.98397809	174.8897916	Redoubt North	Manukau
6192	existing stop	Bus	380 CHAPEL ROAD	6192 - 380 CHAPEL ROAD	-36.9540456	174.9095023	Baverstock Oaks	Flat Bush
6193	existing stop	Bus	1 PRIESTLEY DRV	6193 - 1 PRIESTLEY DRV	-36.88414587	174.9141552	Murvale	Half Moon Bay
6194	existing stop	Bus	426 CHAPEL ROAD	6194 - 426 CHAPEL ROAD	-36.94976407	174.9106419	Baverstock Oaks	Flat Bush
6195	existing stop	Bus	67 PRIESTLEY DRV	6195 - 67 PRIESTLEY DRV	-36.88766478	174.9100016	Murvale	Half Moon Bay
6196	existing stop	Bus	470 CHAPEL ROAD	6196 - 470 CHAPEL ROAD	-36.94597102	174.91167	Baverstock Oaks	Flat Bush
6198	existing stop	Bus	512 CHAPEL ROAD	6198 - 512 CHAPEL ROAD	-36.94212283	174.9127641	Dannemora	Dannemora
6199	existing stop	Bus	OPPOSITE 58 DIORELLA DRV	6199 - OPPOSITE 58 DIORELLA DRV	-36.98609998	174.889552	Redoubt North	Manukau
6200	existing stop	Bus	24 MILLHOUSE DR	6200 - 24 MILLHOUSE DR	-36.914237	174.9249868	Millhouse	Botany
6201	existing stop	Bus	63 MEADOWLAND DRV	6201 - 63 MEADOWLAND DRV	-36.91267882	174.9332425	Meadowland	Botany
6202	existing stop	Bus	30 AVIEMORE DRV	6202 - 30 AVIEMORE DRV	-36.90084308	174.9054482	Highland Park	Highland Park
6203	existing stop	Bus	OPPOSITE 52 MEADOWLAND DR	6203 - OPPOSITE 52 MEADOWLAND DR	-36.91168659	174.9360571	Meadowland	Botany
6204	existing stop	Bus	66 MILLHOUSE DR	6204 - 66 MILLHOUSE DR	-36.91600169	174.9200922	Millhouse	Botany
6205	existing stop	Bus	119 MEADOWLAND DRIVE	6205 - 119 MEADOWLAND DRIVE	-36.9128973	174.9292296	Meadowland	Botany
6206	existing stop	Bus	64 HIGHLAND PARK DRV	6206 - 64 HIGHLAND PARK DRV	-36.90260956	174.9133033	Highland Park	Highland Park
6207	existing stop	Bus	OPPOSITE 24 MILLHOUSE DR	6207 - OPPOSITE 24 MILLHOUSE DR	-36.91415064	174.9253102	Millhouse	Botany
6208	existing stop	Bus	156 AVIEMORE DRV	6208 - 156 AVIEMORE DRV	-36.91088029	174.9073479	Highland Park	Highland Park
6209	existing stop	Bus	15 HIGHLAND PARK DRV	6209 - 15 HIGHLAND PARK DRV	-36.90035838	174.9081296	Highland Park	Highland Park
6210	existing stop	Bus	OPPOSITE 72 MILLHOUSE DR	6210 - OPPOSITE 72 MILLHOUSE DR	-36.91635222	174.9195959	Millhouse	Botany
6211	existing stop	Bus	OPPOSITE 66 AVIEMORE DRV	6211 - OPPOSITE 66 AVIEMORE DRV	-36.903338	174.904994	Highland Park	Highland Park
6212	existing stop	Bus	172 MILLHOUSE DR	6212 - 172 MILLHOUSE DR	-36.91984475	174.9142953	Millhouse	Botany
6213	existing stop	Bus	141 AVIEMORE DRV	6213 - 141 AVIEMORE DRV	-36.91066785	174.9071069	Highland Park	Highland Park
6214	existing stop	Bus	58 BRADBURY RD	6214 - 58 BRADBURY RD	-36.90474518	174.9133342	Highland Park	Highland Park
6215	existing stop	Bus	17 BRADBURY RD	6215 - 17 BRADBURY RD	-36.90220655	174.9176141	Howick West	Howick
6216	existing stop	Bus	130 BRADBURY RD	6216 - 130 BRADBURY RD	-36.9097101	174.9100574	Highland Park	Highland Park
6217	existing stop	Bus	45 BRADBURY RD	6217 - 45 BRADBURY RD	-36.90368591	174.9153055	Highland Park	Highland Park
6218	existing stop	Bus	34 LEXINGTON DRV	6218 - 34 LEXINGTON DRV	-36.90548275	174.9156647	Howick South	Howick
6219	existing stop	Bus	69 BRADBURY RD	6219 - 69 BRADBURY RD	-36.90473834	174.9131994	Highland Park	Highland Park
6220	existing stop	Bus	544 CHAPEL ROAD	6220 - 544 CHAPEL ROAD	-36.93889972	174.9136604	Dannemora	Dannemora
6221	existing stop	Bus	149 BRADBURY RD	6221 - 149 BRADBURY RD	-36.9099366	174.9099845	Highland Park	Highland Park
6222	existing stop	Bus	84 BOTANY RD	6222 - 84 BOTANY RD	-36.90726786	174.9184254	Howick South	Howick
6223	existing stop	Bus	175 BRADBURY RD	6223 - 175 BRADBURY RD	-36.91186196	174.9090784	Highland Park	Highland Park
6224	existing stop	Bus	96 MIDDLEFIELD DRV (RESERVE)	6224 - 96 MIDDLEFIELD DRV (RESERVE)	-36.95200284	174.9148979	Baverstock Oaks	Flat Bush
6225	existing stop	Bus	89 BOTANY RD	6225 - 89 BOTANY RD	-36.9072421	174.9183462	Howick South	Howick
6227	existing stop	Bus	101 MIDDLEFIELD DRV (RESERVE)	6227 - 101 MIDDLEFIELD DRV (RESERVE)	-36.95186177	174.9147034	Baverstock Oaks	Flat Bush
6229	existing stop	Bus	111 BOTANY RD	6229 - 111 BOTANY RD	-36.90948357	174.9174034	Howick South	Howick
6230	existing stop	Bus	OPPOSITE 321 BOTANY RD	6230 - OPPOSITE 321 BOTANY RD	-36.9269218	174.913069	Golfland	Botany
6231	existing stop	Bus	BOTANY TOWN CENTRE	6231 - BOTANY TOWN CENTRE	-36.93226648	174.9119563	Dannemora	Dannemora
6232	existing stop	Bus	2 MIRRABOOKA AVE	6232 - 2 MIRRABOOKA AVE	-36.90921071	174.9242432	Howick South	Howick
6233	existing stop	Bus	BOTANY TOWN CENTRE	6233 - BOTANY TOWN CENTRE	-36.93250449	174.9122879	Dannemora	Dannemora
6234	existing stop	Bus	56 MIRRABOOKA AVE	6234 - 56 MIRRABOOKA AVE	-36.91208634	174.9231032	Howick South	Howick
6235	existing stop	Bus	325 BOTANY RD	6235 - 325 BOTANY RD	-36.92722453	174.9127397	Golfland	Botany
6236	existing stop	Bus	86 MIRRABOOKA AVE	6236 - 86 MIRRABOOKA AVE	-36.91234475	174.9199444	Howick South	Howick
6237	existing stop	Bus	43 GOLFLAND DRV	6237 - 43 GOLFLAND DRV	-36.91990551	174.9088412	Golfland	Botany
6238	existing stop	Bus	4 KYEEMAGH ST	6238 - 4 KYEEMAGH ST	-36.90823831	174.9236239	Howick South	Howick
6239	existing stop	Bus	OPPOSITE 110 GOLFLAND DRIVE	6239 - OPPOSITE 110 GOLFLAND DRIVE	-36.92554061	174.9087235	Golfland	Botany
6240	existing stop	Bus	36 WHITFORD RD	6240 - 36 WHITFORD RD	-36.90946217	174.9281891	Meadowland	Botany
6241	existing stop	Bus	OPPOSITE 18 KYEEMAGH ST	6241 - OPPOSITE 18 KYEEMAGH ST	-36.90726757	174.9240148	Howick South	Howick
6242	existing stop	Bus	90 WHITFORD RD	6242 - 90 WHITFORD RD	-36.91243512	174.9260527	Meadowland	Botany
6244	existing stop	Bus	OPPOSITE 115 WHITFORD RD	6244 - OPPOSITE 115 WHITFORD RD	-36.91429579	174.9280302	Meadowland	Botany
6245	existing stop	Bus	19 SMALES RD	6245 - 19 SMALES RD	-36.94339886	174.8978391	Greenmount	East Tamaki
6246	existing stop	Bus	172 WHITFORD RD	6246 - 172 WHITFORD RD	-36.91803161	174.9283151	Meadowland	Botany
6247	existing stop	Bus	159 WHITFORD RD	6247 - 159 WHITFORD RD	-36.91787089	174.9282212	Meadowland	Botany
6248	existing stop	Bus	732 CHAPEL RD	6248 - 732 CHAPEL RD	-36.92403747	174.9214501	Millhouse	Botany
6250	existing stop	Bus	12 MEADOWLAND DRV	6250 - 12 MEADOWLAND DRV	-36.90965919	174.9398893	Meadowland	Botany
6251	existing stop	Bus	111 WHITFORD RD	6251 - 111 WHITFORD RD	-36.914115	174.92762	Meadowland	Botany
6252	existing stop	Bus	52 MEADOWLAND DRV	6252 - 52 MEADOWLAND DRV	-36.91170168	174.9362371	Meadowland	Botany
6254	existing stop	Bus	82 MEADOWLAND DRV	6254 - 82 MEADOWLAND DRV	-36.91274389	174.9331206	Meadowland	Botany
6256	existing stop	Bus	MEADOWLAND DRV OPPOSITE GOOCH PL	6256 - MEADOWLAND DRV OPPOSITE GOOCH PL	-36.91306157	174.9285491	Meadowland	Botany
6257	existing stop	Bus	759 CHAPEL RD	6257 - 759 CHAPEL RD	-36.92395275	174.9216725	Millhouse	Botany

6258	existing stop	Bus	136 RIDGE RD	6258 - 136 RIDGE RD	-36.89621151	174.9221548	Howick West	Howick
6259	existing stop	Bus	13 MEADOWLAND DRV	6259 - 13 MEADOWLAND DRV	-36.90941319	174.9400515	Meadowland	Botany
6260	existing stop	Bus	50 RIDGE RD	6260 - 50 RIDGE RD	-36.89283149	174.9249427	Howick Central	Howick
6261	existing stop	Bus	107 RIDGE RD	6261 - 107 RIDGE RD	-36.89618684	174.9220083	Howick West	Howick
6262	existing stop	Bus	8 PICTON ST	6262 - 8 PICTON ST	-36.89243454	174.9294101	Mellons Bay	Howick
6263	existing stop	Bus	39 RIDGE RD	6263 - 39 RIDGE RD	-36.89264585	174.9252747	Mellons Bay	Howick
6264	existing stop	Bus	PICTON ST NEAR UXBRIDGE RD	6264 - PICTON ST NEAR UXBRIDGE RD	-36.89440762	174.9322315	Mellons Bay	Howick
6265	existing stop	Bus	33 KERWYN AVE	6265 - 33 KERWYN AVE	-36.94605257	174.8828801	Highbrook	East Tamaki
6267	existing stop	Bus	111 PICTON ST	6267 - 111 PICTON ST	-36.89476307	174.9325435	Mellons Bay	Howick
6268	existing stop	Bus	116 UNION RD	6268 - 116 UNION RD	-36.90387836	174.9212473	Howick Central	Howick
6269	existing stop	Bus	345 CHAPEL ROAD	6269 - 345 CHAPEL ROAD	-36.94956261	174.910839	Baverstock Oaks	Flat Bush
6270	existing stop	Bus	92 COOK ST	6270 - 92 COOK ST	-36.89963645	174.9343722	Howick Central	Howick
6271	existing stop	Bus	75 MIRRABOOKA AVE	6271 - 75 MIRRABOOKA AVE	-36.91095849	174.9187199	Howick South	Howick
6272	existing stop	Bus	4 MINERVA TCE	6272 - 4 MINERVA TCE	-36.90247442	174.9344439	Howick Central	Howick
6273	existing stop	Bus	389 CHAPEL ROAD	6273 - 389 CHAPEL ROAD	-36.94575172	174.9118555	Baverstock Oaks	Flat Bush
6274	existing stop	Bus	OPPOSITE 53 PAPAROA RD	6274 - OPPOSITE 53 PAPAROA RD	-36.9042952	174.9383057	Cockle Bay	Howick
6275	existing stop	Bus	77 COOK ST	6275 - 77 COOK ST	-36.89921593	174.934182	Howick Central	Howick
6276	existing stop	Bus	36 LITTEN RD	6276 - 36 LITTEN RD	-36.9020465	174.9407852	Cockle Bay	Howick
6277	existing stop	Bus	1 GRANGER RD	6277 - 1 GRANGER RD	-36.89317119	174.9417274	Cockle Bay	Howick
6278	existing stop	Bus	78 LITTEN RD	6278 - 78 LITTEN RD	-36.89952598	174.9427974	Cockle Bay	Howick
6279	existing stop	Bus	OPPOSITE 64 SELWYN RD	6279 - OPPOSITE 64 SELWYN RD	-36.89437863	174.9384364	Mellons Bay	Howick
6280	existing stop	Bus	OPPOSITE 1 GRANGER RD	6280 - OPPOSITE 1 GRANGER RD	-36.89301913	174.9416562	Cockle Bay	Howick
6281	existing stop	Bus	15 COCKLE BAY RD	6281 - 15 COCKLE BAY RD	-36.89669046	174.9447792	Cockle Bay	Howick
6282	existing stop	Bus	60 SELWYN RD	6282 - 60 SELWYN RD	-36.89427418	174.9382093	Mellons Bay	Howick
6283	existing stop	Bus	81 PAH RD	6283 - 81 PAH RD	-36.90531894	174.9517434	Shelly Park	Howick
6284	existing stop	Bus	4 COCKLE BAY RD	6284 - 4 COCKLE BAY RD	-36.89656378	174.9448096	Cockle Bay	Howick
6285	existing stop	Bus	SANDSPIT RD OPPOSITE COCKLE BAY SCHOOL	6285 - SANDSPIT RD OPPOSITE COCKLE BAY SCHOOL	-36.9049259	174.9388716	Cockle Bay	Howick
6286	existing stop	Bus	74 COCKLE BAY RD	6286 - 74 COCKLE BAY RD	-36.89780726	174.9486792	Cockle Bay	Howick
6287	existing stop	Bus	39 SANDSPIT RD	6287 - 39 SANDSPIT RD	-36.90707573	174.9402392	Shelly Park	Howick
6288	existing stop	Bus	1 SHELLY BEACH PDE	6288 - 1 SHELLY BEACH PDE	-36.90078806	174.9493834	Cockle Bay	Howick
6289	existing stop	Bus	115 SANDSPIT RD	6289 - 115 SANDSPIT RD	-36.91051101	174.9445689	Shelly Park	Howick
6290	existing stop	Bus	OPPOSITE 13 SANDSPIT RD	6290 - OPPOSITE 13 SANDSPIT RD	-36.90529235	174.9390605	Cockle Bay	Howick
6291	existing stop	Bus	157 SANDSPIT RD	6291 - 157 SANDSPIT RD	-36.90954977	174.9476759	Shelly Park	Howick
6292	existing stop	Bus	48 SANDSPIT RD	6292 - 48 SANDSPIT RD	-36.90756171	174.9408351	Shelly Park	Howick
6293	existing stop	Bus	49 SPRINGS RD	6293 - 49 SPRINGS RD	-36.9477819	174.8925913	Greenmount	East Tamaki
6294	existing stop	Bus	TI RAKAU DR NEAR TE IRIRANGI DR	6294 - TI RAKAU DR NEAR TE IRIRANGI DR	-36.92891081	174.9115694	Dannemora	Dannemora
6295	existing stop	Bus	523 CHAPEL ROAD	6295 - 523 CHAPEL ROAD	-36.93935956	174.9136494	Dannemora	Dannemora
6296	existing stop	Bus	TI RAKAU DR NEAR THE HUB	6296 - TI RAKAU DR NEAR THE HUB	-36.92965059	174.9076023	Golfland	Botany
6298	existing stop	Bus	THE ESPLANADE NEAR HOSTEL ACCESS RD	6298 - THE ESPLANADE NEAR HOSTEL ACCESS RD	-36.87328412	174.9136484	Bucklands and Eastern Beaches	Bucklands Beach
6299	existing stop	Bus	CHAPEL ROAD NEAR BAVERSTOCK DRIVE	6299 - CHAPEL ROAD NEAR BAVERSTOCK DRIVE	-36.95446022	174.9095014	Baverstock Oaks	Flat Bush
6300	existing stop	Bus	OPPOSITE 33 MACLEANS RD	6300 - OPPOSITE 33 MACLEANS RD	-36.88191583	174.9138302	Bucklands Beach South	Bucklands Beach
6301	existing stop	Bus	GREENMOUNT DRV NEAR PARKWOOD PL	6301 - GREENMOUNT DRV NEAR PARKWOOD PL	-36.93460028	174.9002032	Greenmount	East Tamaki
6303	existing stop	Bus	OPPOSITE 95 SMALES RD	6303 - OPPOSITE 95 SMALES RD	-36.94174462	174.9065789	Greenmount	East Tamaki
6304	existing stop	Bus	22 MATTHEWS RD	6304 - 22 MATTHEWS RD	-36.98313258	174.9015335	Clover Park	Clover Park
6305	existing stop	Bus	TI RAKAU DRIVE OPPOSITE BOTANY TOWN CENTER	6305 - TI RAKAU DRIVE OPPOSITE BOTANY TOWN CENTER	-36.92922505	174.9150014	Dannemora	Dannemora
6306	existing stop	Bus	6 ASPIRING AVE	6306 - 6 ASPIRING AVE	-36.98562856	174.8970679	Redoubt North	Manukau
6307	existing stop	Bus	163 DAWSON RD	6307 - 163 DAWSON RD	-36.97777048	174.8969851	Clover Park	Clover Park
6308	existing stop	Bus	22 ASPIRING AVE	6308 - 22 ASPIRING AVE	-36.9845409	174.9002653	Redoubt North	Manukau
6309	existing stop	Bus	175 DAWSON RD	6309 - 175 DAWSON RD	-36.97906869	174.8992192	Clover Park	Clover Park
6310	existing stop	Bus	66 HOLLYFORD DRV	6310 - 66 HOLLYFORD DRV	-36.98398782	174.8953981	Redoubt North	Manukau
6311	existing stop	Bus	201 DAWSON RD	6311 - 201 DAWSON RD	-36.98039423	174.9014316	Clover Park	Clover Park
6312	existing stop	Bus	42 FLAT BUSH RD	6312 - 42 FLAT BUSH RD	-36.97575993	174.8868473	Clover Park	Clover Park
6313	existing stop	Bus	31 MATTHEWS RD	6313 - 31 MATTHEWS RD	-36.98336069	174.9013594	Clover Park	Clover Park
6314	existing stop	Bus	72 FLAT BUSH RD	6314 - 72 FLAT BUSH RD	-36.97582642	174.8894664	Clover Park	Clover Park
6315	existing stop	Bus	7 ASPIRING AVE	6315 - 7 ASPIRING AVE	-36.9855259	174.8978518	Redoubt North	Manukau
6316	existing stop	Bus	112 FLAT BUSH RD	6316 - 112 FLAT BUSH RD	-36.97592631	174.8933782	Clover Park	Clover Park
6318	existing stop	Bus	72 PRESTON RD	6318 - 72 PRESTON RD	-36.97770608	174.8840531	Clover Park	Clover Park
6319	existing stop	Bus	51 HOLLYFORD DRV	6319 - 51 HOLLYFORD DRV	-36.98422696	174.8956624	Redoubt North	Manukau
6321	existing stop	Bus	45 FLAT BUSH RD	6321 - 45 FLAT BUSH RD	-36.97582897	174.88704	Clover Park	Clover Park
6323	existing stop	Bus	83 FLAT BUSH RD	6323 - 83 FLAT BUSH RD	-36.97590364	174.8902771	Clover Park	Clover Park
6325	existing stop	Bus	123 FLAT BUSH RD	6325 - 123 FLAT BUSH RD	-36.9759827	174.8932335	Clover Park	Clover Park
6327	existing stop	Bus	71 PRESTON RD	6327 - 71 PRESTON RD	-36.97791259	174.8841032	Clover Park	Clover Park
6344	existing stop	Bus	124 DAWSON RD	6344 - 124 DAWSON RD	-36.97758325	174.8968568	Clover Park	Clover Park
6346	existing stop	Bus	OPPOSITE 7 NEILPARK DRV	6346 - OPPOSITE 7 NEILPARK DRV	-36.93972848	174.8843862	Highbrook	East Tamaki
6348	existing stop	Bus	26 NEILPARK DRV	6348 - 26 NEILPARK DRV	-36.94253536	174.8835795	Highbrook	East Tamaki
6350	existing stop	Bus	16 ALLENS RD	6350 - 16 ALLENS RD	-36.94307394	174.8916551	Greenmount	East Tamaki
6352	existing stop	Bus	56 ALLENS RD	6352 - 56 ALLENS RD	-36.94041199	174.8867498	Highbrook	East Tamaki

6354	existing stop	Bus	22 HARRIS RD	6354 - 22 HARRIS RD	-36.94150419	174.894008	Greenmount	East Tamaki
6355	existing stop	Bus	45 SUNDERLANDS RD	6355 - 45 SUNDERLANDS RD	-36.88648414	174.9055064	Pigeon Mountain North	Half Moon Bay
6356	existing stop	Bus	2 GREENMOUNT DRV	6356 - 2 GREENMOUNT DRV	-36.93491127	174.8971009	Greenmount	East Tamaki
6357	existing stop	Bus	69 KERWYN AVE	6357 - 69 KERWYN AVE	-36.94418806	174.8816664	Highbrook	East Tamaki
6358	existing stop	Bus	GREENMOUNT DRV NEAR TI RAKAU RD	6358 - GREENMOUNT DRV NEAR TI RAKAU RD	-36.92837457	174.9017438	Burswood	East Tamaki
6360	existing stop	Bus	208 KILKENNY DR	6360 - 208 KILKENNY DR	-36.94207327	174.9175126	Dannemora	Dannemora
6364	existing stop	Bus	14 DIORELLA DRV	6364 - 14 DIORELLA DRV	-36.98948268	174.8910739	Redoubt North	Manukau
6366	existing stop	Bus	46 DIORELLA DR	6366 - 46 DIORELLA DR	-36.98754873	174.8897002	Redoubt North	Manukau
6367	existing stop	Bus	OPPOSITE 22 HARRIS RD	6367 - OPPOSITE 22 HARRIS RD	-36.94106779	174.8942443	Greenmount	East Tamaki
6368	existing stop	Bus	24 REDOUBT RD	6368 - 24 REDOUBT RD	-36.99080761	174.8927696	Redoubt North	Manukau
6369	existing stop	Bus	83 HARRIS RD	6369 - 83 HARRIS RD	-36.93538344	174.895754	Greenmount	East Tamaki
6371	existing stop	Bus	GREENMOUNT DRV NEAR TI RAKAU RD.	6371 - GREENMOUNT DRV NEAR TI RAKAU RD.	-36.92851801	174.9017923	Burswood	East Tamaki
6373	existing stop	Bus	OPPOSITE 170 KILKENNY DRIVE	6373 - OPPOSITE 170 KILKENNY DRIVE	-36.9392298	174.9183396	Dannemora	Dannemora
6375	existing stop	Bus	KILKENNY DRIVE OPPOSITE DELMONT CLOSE	6375 - KILKENNY DRIVE OPPOSITE DELMONT CLOSE	-36.94199291	174.9174657	Dannemora	Dannemora
6377	existing stop	Bus	9 AVIEMORE DRV	6377 - 9 AVIEMORE DRV	-36.9001115	174.9055423	Highland Park	Highland Park
6379	existing stop	Bus	13 DIORELLA DRV	6379 - 13 DIORELLA DRV	-36.98942755	174.8911399	Redoubt North	Manukau
6381	existing stop	Bus	33 DIORELLA DRV	6381 - 33 DIORELLA DRV	-36.98784569	174.88973	Redoubt North	Manukau
6383	existing stop	Bus	41 REDOUBT RD	6383 - 41 REDOUBT RD	-36.99087086	174.8927599	Redoubt North	Manukau
6434	existing stop	Bus	STANCOMBE RD NEAR ERICA RD	6434 - STANCOMBE RD NEAR ERICA RD	-36.95837352	174.9138782	Baverstock Oaks	Flat Bush
6443	existing stop	Bus	21 BUCKLAND RD	6443 - 21 BUCKLAND RD	-36.97373817	174.8364602	Kohuora	Papatoetoe
6444	existing stop	Bus	OPPOSITE 175 DAWSON RD	6444 - OPPOSITE 175 DAWSON RD	-36.97904923	174.8993086	Clover Park	Clover Park
6448	existing stop	Bus	220 PORTAGE RD	6448 - 220 PORTAGE RD	-36.97821131	174.8333772	Kohuora	Papatoetoe
6450	existing stop	Bus	8 FERNDOWN AVENUE	6450 - 8 FERNDOWN AVENUE	-36.98613563	174.8402525	Kohuora	Papatoetoe
6452	existing stop	Bus	OPPOSITE 31 FERNDOWN AVE	6452 - OPPOSITE 31 FERNDOWN AVE	-36.98421471	174.8391613	Kohuora	Papatoetoe
6454	existing stop	Bus	62 FERNDOWN AVE	6454 - 62 FERNDOWN AVE	-36.98237268	174.8370498	Kohuora	Papatoetoe
6456	existing stop	Bus	104 HILLSIDE RD	6456 - 104 HILLSIDE RD	-36.9868759	174.8430792	Papatoetoe West	Papatoetoe
6458	existing stop	Bus	2 GIFFORD ROAD	6458 - 2 GIFFORD ROAD	-36.98975407	174.8469463	Papatoetoe West	Papatoetoe
6460	existing stop	Bus	OPPOSITE 29 GIFFORD ROAD	6460 - OPPOSITE 29 GIFFORD ROAD	-36.98996759	174.8436482	Papatoetoe West	Papatoetoe
6462	existing stop	Bus	32 WYLLIE ROAD	6462 - 32 WYLLIE ROAD	-36.98114154	174.8495804	Papatoetoe West	Papatoetoe
6463	existing stop	Bus	25 PICTON ST	6463 - 25 PICTON ST	-36.89326484	174.9304521	Mellons Bay	Howick
6464	existing stop	Bus	73 WYLLIE RD	6464 - 73 WYLLIE RD	-36.98548949	174.8481914	Papatoetoe West	Papatoetoe
6465	existing stop	Bus	13 FERNDOWN AVE	6465 - 13 FERNDOWN AVE	-36.98578564	174.8401542	Kohuora	Papatoetoe
6466	existing stop	Bus	26 EAST TAMAKI RD	6466 - 26 EAST TAMAKI RD	-36.96819942	174.8604886	Dingwall	Papatoetoe
6467	existing stop	Bus	37 FERNDOWN AVE	6467 - 37 FERNDOWN AVE	-36.98342015	174.8386703	Kohuora	Papatoetoe
6468	existing stop	Bus	88 EAST TAMAKI RD	6468 - 88 EAST TAMAKI RD	-36.96634765	174.8641951	Dingwall	Papatoetoe
6469	existing stop	Bus	63 Ferndown Ave	6469 - 63 Ferndown Ave	-36.98200028	174.8366589	Kohuora	Papatoetoe
6470	existing stop	Bus	34 KOLMAR RD	6470 - 34 KOLMAR RD	-36.97814089	174.8547316	Papatoetoe Central	Papatoetoe
6471	existing stop	Bus	81 HILLSIDE ROAD	6471 - 81 HILLSIDE ROAD	-36.98681388	174.8430103	Papatoetoe West	Papatoetoe
6472	existing stop	Bus	64 KOLMAR RD	6472 - 64 KOLMAR RD	-36.97594334	174.8557792	Papatoetoe Central	Papatoetoe
6474	existing stop	Bus	86 KOLMAR RD	6474 - 86 KOLMAR RD	-36.97422961	174.8564341	Papatoetoe Central	Papatoetoe
6475	existing stop	Bus	29 GIFFORD RD	6475 - 29 GIFFORD RD	-36.989904	174.8436803	Papatoetoe West	Papatoetoe
6476	existing stop	Bus	OPPOSITE 201 DAWSON RD	6476 - OPPOSITE 201 DAWSON RD	-36.98020755	174.9012697	Clover Park	Clover Park
6477	existing stop	Bus	25 WYLLIE RD	6477 - 25 WYLLIE RD	-36.98117015	174.84948	Papatoetoe West	Papatoetoe
6478	existing stop	Bus	OPPOSITE 137 KOLMAR RD	6478 - OPPOSITE 137 KOLMAR RD	-36.97005482	174.8594217	Dingwall	Papatoetoe
6479	existing stop	Bus	27 EAST TAMAKI RD	6479 - 27 EAST TAMAKI RD	-36.96823106	174.8607702	Dingwall	Papatoetoe
6480	existing stop	Bus	OPP 27 SHIRLEY RD	6480 - OPP 27 SHIRLEY RD	-36.97902616	174.8505628	Papatoetoe North	Papatoetoe
6481	existing stop	Bus	97 EAST TAMAKI RD	6481 - 97 EAST TAMAKI RD	-36.96631409	174.8646099	Dingwall	Papatoetoe
6482	existing stop	Bus	24 CORONATION RD	6482 - 24 CORONATION RD	-36.97804803	174.8508649	Papatoetoe North	Papatoetoe
6484	existing stop	Bus	76 CORONATION RD	6484 - 76 CORONATION RD	-36.97611985	174.8514023	Papatoetoe North	Papatoetoe
6485	existing stop	Bus	55 KOLMAR RD	6485 - 55 KOLMAR RD	-36.97606842	174.8558497	Papatoetoe Central	Papatoetoe
6486	existing stop	Bus	110 CORONATION RD	6486 - 110 CORONATION RD	-36.97385657	174.8508869	Papatoetoe North	Papatoetoe
6487	existing stop	Bus	83 KOLMAR RD	6487 - 83 KOLMAR RD	-36.97392047	174.8566063	Papatoetoe Central	Papatoetoe
6488	existing stop	Bus	126 CORONATION RD	6488 - 126 CORONATION RD	-36.97280008	174.8492774	Papatoetoe North	Papatoetoe
6489	existing stop	Bus	137 KOLMAR RD	6489 - 137 KOLMAR RD	-36.97020904	174.8593581	Dingwall	Papatoetoe
6490	existing stop	Bus	10 SWAFFIELD RD	6490 - 10 SWAFFIELD RD	-36.97139157	174.8471202	Papatoetoe North	Papatoetoe
6491	existing stop	Bus	23 CORONATION RD	6491 - 23 CORONATION RD	-36.97834501	174.8508945	Papatoetoe North	Papatoetoe
6493	existing stop	Bus	71 CORONATION RD	6493 - 71 CORONATION RD	-36.97640816	174.8514093	Papatoetoe North	Papatoetoe
6495	existing stop	Bus	105 CORONATION RD	6495 - 105 CORONATION RD	-36.97388964	174.8510787	Papatoetoe North	Papatoetoe
6497	existing stop	Bus	137 CORONATION RD	6497 - 137 CORONATION RD	-36.97277148	174.8493778	Papatoetoe North	Papatoetoe
6499	existing stop	Bus	5 SWAFFIELD RD	6499 - 5 SWAFFIELD RD	-36.9712223	174.8469926	Papatoetoe North	Papatoetoe
6514	existing stop	Bus	STATION RD OPPOSITE CHALLENGE STATION	6514 - STATION RD OPPOSITE CHALLENGE STATION	-36.97788832	174.8483895	Papatoetoe North	Papatoetoe
6516	existing stop	Bus	60 STATION RD	6516 - 60 STATION RD	-36.9760746	174.845627	Kohuora	Papatoetoe
6518	existing stop	Bus	100 STATION RD	6518 - 100 STATION RD	-36.97394378	174.8423852	Kohuora	Papatoetoe
6519	existing stop	Bus	STATION RD	6519 - STATION RD	-36.97796521	174.848661	Papatoetoe North	Papatoetoe
6520	existing stop	Bus	ST GEORGE ST OPPOSITE PAPATOETOE TOWN HALL	6520 - ST GEORGE ST OPPOSITE PAPATOETOE TOWN HALL	-36.97956178	174.8532046	Papatoetoe North	Papatoetoe
6521	existing stop	Bus	67 STATION RD	6521 - 67 STATION RD	-36.97604565	174.8457499	Papatoetoe North	Papatoetoe
6522	existing stop	Bus	134 ST GEORGE ST	6522 - 134 ST GEORGE ST	-36.97918377	174.857206	Papatoetoe Central	Papatoetoe

6523	existing stop	Bus	113 STATION RD	6523 - 113 STATION RD	-36.97369447	174.8421883	Kohuora	Papatoetoe
6524	existing stop	Bus	160 ST GEORGE ST	6524 - 160 ST GEORGE ST	-36.97880254	174.8596795	Papatoetoe Central	Papatoetoe
6525	existing stop	Bus	35 ST GEORGE ST	6525 - 35 ST GEORGE ST	-36.97968575	174.8527694	Papatoetoe North	Papatoetoe
6527	existing stop	Bus	129 ST GEORGE ST	6527 - 129 ST GEORGE ST	-36.97929523	174.8569953	Papatoetoe Central	Papatoetoe
6528	existing stop	Bus	44 CARRUTH RD	6528 - 44 CARRUTH RD	-36.98020062	174.8630614	Papatoetoe Central	Papatoetoe
6529	existing stop	Bus	OPPOSITE 160 ST GEORGE ST	6529 - OPPOSITE 160 ST GEORGE ST	-36.97890253	174.8596258	Papatoetoe Central	Papatoetoe
6530	existing stop	Bus	98 CARRUTH RD	6530 - 98 CARRUTH RD	-36.98158622	174.8655107	Puhinui North	Papatoetoe
6532	existing stop	Bus	118 CARRUTH RD	6532 - 118 CARRUTH RD	-36.98260326	174.8673218	Puhinui North	Papatoetoe
6534	existing stop	Bus	148 CARRUTH RD	6534 - 148 CARRUTH RD	-36.98381	174.86949	Puhinui South	Manukau
6535	existing stop	Bus	35 CARRUTH RD	6535 - 35 CARRUTH RD	-36.98000168	174.8625286	Papatoetoe Central	Papatoetoe
6537	existing stop	Bus	89 CARRUTH RD	6537 - 89 CARRUTH RD	-36.98132581	174.8648752	Puhinui North	Papatoetoe
6538	existing stop	Bus	36 CAVENDISH DRV	6538 - 36 CAVENDISH DRV	-36.98894873	174.8753082	Puhinui South	Manukau
6539	existing stop	Bus	129 CARRUTH RD	6539 - 129 CARRUTH RD	-36.98326342	174.8683266	Puhinui North	Papatoetoe
6540	existing stop	Bus	4 Norman Spencer Dr	6540 - 4 Norman Spencer Dr	-36.98575278	174.8676461	Puhinui South	Manukau
6541	existing stop	Bus	13 LAMBIE DRV	6541 - 13 LAMBIE DRV	-36.98569879	174.8710714	Puhinui South	Manukau
6543	existing stop	Bus	43 CAVENDISH DRV	6543 - 43 CAVENDISH DRV	-36.98908299	174.8753677	Puhinui South	Manukau
6546	existing stop	Bus	26 PLUNKET AVE	6546 - 26 PLUNKET AVE	-36.98916963	174.8624263	Puhinui North	Papatoetoe
6547	existing stop	Bus	23 PLUNKET AVE	6547 - 23 PLUNKET AVE	-36.98909101	174.8622671	Puhinui North	Papatoetoe
6549	existing stop	Bus	OPPOSITE 6 WALLACE RD	6549 - OPPOSITE 6 WALLACE RD	-36.98004563	174.854542	Papatoetoe Central	Papatoetoe
6550	existing stop	Bus	58 WALLACE RD	6550 - 58 WALLACE RD	-36.98253149	174.8552315	Papatoetoe Central	Papatoetoe
6551	existing stop	Bus	53 WALLACE RD	6551 - 53 WALLACE RD	-36.98244385	174.8550721	Papatoetoe Central	Papatoetoe
6552	existing stop	Bus	80 WALLACE RD	6552 - 80 WALLACE RD	-36.98477502	174.8564319	Puhinui North	Papatoetoe
6553	existing stop	Bus	79 WALLACE RD PAPATOETOE	6553 - 79 WALLACE RD PAPATOETOE	-36.98452626	174.8562012	Puhinui North	Papatoetoe
6554	existing stop	Bus	116 WALLACE RD	6554 - 116 WALLACE RD	-36.9877335	174.8580207	Puhinui North	Papatoetoe
6555	existing stop	Bus	129 WALLACE RD	6555 - 129 WALLACE RD	-36.98776211	174.8579202	Puhinui North	Papatoetoe
6557	existing stop	Bus	95 PUHINUI ROAD	6557 - 95 PUHINUI ROAD	-36.98528972	174.8667134	Puhinui North	Papatoetoe
6558	existing stop	Bus	OPPOSITE 97 PUHINUI ROAD	6558 - OPPOSITE 97 PUHINUI ROAD	-36.98566336	174.8658799	Puhinui North	Papatoetoe
6559	existing stop	Bus	125 PUHINUI ROAD	6559 - 125 PUHINUI ROAD	-36.98649926	174.8631589	Puhinui North	Papatoetoe
6560	existing stop	Bus	130 PUHINUI ROAD	6560 - 130 PUHINUI ROAD	-36.98620162	174.8643201	Puhinui North	Papatoetoe
6561	existing stop	Bus	175 PUHINUI RD	6561 - 175 PUHINUI RD	-36.98759495	174.859961	Puhinui North	Papatoetoe
6562	existing stop	Bus	174 PUHINUI RD	6562 - 174 PUHINUI RD	-36.98788305	174.8594063	Puhinui North	Papatoetoe
6563	existing stop	Bus	27 REAGAN RD	6563 - 27 REAGAN RD	-36.98067709	174.8802842	Papatoetoe East	Papatoetoe
6564	existing stop	Bus	20 REAGAN RD	6564 - 20 REAGAN RD	-36.98054971	174.8803597	Papatoetoe East	Papatoetoe
6624	existing stop	Bus	742 GREAT SOUTH RD MANUKAU	6624 - 742 GREAT SOUTH RD MANUKAU	-36.99371215	174.8858301	Redoubt North	Manukau
6625	existing stop	Bus	61 CAVENDISH DRV	6625 - 61 CAVENDISH DRV	-36.98812589	174.8788947	Puhinui South	Manukau
6632	existing stop	Bus	102 HYPERION DR	6632 - 102 HYPERION DR	-37.02494099	174.9224156	Hyperion	Randwick Park
6677	existing stop	Bus	OPPOSITE 36 WHITFORD RD	6677 - OPPOSITE 36 WHITFORD RD	-36.90875915	174.9287438	Meadowland	Botany
6686	existing stop	Bus	122 GOSSAMER DRV	6686 - 122 GOSSAMER DRV	-36.91829567	174.8883262	Pakuranga East	Pakuranga
6736	existing stop	Bus	10 EVERGLADE DRV	6736 - 10 EVERGLADE DRV	-36.99146578	174.8967073	Redoubt North	Manukau
6738	existing stop	Bus	62 EVERGLADE DRV	6738 - 62 EVERGLADE DRV	-36.99627732	174.8956694	Redoubt South	Goodwood Heights
6740	existing stop	Bus	158 EVERGLADE DRV	6740 - 158 EVERGLADE DRV	-37.00426779	174.8987448	Redoubt South	Goodwood Heights
6741	existing stop	Bus	15 EVERGLADE DRV	6741 - 15 EVERGLADE DRV	-36.99152128	174.8966188	Redoubt North	Manukau
6742	existing stop	Bus	230 SHIRLEY ROAD	6742 - 230 SHIRLEY ROAD	-36.96971942	174.8543587	Papatoetoe North	Papatoetoe
6743	existing stop	Bus	49 EVERGLADE DRV	6743 - 49 EVERGLADE DRV	-36.99601515	174.8957191	Redoubt South	Goodwood Heights
6745	existing stop	Bus	19 FORTUNES RD	6745 - 19 FORTUNES RD	-36.89706553	174.8981946	Pigeon Mountain South	Pakuranga
6746	existing stop	Bus	34 WALLACE RD	6746 - 34 WALLACE RD	-36.98088055	174.8547532	Papatoetoe Central	Papatoetoe
6747	existing stop	Bus	109 EVERGLADE DRV	6747 - 109 EVERGLADE DRV	-37.00127055	174.8956698	Redoubt South	Goodwood Heights
6748	existing stop	Bus	OPPOSITE 607 GREAT SOUTH RD MANUKAU	6748 - OPPOSITE 607 GREAT SOUTH RD MANUKAU	-36.98554369	174.8803142	Puhinui South	Manukau
6749	existing stop	Bus	165 EVERGLADE DRV	6749 - 165 EVERGLADE DRV	-37.00442978	174.89876	Redoubt South	Goodwood Heights
6750	existing stop	Bus	144 SHIFNAL DRV	6750 - 144 SHIFNAL DRV	-37.03017273	174.9126774	Hyperion	Randwick Park
6751	existing stop	Bus	196 SHIRLEY ROAD	6751 - 196 SHIRLEY ROAD	-36.9722879	174.8514892	Papatoetoe North	Papatoetoe
6752	existing stop	Bus	48 HYPERION DRV	6752 - 48 HYPERION DRV	-37.02588235	174.9171561	Hyperion	Randwick Park
6759	existing stop	Bus	247A SHIRLEY ROAD	6759 - 247A SHIRLEY ROAD	-36.96987399	174.8542726	Papatoetoe North	Papatoetoe
6763	existing stop	Bus	11 RIVERTON DRV	6763 - 11 RIVERTON DRV	-37.02529093	174.9124762	Hyperion	Randwick Park
6764	existing stop	Bus	112 TUI RD	6764 - 112 TUI RD	-36.97363266	174.8732023	Papatoetoe East	Papatoetoe
6768	existing stop	Bus	12 HUIA RD	6768 - 12 HUIA RD	-36.96696971	174.8664792	Dingwall	Papatoetoe
6771	existing stop	Bus	609 GREAT SOUTH RD MANUKAU	6771 - 609 GREAT SOUTH RD MANUKAU	-36.98593003	174.8803911	Puhinui South	Manukau
6779	existing stop	Bus	CHAPEL ROAD OPPOSITE BOTANY SECONDARY COLLEGE	6779 - CHAPEL ROAD OPPOSITE BOTANY SECONDARY COLLEGE	-36.9337934	174.9150821	Dannemora	Dannemora
6780	existing stop	Bus	64 HUIA RD	6780 - 64 HUIA RD	-36.97017186	174.8674673	Papatoetoe East	Papatoetoe
6782	existing stop	Bus	34 VIEW RD	6782 - 34 VIEW RD	-36.90700777	174.9509896	Shelly Park	Howick
6784	existing stop	Bus	36 GLENMORE RD	6784 - 36 GLENMORE RD	-36.90390276	174.8859849	Pakuranga North	Pakuranga
6785	existing stop	Bus	115 TUI RD	6785 - 115 TUI RD	-36.97361201	174.8727974	Papatoetoe East	Papatoetoe
6793	existing stop	Bus	21 HUIA RD	6793 - 21 HUIA RD	-36.96715856	174.8665063	Dingwall	Papatoetoe
6798	existing stop	Bus	OPPOSITE 207 PAKURANGA RD	6798 - OPPOSITE 207 PAKURANGA RD	-36.9103185	174.8775564	Sunnyhills	Pakuranga
6800	existing stop	Bus	10 REDOUBT RD	6800 - 10 REDOUBT RD	-36.99124223	174.8909489	Redoubt North	Manukau
6802	existing stop	Bus	108 EVERGLADE DRV	6802 - 108 EVERGLADE DRV	-37.00139977	174.8960439	Redoubt South	Goodwood Heights
6804	existing stop	Bus	80 EVERGLADE DRV	6804 - 80 EVERGLADE DRV	-36.99931613	174.8944526	Redoubt South	Goodwood Heights

6811	existing stop	Bus	63 HUIA RD	6811 - 63 HUIA RD	-36.97025489	174.8673458	Papatoetoe East	Papatoetoe
6813	existing stop	Bus	93 TUI RD	6813 - 93 TUI RD	-36.97319712	174.8705293	Papatoetoe East	Papatoetoe
6823	existing stop	Bus	203 PAKURANGA RD	6823 - 203 PAKURANGA RD	-36.91054094	174.877169	Sunnyhills	Pakuranga
6841	existing stop	Bus	75 EVERGLADE DR	6841 - 75 EVERGLADE DR	-36.99867932	174.894257	Redoubt South	Goodwood Heights
6850	existing stop	Bus	118 KILKENNY DRV	6850 - 118 KILKENNY DRV	-36.93468582	174.9195393	Dannemora	Dannemora
6854	existing stop	Bus	22 BURUNDI AVE	6854 - 22 BURUNDI AVE	-37.02742563	174.8650127	Clendon North	Clendon
6856	existing stop	Bus	46 FINLAYSON AVE	6856 - 46 FINLAYSON AVE	-37.02231155	174.8589301	Clendon North	Clendon
6858	existing stop	Bus	OPPOSITE 73 FINLAYSON AVE	6858 - OPPOSITE 73 FINLAYSON AVE	-37.02316134	174.8570399	Clendon North	Clendon
6860	existing stop	Bus	76 FINLAYSON AVE	6860 - 76 FINLAYSON AVE	-37.02518946	174.8581797	Clendon North	Clendon
6861	existing stop	Bus	113 KILKENNY DRIVE	6861 - 113 KILKENNY DRIVE	-36.93347311	174.9198457	Dannemora	Dannemora
6862	existing stop	Bus	92 FINLAYSON AVE	6862 - 92 FINLAYSON AVE	-37.02733763	174.8579847	Clendon North	Clendon
6863	existing stop	Bus	51 BURUNDI AVE	6863 - 51 BURUNDI AVE	-37.0282947	174.8601776	Clendon North	Clendon
6864	existing stop	Bus	118 FINLAYSON AVE	6864 - 118 FINLAYSON AVE	-37.02963283	174.8587601	Clendon South	Clendon
6865	existing stop	Bus	495 CHAPEL ROAD	6865 - 495 CHAPEL ROAD	-36.94193975	174.9129392	Dannemora	Dannemora
6866	existing stop	Bus	154 FINLAYSON AVE	6866 - 154 FINLAYSON AVE	-37.03191639	174.8602772	Clendon South	Clendon
6867	existing stop	Bus	49 FINLAYSON AVE	6867 - 49 FINLAYSON AVE	-37.02226439	174.8590638	Clendon North	Clendon
6868	existing stop	Bus	172 FINLAYSON AVE	6868 - 172 FINLAYSON AVE	-37.03333603	174.8605592	Clendon South	Clendon
6869	existing stop	Bus	69 FINLAYSON AVE	6869 - 69 FINLAYSON AVE	-37.02293645	174.8570119	Clendon North	Clendon
6870	existing stop	Bus	OPPOSITE 231 FINLAYSON AVE	6870 - OPPOSITE 231 FINLAYSON AVE	-37.03647878	174.8601637	Clendon South	Clendon
6871	existing stop	Bus	OPP 72 FINLAYSON AVE	6871 - OPP 72 FINLAYSON AVE	-37.02458473	174.8576591	Clendon North	Clendon
6872	existing stop	Bus	WHITFORD MARAETAI RD NEAR TRIG RD	6872 - WHITFORD MARAETAI RD NEAR TRIG RD	-36.94211622	174.9699403	Turanga	Whitford
6873	existing stop	Bus	111 FINLAYSON AVE	6873 - 111 FINLAYSON AVE	-37.02693237	174.8579636	Clendon North	Clendon
6874	existing stop	Bus	36 PALMERS RD	6874 - 36 PALMERS RD	-37.03497884	174.8661418	Clendon South	Clendon
6875	existing stop	Bus	145 FINLAYSON AVE	6875 - 145 FINLAYSON AVE	-37.02966127	174.8586708	Clendon South	Clendon
6876	existing stop	Bus	OPPOSITE 55 PALMERS RD	6876 - OPPOSITE 55 PALMERS RD	-37.03556377	174.864481	Clendon South	Clendon
6877	existing stop	Bus	173 FINLAYSON AVE	6877 - 173 FINLAYSON AVE	-37.03195349	174.8602107	Clendon South	Clendon
6879	existing stop	Bus	185 FINLAYSON AVE	6879 - 185 FINLAYSON AVE	-37.03328321	174.8604792	Clendon South	Clendon
6881	existing stop	Bus	231 FINLAYSON AVE	6881 - 231 FINLAYSON AVE	-37.03646235	174.8600621	Clendon South	Clendon
6883	existing stop	Bus	OPPOSITE 36 PALMERS RD	6883 - OPPOSITE 36 PALMERS RD	-37.03535037	174.8648693	Clendon South	Clendon
6884	existing stop	Bus	OPP 8 WHITFORD MARAETAI RD	6884 - OPP 8 WHITFORD MARAETAI RD	-36.94575772	174.9644869	Turanga	Whitford
6885	existing stop	Bus	79 PALMERS RD	6885 - 79 PALMERS RD	-37.03635005	174.8620493	Clendon South	Clendon
6886	existing stop	Bus	12 ASH RD	6886 - 12 ASH RD	-37.00323835	174.8659161	Puhinui South	Manukau
6887	existing stop	Bus	OPPOSITE 120 KILKENNY DR	6887 - OPPOSITE 120 KILKENNY DR	-36.93492279	174.9193768	Dannemora	Dannemora
6891	existing stop	Bus	135 GLENMORE RD	6891 - 135 GLENMORE RD	-36.89700173	174.8880594	Pakuranga North	Pakuranga
6898	existing stop	Bus	6 MONCRIEFF AVE	6898 - 6 MONCRIEFF AVE	-37.02397389	174.8638492	Clendon North	Clendon
6899	existing stop	Bus	5 GIFFORD RD	6899 - 5 GIFFORD RD	-36.9897035	174.8467204	Papatoetoe West	Papatoetoe
6900	existing stop	Bus	40 MONCRIEFF AVE	6900 - 40 MONCRIEFF AVE	-37.02351713	174.8602185	Clendon North	Clendon
6906	existing stop	Bus	38 LAMBIE DRV	6906 - 38 LAMBIE DRV	-36.99020065	174.8736536	Puhinui South	Manukau
6910	existing stop	Bus	172 PLUNKET AVE	6910 - 172 PLUNKET AVE	-36.99995439	174.8689823	Puhinui South	Manukau
6911	existing stop	Bus	3 MONCRIEFF AVE	6911 - 3 MONCRIEFF AVE	-37.02383415	174.864138	Clendon North	Clendon
6913	existing stop	Bus	47 MONCRIEFF AVE	6913 - 47 MONCRIEFF AVE	-37.02344611	174.8601493	Clendon North	Clendon
6915	existing stop	Bus	91 CLOVELLY RD	6915 - 91 CLOVELLY RD	-36.86320044	174.9067899	Bucklands and Eastern Beaches	Bucklands Beach
6916	existing stop	Bus	44 SUNDERLANDS RD	6916 - 44 SUNDERLANDS RD	-36.8864472	174.9055616	Pigeon Mountain North	Half Moon Bay
6918	existing stop	Bus	170 RIDGE RD	6918 - 170 RIDGE RD	-36.89807703	174.9204958	Howick West	Howick
6919	existing stop	Bus	LAMBIE DRV	6919 - LAMBIE DRV	-36.99036655	174.8734217	Puhinui South	Manukau
6920	existing stop	Bus	MANUKAU CITY CENTRE	6920 - MANUKAU CITY CENTRE	-36.99102906	174.882247	Redoubt North	Manukau
6921	existing stop	Bus	MANUKAU CITY CENTRE.	6921 - MANUKAU CITY CENTRE.	-36.99126064	174.8824212	Redoubt North	Manukau
6922	existing stop	Bus	MANUKAU CITY CENTRE,	6922 - MANUKAU CITY CENTRE,	-36.99135547	174.8826932	Redoubt North	Manukau
6923	existing stop	Bus	5 RONWOOD AVE	6923 - 5 RONWOOD AVE	-36.98986237	174.8796565	Puhinui South	Manukau
6925	existing stop	Bus	15 RONWOOD AVE	6925 - 15 RONWOOD AVE	-36.99101788	174.8761231	Puhinui South	Manukau
6927	existing stop	Bus	MANUKAU SU CAVENDISH DRV	6927 - MANUKAU SU CAVENDISH DRV	-36.9895826	174.8722677	Puhinui South	Manukau
6928	existing stop	Bus	82 KERWYN AVE	6928 - 82 KERWYN AVE	-36.94400823	174.8816395	Highbrook	East Tamaki
6929	existing stop	Bus	77 PLUNKET AVE	6929 - 77 PLUNKET AVE	-36.99392043	174.8652389	Puhinui South	Manukau
6931	existing stop	Bus	95 SMALES RD	6931 - 95 SMALES RD	-36.94182067	174.9063337	Greenmount	East Tamaki
6932	existing stop	Bus	152 SMALES RD	6932 - 152 SMALES RD	-36.94227397	174.909534	Greenmount	East Tamaki
6933	existing stop	Bus	35 REDOUBT RD	6933 - 35 REDOUBT RD	-36.99121723	174.8913865	Redoubt North	Manukau
6935	existing stop	Bus	OPPOSITE 152 SMALES RD	6935 - OPPOSITE 152 SMALES RD	-36.94240064	174.9095035	Greenmount	East Tamaki
6936	existing stop	Bus	CHAPEL RD NEAR AMBLESIDE DRIVE WALKWAY	6936 - CHAPEL RD NEAR AMBLESIDE DRIVE WALKWAY	-36.92693775	174.9187836	Millhouse	Botany
6937	existing stop	Bus	23 ASPIRING AVE	6937 - 23 ASPIRING AVE	-36.98460253	174.9003567	Redoubt North	Manukau
6938	existing stop	Bus	CHAPEL RD NEAR KEPPOCH COURT WALKWAY	6938 - CHAPEL RD NEAR KEPPOCH COURT WALKWAY	-36.9271556	174.9186881	Millhouse	Botany
6939	existing stop	Bus	259 KILKENNY DR	6939 - 259 KILKENNY DR	-36.94295058	174.9134136	Dannemora	Dannemora
6941	existing stop	Bus	KILKENNY DR NEAR CHAPEL RD	6941 - KILKENNY DR NEAR CHAPEL RD	-36.94306195	174.9132143	Dannemora	Dannemora
6961	existing stop	Bus	205 SHIRLEY ROAD	6961 - 205 SHIRLEY ROAD	-36.97257018	174.8513051	Papatoetoe North	Papatoetoe
6962	existing stop	Bus	STANCOMBE ROAD NEAR SIR BARRY CURTIS PARK	6962 - STANCOMBE ROAD NEAR SIR BARRY CURTIS PARK	-36.9583424	174.9130126	Baverstock Oaks	Flat Bush
6963	existing stop	Bus	56 CAVENDISH DRV	6963 - 56 CAVENDISH DRV	-36.988039	174.8786903	Puhinui South	Manukau
6964	existing stop	Bus	CHAPEL RD BY SUMMERSSET RETIREMENT VILLAGE	6964 - CHAPEL RD BY SUMMERSSET RETIREMENT VILLAGE	-36.97416079	174.9040175	Donegal Park	Flat Bush
6967	existing stop	Bus	CHAPEL RD OPP SUMMERSSET RETIREMENT VILLAGE	6967 - CHAPEL RD OPP SUMMERSSET RETIREMENT VILLAGE	-36.97361932	174.9040601	Donegal Park	Flat Bush

6978	existing stop	Bus	86 BOUNDARY RD	6978 - 86 BOUNDARY RD	-36.98240273	174.8936286	Clover Park	Clover Park
6980	existing stop	Bus	24 CLAUDE AVE	6980 - 24 CLAUDE AVE	-36.97996628	174.8347113	Kohuora	Papatoetoe
6983	existing stop	Bus	133 STANCOMBE ROAD	6983 - 133 STANCOMBE ROAD	-36.96013746	174.9229636	Baverstock Oaks	Flat Bush
6985	existing stop	Bus	OPPOSITE 96 STANCOMBE ROAD	6985 - OPPOSITE 96 STANCOMBE ROAD	-36.95923589	174.9179655	Baverstock Oaks	Flat Bush
6987	existing stop	Bus	OPPOSITE 16 KILKENNY DR	6987 - OPPOSITE 16 KILKENNY DR	-36.9259393	174.922003	Kilkenny	Dannemora
6993	existing stop	Bus	43 MACLEANS RD	6993 - 43 MACLEANS RD	-36.88233874	174.9138744	Murvale	Half Moon Bay
7003	existing stop	Bus	QUAY ST NEAR TANGIHUA ST	7003 - QUAY ST NEAR TANGIHUA ST	-36.84535204	174.7742378	Auckland Harbourside	City Centre - Britomart
7004	existing stop	Bus	STURDEE ST NEAR PAKENHAM ST	7004 - STURDEE ST NEAR PAKENHAM ST	-36.84467835	174.7619645	Auckland Central West	City Centre
7005	existing stop	Bus	CUSTOMS ST WEST (LAYUP AREA)	7005 - CUSTOMS ST WEST (LAYUP AREA)	-36.84446327	174.7661315	Auckland Harbourside	City Centre - Britomart
7006	existing stop	Bus	WELLESLEY ST EAST NEAR ASB BANK	7006 - WELLESLEY ST EAST NEAR ASB BANK	-36.85107852	174.7649602	Auckland Central East	City Centre - Uni
7010	existing stop	Bus	TYLER ST	7010 - TYLER ST	-36.84390733	174.767756	Auckland Harbourside	City Centre - Britomart
7012	existing stop	Bus	GALWAY ST	7012 - GALWAY ST	-36.84449417	174.767691	Auckland Harbourside	City Centre - Britomart
7013	existing stop	Bus	OPP 10 WATERLOO QUADRANT	7013 - OPP 10 WATERLOO QUADRANT	-36.84863609	174.7703996	Auckland Central East	City Centre - Uni
7014	existing stop	Bus	18 WATERLOO QDRT	7014 - 18 WATERLOO QDRT	-36.84910295	174.7711281	Auckland Central East	City Centre - Uni
7015	existing stop	Bus	CUSTOMS ST WEST NEAR QUEEN ST	7015 - CUSTOMS ST WEST NEAR QUEEN ST	-36.84460827	174.7660787	Auckland Harbourside	City Centre - Britomart
7016	existing stop	Bus	CUSTOMS ST EAST NEAR QUEENS ARCADE	7016 - CUSTOMS ST EAST NEAR QUEENS ARCADE	-36.8449078	174.767151	Auckland Harbourside	City Centre - Britomart
7017	existing stop	Bus	23 CUSTOMS ST EAST	7017 - 23 CUSTOMS ST EAST	-36.84497539	174.7674554	Auckland Harbourside	City Centre - Britomart
7018	existing stop	Bus	CUSTOMS ST EAST OPPOSITE FORT LANE	7018 - CUSTOMS ST EAST OPPOSITE FORT LANE	-36.84490731	174.7677902	Auckland Harbourside	City Centre - Britomart
7019	existing stop	Bus	55 CUSTOMS ST EAST	7019 - 55 CUSTOMS ST EAST	-36.8451546	174.7681324	Auckland Harbourside	City Centre - Britomart
7020	existing stop	Bus	32 CUSTOMS ST EAST	7020 - 32 CUSTOMS ST EAST	-36.84509503	174.7685011	Auckland Harbourside	City Centre - Britomart
7021	existing stop	Bus	71 CUSTOMS ST EAST	7021 - 71 CUSTOMS ST EAST	-36.8455519	174.76948	Auckland Harbourside	City Centre - Britomart
7022	existing stop	Bus	VICTORIA ST EAST	7022 - VICTORIA ST EAST	-36.84919738	174.7659936	Auckland Central East	City Centre - Uni
7023	existing stop	Bus	ALFRED ST BY UNIVERSITY OF AUCKLAND GENERAL LIBRARY	7023 - ALFRED ST BY UNIVERSITY OF AUCKLAND GENERAL LIBRARY	-36.85163171	174.7695826	Auckland Central East	City Centre - Uni
7024	existing stop	Bus	COMMERCE ST NEAR TYLER ST	7024 - COMMERCE ST NEAR TYLER ST	-36.84424989	174.7683583	Auckland Harbourside	City Centre - Britomart
7026	existing stop	Bus	COMMERCE ST NEAR GALWAY ST	7026 - COMMERCE ST NEAR GALWAY ST	-36.84448566	174.7682628	Auckland Harbourside	City Centre - Britomart
7028	existing stop	Bus	COMMERCE STREET BY CUSTOMS STREET	7028 - COMMERCE STREET BY CUSTOMS STREET	-36.84544793	174.7678027	Auckland Harbourside	City Centre - Britomart
7034	existing stop	Bus	FANSHAWE ST NEAR BRADNOR LANE	7034 - FANSHAWE ST NEAR BRADNOR LANE	-36.84533977	174.761733	Auckland Central West	City Centre
7035	existing stop	Bus	FANSHAWE ST BY VODAFONE	7035 - FANSHAWE ST BY VODAFONE	-36.84589261	174.7578766	Auckland Central West	City Centre
7036	existing stop	Bus	FANSHAWE ST BY VICTORIA PARK	7036 - FANSHAWE ST BY VICTORIA PARK	-36.84552693	174.7539542	Auckland Central West	City Centre
7037	existing stop	Bus	185 FANSHAWE ST	7037 - 185 FANSHAWE ST	-36.84517115	174.7536321	Auckland Central West	City Centre
7038	existing stop	Bus	MAYORAL DRIVE OPPOSITE AUT	7038 - MAYORAL DRIVE OPPOSITE AUT	-36.85266403	174.7656248	Auckland Central East	City Centre - Uni
7040	existing stop	Bus	QUEEN ST NEAR TYLER ST	7040 - QUEEN ST NEAR TYLER ST	-36.84362733	174.7671888	Auckland Harbourside	City Centre - Britomart
7041	existing stop	Bus	QUEEN ST OPPOSITE TYLER ST	7041 - QUEEN ST OPPOSITE TYLER ST	-36.84355692	174.7670751	Auckland Harbourside	City Centre - Britomart
7042	existing stop	Bus	QUEEN ST OUTSIDE CPO	7042 - QUEEN ST OUTSIDE CPO	-36.84387228	174.7670823	Auckland Harbourside	City Centre - Britomart
7043	existing stop	Bus	QUEEN ST OPPOSITE CPO	7043 - QUEEN ST OPPOSITE CPO	-36.84407384	174.7668627	Auckland Harbourside	City Centre - Britomart
7044	existing stop	Bus	QUEEN ST OUTSIDE CPO.	7044 - QUEEN ST OUTSIDE CPO.	-36.84417145	174.7669658	Auckland Harbourside	City Centre - Britomart
7045	existing stop	Bus	QUEEN ST NEAR CUSTOMS ST	7045 - QUEEN ST NEAR CUSTOMS ST	-36.8442734	174.7667775	Auckland Harbourside	City Centre - Britomart
7046	existing stop	Bus	QUEEN ST NEAR CUSTOMS ST.	7046 - QUEEN ST NEAR CUSTOMS ST.	-36.84444343	174.76686	Auckland Harbourside	City Centre - Britomart
7047	existing stop	Bus	99 QUEEN ST	7047 - 99 QUEEN ST	-36.84584119	174.766208	Auckland Harbourside	City Centre - Britomart
7048	existing stop	Bus	80 QUEEN ST - Q1	7048 - 80 QUEEN ST - Q1	-36.84611117	174.7662367	Auckland Harbourside	City Centre - Britomart
7049	existing stop	Bus	131 QUEEN ST	7049 - 131 QUEEN ST	-36.84682816	174.7659055	Auckland Central East	City Centre - Uni
7050	existing stop	Bus	110 QUEEN ST	7050 - 110 QUEEN ST	-36.84690792	174.7659971	Auckland Central East	City Centre - Uni
7051	existing stop	Bus	175 QUEEN ST	7051 - 175 QUEEN ST	-36.84798698	174.7655621	Auckland Central East	City Centre - Uni
7052	existing stop	Bus	174 QUEEN ST	7052 - 174 QUEEN ST	-36.84809394	174.765643	Auckland Central East	City Centre - Uni
7053	existing stop	Bus	237 QUEEN ST	7053 - 237 QUEEN ST	-36.84990767	174.7648997	Auckland Central East	City Centre - Uni
7054	existing stop	Bus	280 QUEEN ST - Q4	7054 - 280 QUEEN ST - Q4	-36.85046881	174.7647443	Auckland Central East	City Centre - Uni
7055	existing stop	Bus	THE CIVIC QUEEN ST	7055 - THE CIVIC QUEEN ST	-36.85111571	174.7642769	Auckland Central East	City Centre - Uni
7056	existing stop	Bus	OUTSIDE ST JAMES QUEEN ST.	7056 - OUTSIDE ST JAMES QUEEN ST.	-36.85163897	174.7642441	Auckland Central East	City Centre - Uni
7057	existing stop	Bus	THE CIVIC QUEEN ST.	7057 - THE CIVIC QUEEN ST.	-36.85136082	174.7641592	Auckland Central East	City Centre - Uni
7058	existing stop	Bus	OUTSIDE ST JAMES QUEEN ST	7058 - OUTSIDE ST JAMES QUEEN ST	-36.85186573	174.7641484	Auckland Central East	City Centre - Uni
7059	existing stop	Bus	305 QUEEN ST	7059 - 305 QUEEN ST	-36.85342816	174.7633319	Auckland Central West	City Centre
7060	existing stop	Bus	380 QUEEN ST	7060 - 380 QUEEN ST	-36.85363473	174.7633815	Auckland Central West	City Centre
7065	existing stop	Bus	43 EASTVIEW RD	7065 - 43 EASTVIEW RD	-36.87432148	174.8567949	Glen Innes West	Glen Innes
7067	existing stop	Bus	45 APIRANA AVE	7067 - 45 APIRANA AVE	-36.87066645	174.8507382	St Johns	St Johns
7070	existing stop	Bus	LOWER ALBERT ST NEAR CUSTOMS ST	7070 - LOWER ALBERT ST NEAR CUSTOMS ST	-36.84402108	174.7655606	Auckland Harbourside	City Centre - Britomart
7071	existing stop	Bus	1 LOWER ALBERT ST	7071 - 1 LOWER ALBERT ST	-36.84347062	174.765604	Auckland Harbourside	City Centre - Britomart
7072	existing stop	Bus	46 ALBERT ST	7072 - 46 ALBERT ST	-36.8464707	174.7644842	Auckland Central East	City Centre - Uni
7073	existing stop	Bus	13 ALBERT ST	7073 - 13 ALBERT ST	-36.84474924	174.7650839	Auckland Harbourside	City Centre - Britomart
7074	existing stop	Bus	58 ALBERT ST	7074 - 58 ALBERT ST	-36.84679707	174.7643571	Auckland Central East	City Centre - Uni
7075	existing stop	Bus	17 ALBERT ST	7075 - 17 ALBERT ST	-36.84545738	174.7647413	Auckland Harbourside	City Centre - Britomart
7076	existing stop	Bus	MAYORAL DRIVE BY AOTEA CENTRE	7076 - MAYORAL DRIVE BY AOTEA CENTRE	-36.85116234	174.7623489	Auckland Central West	City Centre
7077	existing stop	Bus	41 ALBERT ST	7077 - 41 ALBERT ST	-36.8463282	174.7643688	Auckland Central East	City Centre - Uni
7078	existing stop	Bus	156 VINCENT ST	7078 - 156 VINCENT ST	-36.85481633	174.759068	Auckland Central West	City Centre
7079	existing stop	Bus	63 ALBERT ST	7079 - 63 ALBERT ST	-36.84709908	174.76405	Auckland Central West	City Centre
7080	existing stop	Bus	26 HOBSON ST	7080 - 26 HOBSON ST	-36.84587511	174.7627098	Auckland Central West	City Centre
7081	existing stop	Bus	99 ALBERT ST	7081 - 99 ALBERT ST	-36.84880484	174.7632929	Auckland Central West	City Centre
7082	existing stop	Bus	134 HOBSON ST	7082 - 134 HOBSON ST	-36.85056605	174.7606192	Auckland Central West	City Centre

7083	existing stop	Bus	MAYORAL DRIVE OPPOSITE AOTEA CENTRE	7083 - MAYORAL DRIVE OPPOSITE AOTEA CENTRE	-36.85183153	174.7609847	Auckland Central West	City Centre
7084	existing stop	Bus	206 HOBSON ST	7084 - 206 HOBSON ST	-36.85275798	174.75929	Auckland Central West	City Centre
7085	existing stop	Bus	143 VINCENT ST	7085 - 143 VINCENT ST	-36.85441838	174.7591598	Auckland Central West	City Centre
7086	existing stop	Bus	22 WELLESLEY ST	7086 - 22 WELLESLEY ST	-36.85073625	174.7637299	Auckland Central West	City Centre
7087	existing stop	Bus	105 ALBERT ST	7087 - 105 ALBERT ST	-36.84941286	174.7630153	Auckland Central West	City Centre
7088	existing stop	Bus	WELLESLEY ST BY ART GALLERY	7088 - WELLESLEY ST BY ART GALLERY	-36.85194789	174.7665056	Auckland Central East	City Centre - Uni
7089	existing stop	Bus	WELLESLEY ST NEAR AUT	7089 - WELLESLEY ST NEAR AUT	-36.85281256	174.7671536	Auckland Central East	City Centre - Uni
7091	existing stop	Bus	WELLESLEY ST NEAR ALBERT ST	7091 - WELLESLEY ST NEAR ALBERT ST	-36.85021642	174.762316	Auckland Central West	City Centre
7093	existing stop	Bus	19 VICTORIA ST	7093 - 19 VICTORIA ST	-36.84883544	174.764875	Auckland Central East	City Centre - Uni
7094	existing stop	Bus	VICTORIA ST NEAR QUEEN ST	7094 - VICTORIA ST NEAR QUEEN ST	-36.84898895	174.7648561	Auckland Central East	City Centre - Uni
7097	existing stop	Bus	51 VICTORIA ST	7097 - 51 VICTORIA ST	-36.8483645	174.7632043	Auckland Central West	City Centre
7098	existing stop	Bus	66 VICTORIA ST	7098 - 66 VICTORIA ST	-36.84838032	174.7627449	Auckland Central West	City Centre
7099	existing stop	Bus	VICTORIA ST OPPOSITE SKY TOWER	7099 - VICTORIA ST OPPOSITE SKY TOWER	-36.84817824	174.7623925	Auckland Central West	City Centre
7100	existing stop	Bus	VICTORIA ST WEST OUTSIDE SKY TOWER	7100 - VICTORIA ST WEST OUTSIDE SKY TOWER	-36.84821711	174.7622028	Auckland Central West	City Centre
7101	existing stop	Bus	115 VICTORIA ST WEST	7101 - 115 VICTORIA ST WEST	-36.84773782	174.7610927	Auckland Central West	City Centre
7102	existing stop	Bus	100 VICTORIA ST	7102 - 100 VICTORIA ST	-36.84784894	174.7608934	Auckland Central West	City Centre
7103	existing stop	Bus	69 RIDDELL RD	7103 - 69 RIDDELL RD	-36.85961447	174.8652552	Glen Innes North	Glen Innes
7104	existing stop	Bus	156 VICTORIA ST	7104 - 156 VICTORIA ST	-36.84791486	174.7588762	Auckland Central West	City Centre
7105	existing stop	Bus	201 VICTORIA ST	7105 - 201 VICTORIA ST	-36.84805936	174.757029	Auckland Central West	City Centre
7106	existing stop	Bus	210 VICTORIA ST	7106 - 210 VICTORIA ST	-36.84820946	174.7548006	Auckland Central West	City Centre
7127	existing stop	Bus	OPPOSITE 186 WEST TAMAKI ROAD	7127 - OPPOSITE 186 WEST TAMAKI ROAD	-36.87008022	174.8657453	Glen Innes North	Glen Innes
7129	existing stop	Bus	809 RIDDELL RD	7129 - 809 RIDDELL RD	-36.85045782	174.869216	Glendowie	Glendowie
7140	existing stop	Bus	2 ANZAC AVE	7140 - 2 ANZAC AVE	-36.84644204	174.771863	Auckland Harbourside	City Centre - Britomart
7141	existing stop	Bus	29 ANZAC AVE	7141 - 29 ANZAC AVE	-36.84634627	174.7716365	Auckland Harbourside	City Centre - Britomart
7144	existing stop	Bus	2 SYMONDS ST	7144 - 2 SYMONDS ST	-36.85056627	174.7721264	Auckland Central East	City Centre - Uni
7145	existing stop	Bus	3 SYMONDS ST	7145 - 3 SYMONDS ST	-36.85078136	174.7716042	Auckland Central East	City Centre - Uni
7146	existing stop	Bus	4 SYMONDS ST	7146 - 4 SYMONDS ST	-36.85078686	174.7718399	Auckland Central East	City Centre - Uni
7147	existing stop	Bus	25 SYMONDS ST	7147 - 25 SYMONDS ST	-36.85427074	174.7678937	Auckland Central East	City Centre - Uni
7148	existing stop	Bus	36 SYMONDS ST	7148 - 36 SYMONDS ST	-36.85463282	174.7677899	Auckland Central East	City Centre - Uni
7150	existing stop	Bus	38 SYMONDS ST	7150 - 38 SYMONDS ST	-36.85482521	174.7675813	Auckland Central East	City Centre - Uni
7152	existing stop	Bus	44 SYMONDS ST	7152 - 44 SYMONDS ST	-36.85494418	174.7674606	Auckland Central East	City Centre - Uni
7155	existing stop	Bus	19 Mountain View Rd	7155 - 19 Mountain View Rd	-36.849403	174.75914	Auckland Central West	City Centre
7172	existing stop	Bus	60 Khyber Pass Rd	7172 - 60 Khyber Pass Rd	-36.971252	174.90471	Donegal Park	Flat Bush
7179	existing stop	Bus	69 BEACH RD	7179 - 69 BEACH RD	-36.84698128	174.7731764	Auckland Harbourside	City Centre - Britomart
7182	existing stop	Bus	OPPOSITE 87 BEACH ROAD NEAR MAHUHU CRES	7182 - OPPOSITE 87 BEACH ROAD NEAR MAHUHU CRES	-36.84715513	174.7736065	Auckland Harbourside	City Centre - Britomart
7183	existing stop	Bus	PARNELL RISE NEAR STANLEY ST	7183 - PARNELL RISE NEAR STANLEY ST	-36.85067446	174.7745402	Auckland Central East	City Centre - Uni
7184	existing stop	Bus	154 BEACH RD	7184 - 154 BEACH RD	-36.84993444	174.7746016	Auckland Central East	City Centre - Uni
7236	existing stop	Bus	14 EASTVIEW RD	7236 - 14 EASTVIEW RD	-36.87222047	174.8533896	Glen Innes West	Glen Innes
7238	existing stop	Bus	SYLVIA PARK	7238 - SYLVIA PARK	-36.91569103	174.8400846	Mt Wellington South	Mt Wellington
7239	existing stop	Bus	SYLVIA PARK.	7239 - SYLVIA PARK.	-36.91578753	174.8402553	Mt Wellington South	Mt Wellington
7242	existing stop	Bus	16 RIDDELL RD	7242 - 16 RIDDELL RD	-36.85972419	174.8628575	St Heliers	St Heliers
7243	existing stop	Bus	127 Western Springs Rd	7243 - 127 Western Springs Rd	-36.880155	174.91277	Bucklands Beach South	Bucklands Beach
7244	existing stop	Bus	8 PATTESON AVE	7244 - 8 PATTESON AVE	-36.84866938	174.8318373	Mission Bay	Mission Bay
7245	existing stop	Bus	OPPOSITE 8 PATTESON AVE	7245 - OPPOSITE 8 PATTESON AVE	-36.84868965	174.831692	Mission Bay	Mission Bay
7246	existing stop	Bus	24 RONAKI RD	7246 - 24 RONAKI RD	-36.8504465	174.8340779	Mission Bay	Mission Bay
7247	existing stop	Bus	29 RONAKI RD	7247 - 29 RONAKI RD	-36.85048202	174.8341124	Mission Bay	Mission Bay
7248	existing stop	Bus	98 SELWYN AVE	7248 - 98 SELWYN AVE	-36.85127164	174.836094	Mission Bay	Mission Bay
7249	existing stop	Bus	65 SELWYN AVE	7249 - 65 SELWYN AVE	-36.85133679	174.835961	Mission Bay	Mission Bay
7250	existing stop	Bus	150 SELWYN AVE	7250 - 150 SELWYN AVE	-36.85448596	174.8357335	Mission Bay	Mission Bay
7251	existing stop	Bus	105 SELWYN AVE	7251 - 105 SELWYN AVE	-36.85324032	174.8352663	Mission Bay	Mission Bay
7252	existing stop	Bus	120 KOHIMARAMA RD	7252 - 120 KOHIMARAMA RD	-36.85521196	174.8365808	Mission Bay	Mission Bay
7253	existing stop	Bus	135 SELWYN AVE	7253 - 135 SELWYN AVE	-36.85499069	174.8363176	Mission Bay	Mission Bay
7254	existing stop	Bus	158 KOHIMARAMA RD	7254 - 158 KOHIMARAMA RD	-36.85792397	174.8366457	Mission Bay	Mission Bay
7255	existing stop	Bus	153 KOHIMARAMA RD	7255 - 153 KOHIMARAMA RD	-36.85798773	174.8366024	Mission Bay	Mission Bay
7256	existing stop	Bus	134 WEST TAMAKI RD	7256 - 134 WEST TAMAKI RD	-36.86965404	174.8601595	Glen Innes West	Glen Innes
7257	existing stop	Bus	113 WEST TAMAKI RD	7257 - 113 WEST TAMAKI RD	-36.87003349	174.861829	Glen Innes West	Glen Innes
7258	existing stop	Bus	160 WEST TAMAKI RD	7258 - 160 WEST TAMAKI RD	-36.86998251	174.8627813	Glen Innes West	Glen Innes
7259	existing stop	Bus	7 ELSTREE AVE	7259 - 7 ELSTREE AVE	-36.87068085	174.8653785	Glen Innes North	Glen Innes
7271	existing stop	Bus	41 ELSTREE AVE	7271 - 41 ELSTREE AVE	-36.87328759	174.8669789	Glen Innes East	Glen Innes
7272	existing stop	Bus	44 ELSTREE AVE	7272 - 44 ELSTREE AVE	-36.87491379	174.8673101	Glen Innes East	Glen Innes
7273	existing stop	Bus	55 ELSTREE AVE	7273 - 55 ELSTREE AVE	-36.87512295	174.8671918	Glen Innes East	Glen Innes
7274	existing stop	Bus	OPPOSITE 85 ELSTREE AVE	7274 - OPPOSITE 85 ELSTREE AVE	-36.87766511	174.8665918	Glen Innes East	Glen Innes
7275	existing stop	Bus	85 ELSTREE AVE	7275 - 85 ELSTREE AVE	-36.87758508	174.8665225	Glen Innes East	Glen Innes
7276	existing stop	Bus	194 WEST TAMAKI RD	7276 - 194 WEST TAMAKI RD	-36.86981632	174.8664793	Glen Innes North	Glen Innes
7278	existing stop	Bus	34 APIRANA AVE	7278 - 34 APIRANA AVE	-36.87081455	174.8510671	St Johns	St Johns
7279	existing stop	Bus	35 Linwood Ave	7279 - 35 Linwood Ave	-36.869105	174.80848	Orakei South	Orakei
7280	existing stop	Bus	LINE RD BY TANIWHA ST	7280 - LINE RD BY TANIWHA ST	-36.87751893	174.8569396	Glen Innes West	Glen Innes

7289	existing stop	Bus	115 PANORAMA RD	7289 - 115 PANORAMA RD	-36.90113707	174.8288376	Ferndale	Ellerslie
7296	existing stop	Bus	CLONBERN ROAD BY NEW WORLD	7296 - CLONBERN ROAD BY NEW WORLD	-36.88167969	174.7973836	Remuera South	Remuera
7297	existing stop	Bus	9 CLONBERN RD	7297 - 9 CLONBERN RD	-36.88168122	174.7972827	Remuera South	Remuera
7299	existing stop	Bus	125 BARRACK RD	7299 - 125 BARRACK RD	-36.90443448	174.8359421	Mt Wellington North	Mt Wellington
7300	existing stop	Bus	FERRY TERMINAL DOWNTOWN	7300 - FERRY TERMINAL DOWNTOWN	-36.84305734	174.7673327	Auckland Harbourside	City Centre - Britomart
7301	existing stop	Bus	QUAY ST NEAR QUEEN ST	7301 - QUAY ST NEAR QUEEN ST	-36.84346915	174.7675216	Auckland Harbourside	City Centre - Britomart
7303	existing stop	Bus	261 MT WELLINGTON HWY	7303 - 261 MT WELLINGTON HWY	-36.91202272	174.8380435	Hamlin	Mt Wellington
7312	existing stop	Bus	TAMAKI DRIVE BY NGAPIPI RD (NORTH SIDE)	7312 - TAMAKI DRIVE BY NGAPIPI RD (NORTH SIDE)	-36.85238048	174.8060848	Orakei North	Orakei
7314	existing stop	Bus	TAMAKI DRV NEAR ROYAL AKORANGA YACHT CLUB	7314 - TAMAKI DRV NEAR ROYAL AKORANGA YACHT CLUB	-36.851064	174.81148	Orakei North	Orakei
7315	existing stop	Bus	TAMAKI DRIVE NEAR NGAPIPI RD	7315 - TAMAKI DRIVE NEAR NGAPIPI RD	-36.85225821	174.8070128	Orakei North	Orakei
7316	existing stop	Bus	12 TAMAKI DR	7316 - 12 TAMAKI DR	-36.8516328	174.8137499	Orakei North	Orakei
7317	existing stop	Bus	TAMAKI DRV OPPOSITE ROYAL AKORANA YACHT CLUB	7317 - TAMAKI DRV OPPOSITE ROYAL AKORANA YACHT CLUB	-36.851164	174.81142	Orakei North	Orakei
7318	existing stop	Bus	TAMAKI DRIVE OPPOSITE KITEMOANA ST	7318 - TAMAKI DRIVE OPPOSITE KITEMOANA ST	-36.84962555	174.8182896	Orakei North	Orakei
7319	existing stop	Bus	TAMAKI DRV NEAR OKAHU ST	7319 - TAMAKI DRV NEAR OKAHU ST	-36.85202188	174.8142414	Orakei North	Orakei
7320	existing stop	Bus	TAMAKI DRV OPP KELLY TARLTONS	7320 - TAMAKI DRV OPP KELLY TARLTONS	-36.8465609	174.8171179	Orakei North	Orakei
7321	existing stop	Bus	TAMAKI DRIVE NEAR KITEMOANA ST	7321 - TAMAKI DRIVE NEAR KITEMOANA ST	-36.84939584	174.8185757	Orakei North	Orakei
7323	existing stop	Bus	TAMAKI DRV NEAR KELLY TARLTONS	7323 - TAMAKI DRV NEAR KELLY TARLTONS	-36.84771549	174.8176499	Orakei North	Orakei
7324	existing stop	Bus	TAMAKI DRV NEAR TAMAKI YACHT CLUB	7324 - TAMAKI DRV NEAR TAMAKI YACHT CLUB	-36.84468735	174.8252714	Orakei North	Orakei
7325	existing stop	Bus	TAMAKI DRV OPPOSITE HAPIMANA ST	7325 - TAMAKI DRV OPPOSITE HAPIMANA ST	-36.84570777	174.8210341	Orakei North	Orakei
7326	existing stop	Bus	TAMAKI DRV OPP ATKIN AVE	7326 - TAMAKI DRV OPP ATKIN AVE	-36.84760625	174.829468	Mission Bay	Mission Bay
7327	existing stop	Bus	29 TAMAKI DRV	7327 - 29 TAMAKI DRV	-36.84706889	174.8286589	Mission Bay	Mission Bay
7328	existing stop	Bus	TAMAKI DRV NEAR PATTESON AVE	7328 - TAMAKI DRV NEAR PATTESON AVE	-36.84814904	174.8316791	Mission Bay	Mission Bay
7329	existing stop	Bus	61 TAMAKI DRV	7329 - 61 TAMAKI DRV	-36.84825265	174.8313899	Mission Bay	Mission Bay
7330	existing stop	Bus	OPPOSITE 135 TAMAKI DRV	7330 - OPPOSITE 135 TAMAKI DRV	-36.84784643	174.8349354	Mission Bay	Mission Bay
7331	existing stop	Bus	137 TAMAKI DRV	7331 - 137 TAMAKI DRV	-36.84787156	174.8350594	Mission Bay	Mission Bay
7332	existing stop	Bus	OPPOSITE 167 TAMAKI DRV	7332 - OPPOSITE 167 TAMAKI DRV	-36.84801849	174.8383826	Kohimarama West	Kohimarama
7333	existing stop	Bus	163 TAMAKI DRV	7333 - 163 TAMAKI DRV	-36.8477787	174.8375693	Kohimarama West	Kohimarama
7334	existing stop	Bus	OPPOSITE 195 TAMAKI DRV	7334 - OPPOSITE 195 TAMAKI DRV	-36.84877616	174.8400942	Kohimarama West	Kohimarama
7335	existing stop	Bus	195 TAMAKI DRV	7335 - 195 TAMAKI DRV	-36.84881359	174.8400054	Kohimarama West	Kohimarama
7336	existing stop	Bus	TAMAKI DR OPP AVERILL AVE	7336 - TAMAKI DR OPP AVERILL AVE	-36.84990994	174.8425439	Kohimarama West	Kohimarama
7337	existing stop	Bus	245 TAMAKI DRV	7337 - 245 TAMAKI DRV	-36.85007177	174.8425702	Kohimarama West	Kohimarama
7338	existing stop	Bus	OPPOSITE 301 TAMAKI DRV	7338 - OPPOSITE 301 TAMAKI DRV	-36.85084409	174.846817	Kohimarama West	Kohimarama
7339	existing stop	Bus	301 TAMAKI DRV	7339 - 301 TAMAKI DRV	-36.85093506	174.8467631	Kohimarama West	Kohimarama
7340	existing stop	Bus	TAMAKI DR OPP AUCKLAND RD	7340 - TAMAKI DR OPP AUCKLAND RD	-36.8506293	174.8525092	St Heliers	St Heliers
7341	existing stop	Bus	335 TAMAKI DRV	7341 - 335 TAMAKI DRV	-36.85020267	174.8515456	St Heliers	St Heliers
7342	existing stop	Bus	TAMAKI DRV OPP GOLDIE ST	7342 - TAMAKI DRV OPP GOLDIE ST	-36.85091877	174.8553313	St Heliers	St Heliers
7343	existing stop	Bus	TAMAKI DRV NEAR GOLDIE ST	7343 - TAMAKI DRV NEAR GOLDIE ST	-36.85099933	174.8553669	St Heliers	St Heliers
7344	existing stop	Bus	OPPOSITE 411 TAMAKI DR	7344 - OPPOSITE 411 TAMAKI DR	-36.8500962	174.85779	St Heliers	St Heliers
7345	existing stop	Bus	405 TAMAKI DRV	7345 - 405 TAMAKI DRV	-36.85024281	174.8576365	St Heliers	St Heliers
7346	existing stop	Bus	36 VALE RD	7346 - 36 VALE RD	-36.85029209	174.8625501	St Heliers	St Heliers
7347	existing stop	Bus	45 VALE RD	7347 - 45 VALE RD	-36.85034685	174.8625065	St Heliers	St Heliers
7348	existing stop	Bus	22 BAY RD	7348 - 22 BAY RD	-36.85173387	174.865445	St Heliers	St Heliers
7349	existing stop	Bus	19 BAY RD	7349 - 19 BAY RD	-36.85172891	174.8651869	St Heliers	St Heliers
7350	existing stop	Bus	829 RIDDELL RD	7350 - 829 RIDDELL RD	-36.85196313	174.8680638	Glendowie	Glendowie
7351	existing stop	Bus	45 BAY RD	7351 - 45 BAY RD	-36.8522062	174.8675089	Glendowie	Glendowie
7352	existing stop	Bus	787 RIDDELL RD	7352 - 787 RIDDELL RD	-36.8489509	174.8698971	Glendowie	Glendowie
7353	existing stop	Bus	492 RIDDELL RD	7353 - 492 RIDDELL RD	-36.85031031	174.8694255	Glendowie	Glendowie
7354	existing stop	Bus	759 RIDDELL RD	7354 - 759 RIDDELL RD	-36.84740812	174.8717099	Glendowie	Glendowie
7355	existing stop	Bus	470 RIDDELL RD	7355 - 470 RIDDELL RD	-36.84881487	174.8699498	Glendowie	Glendowie
7356	existing stop	Bus	677 RIDDELL RD	7356 - 677 RIDDELL RD	-36.84760475	174.8741035	Glendowie	Glendowie
7357	existing stop	Bus	438 RIDDELL RD	7357 - 438 RIDDELL RD	-36.84737032	174.8718212	Glendowie	Glendowie
7358	existing stop	Bus	617 RIDDELL RD	7358 - 617 RIDDELL RD	-36.8495256	174.8746102	Glendowie	Glendowie
7359	existing stop	Bus	422 RIDDELL RD	7359 - 422 RIDDELL RD	-36.84745406	174.8733709	Glendowie	Glendowie
7360	existing stop	Bus	RIDDELL RD NEAR PEACOCK ST	7360 - RIDDELL RD NEAR PEACOCK ST	-36.85208098	174.8766017	Glendowie	Glendowie
7361	existing stop	Bus	384 RIDDELL RD	7361 - 384 RIDDELL RD	-36.84972558	174.874503	Glendowie	Glendowie
7362	existing stop	Bus	493 RIDDELL RD	7362 - 493 RIDDELL RD	-36.85372072	174.8777859	Glendowie	Glendowie
7363	existing stop	Bus	348 RIDDELL RD	7363 - 348 RIDDELL RD	-36.8517547	174.8761451	Glendowie	Glendowie
7364	existing stop	Bus	401 RIDDELL RD	7364 - 401 RIDDELL RD	-36.8553531	174.8805737	Glendowie	Glendowie
7365	existing stop	Bus	OPPOSITE 497 RIDDELL RD	7365 - OPPOSITE 497 RIDDELL RD	-36.85360043	174.8774128	Glendowie	Glendowie
7366	existing stop	Bus	351 RIDDELL RD	7366 - 351 RIDDELL RD	-36.85749335	174.8808842	Glendowie	Glendowie
7367	existing stop	Bus	294 RIDDELL RD	7367 - 294 RIDDELL RD	-36.85532767	174.8804722	Glendowie	Glendowie
7368	existing stop	Bus	287 RIDDELL RD	7368 - 287 RIDDELL RD	-36.85983327	174.8805377	Glendowie	Glendowie
7369	existing stop	Bus	250 RIDDELL RD	7369 - 250 RIDDELL RD	-36.8572614	174.8807327	Glendowie	Glendowie
7370	existing stop	Bus	259 RIDDELL RD	7370 - 259 RIDDELL RD	-36.8618665	174.8802062	Glendowie	Glendowie
7371	existing stop	Bus	OPPOSITE 287 RIDDELL RD	7371 - OPPOSITE 287 RIDDELL RD	-36.85985342	174.8804036	Glendowie	Glendowie
7372	existing stop	Bus	RIDDELL RD NEAR ROBERTA AVE	7372 - RIDDELL RD NEAR ROBERTA AVE	-36.86288406	174.8774156	Glendowie	Glendowie
7373	existing stop	Bus	202 RIDDELL RD	7373 - 202 RIDDELL RD	-36.86181457	174.8800703	Glendowie	Glendowie

7374	existing stop	Bus	207 RIDDELL RD	7374 - 207 RIDDELL RD	-36.86224867	174.8754146	Glendowie	Glendowie
7375	existing stop	Bus	RIDDELL RD OPPOSITE ROBERTA AVE	7375 - RIDDELL RD OPPOSITE ROBERTA AVE	-36.8626026	174.8781154	Glendowie	Glendowie
7376	existing stop	Bus	183 RIDDELL RD	7376 - 183 RIDDELL RD	-36.86132176	174.8736085	Glendowie	Glendowie
7377	existing stop	Bus	OPPOSITE 207 RIDDELL RD	7377 - OPPOSITE 207 RIDDELL RD	-36.86217465	174.8755362	Glendowie	Glendowie
7378	existing stop	Bus	125 RIDDELL RD	7378 - 125 RIDDELL RD	-36.86055009	174.8699554	Glen Innes North	Glen Innes
7379	existing stop	Bus	134 RIDDELL RD	7379 - 134 RIDDELL RD	-36.86133324	174.8740238	Glendowie	Glendowie
7380	existing stop	Bus	113 RIDDELL RD	7380 - 113 RIDDELL RD	-36.86026987	174.8688605	Glen Innes North	Glen Innes
7381	existing stop	Bus	100 RIDDELL RD	7381 - 100 RIDDELL RD	-36.86064744	174.870642	Glen Innes North	Glen Innes
7382	existing stop	Bus	6 ROCHDALE AVE	7382 - 6 ROCHDALE AVE	-36.85964465	174.8684976	Glen Innes North	Glen Innes
7383	existing stop	Bus	82 RIDDELL RD	7383 - 82 RIDDELL RD	-36.86016246	174.8688131	Glen Innes North	Glen Innes
7384	existing stop	Bus	24 ROCHDALE AVE	7384 - 24 ROCHDALE AVE	-36.85811176	174.8691108	Glendowie	Glendowie
7385	existing stop	Bus	OPPOSITE 6 ROCHDALE AVE	7385 - OPPOSITE 6 ROCHDALE AVE	-36.8597798	174.8685009	Glen Innes North	Glen Innes
7386	existing stop	Bus	19 CHESTERFIELD AVE	7386 - 19 CHESTERFIELD AVE	-36.85672154	174.8675291	Glendowie	Glendowie
7387	existing stop	Bus	17 ROCHDALE AVE	7387 - 17 ROCHDALE AVE	-36.85807449	174.8691884	Glendowie	Glendowie
7388	existing stop	Bus	1 CHESTERFIELD AVE	7388 - 1 CHESTERFIELD AVE	-36.85547613	174.8653341	St Heliers	St Heliers
7389	existing stop	Bus	CHESTERFIELD AVE BY KESTEVEN AVE	7389 - CHESTERFIELD AVE BY KESTEVEN AVE	-36.85653568	174.8673115	Glendowie	Glendowie
7390	existing stop	Bus	71 MASKELL ST	7390 - 71 MASKELL ST	-36.85706193	174.8636453	St Heliers	St Heliers
7391	existing stop	Bus	2 CHESTERFIELD AVE	7391 - 2 CHESTERFIELD AVE	-36.85554416	174.8655937	St Heliers	St Heliers
7392	existing stop	Bus	51 MASKELL ST	7392 - 51 MASKELL ST	-36.85844264	174.862389	St Heliers	St Heliers
7393	existing stop	Bus	74 MASKELL ST	7393 - 74 MASKELL ST	-36.85624985	174.8642761	St Heliers	St Heliers
7394	existing stop	Bus	151 ST HELIERS BAY RD	7394 - 151 ST HELIERS BAY RD	-36.85895371	174.860259	St Heliers	St Heliers
7395	existing stop	Bus	52 MASKELL ST	7395 - 52 MASKELL ST	-36.85790526	174.8627461	St Heliers	St Heliers
7396	existing stop	Bus	135 ST HELIERS BAY RD	7396 - 135 ST HELIERS BAY RD	-36.85752131	174.860213	St Heliers	St Heliers
7397	existing stop	Bus	OPPOSITE 151 ST HELIERS BAY RD	7397 - OPPOSITE 151 ST HELIERS BAY RD	-36.85900636	174.86035	St Heliers	St Heliers
7398	existing stop	Bus	81 ST HELIERS BAY RD	7398 - 81 ST HELIERS BAY RD	-36.85401956	174.8593543	St Heliers	St Heliers
7399	existing stop	Bus	124 ST HELIERS BAY RD	7399 - 124 ST HELIERS BAY RD	-36.85717753	174.8602944	St Heliers	St Heliers
7402	existing stop	Bus	82 REMUERA RD	7402 - 82 REMUERA RD	-36.87248492	174.780699	Remuera West	Remuera
7403	existing stop	Bus	93 REMUERA RD	7403 - 93 REMUERA RD	-36.87267313	174.7807707	Remuera West	Remuera
7412	existing stop	Bus	272 REMUERA RD	7412 - 272 REMUERA RD	-36.8801259	174.7940374	Remuera South	Remuera
7413	existing stop	Bus	273 REMUERA RD	7413 - 273 REMUERA RD	-36.88033791	174.7943228	Remuera South	Remuera
7414	existing stop	Bus	444-446 REMUERA RD	7414 - 444-446 REMUERA RD	-36.88085573	174.8000122	Remuera South	Remuera
7415	existing stop	Bus	351 REMUERA RD	7415 - 351 REMUERA RD	-36.88074433	174.7972495	Remuera South	Remuera
7416	existing stop	Bus	498 REMUERA ROAD	7416 - 498 REMUERA ROAD	-36.88133816	174.8038608	Waiata	Remuera
7417	existing stop	Bus	445 REMUERA RD	7417 - 445 REMUERA RD	-36.88112757	174.8017016	Remuera South	Remuera
7418	existing stop	Bus	524 REMUERA RD	7418 - 524 REMUERA RD	-36.88164749	174.8060447	Waiata	Remuera
7419	existing stop	Bus	487 REMUERA RD	7419 - 487 REMUERA RD	-36.88173096	174.8058896	Waiata	Remuera
7420	existing stop	Bus	536 REMUERA ROAD	7420 - 536 REMUERA ROAD	-36.88210353	174.8074692	Waiata	Remuera
7421	existing stop	Bus	511 REMUERA RD	7421 - 511 REMUERA RD	-36.88241847	174.8086884	Abbotts Park	Remuera
7422	existing stop	Bus	582 REMUERA RD	7422 - 582 REMUERA RD	-36.88082332	174.8110406	Waiata	Remuera
7423	existing stop	Bus	533 REMUERA RD	7423 - 533 REMUERA RD	-36.88105964	174.8109116	Waiata	Remuera
7424	existing stop	Bus	662 REMUERA RD	7424 - 662 REMUERA RD	-36.88038643	174.8142728	Waiata	Remuera
7425	existing stop	Bus	619 REMUERA RD	7425 - 619 REMUERA RD	-36.88044563	174.8139377	Waiata	Remuera
7426	existing stop	Bus	700 REMUERA RD	7426 - 700 REMUERA RD	-36.87939521	174.8189729	Meadowbank South	Meadowbank
7427	existing stop	Bus	659 REMUERA RD	7427 - 659 REMUERA RD	-36.87986485	174.817144	Waiata	Remuera
7428	existing stop	Bus	748 REMUERA RD	7428 - 748 REMUERA RD	-36.87905635	174.8222634	Meadowbank South	Meadowbank
7429	existing stop	Bus	731 REMUERA RD	7429 - 731 REMUERA RD	-36.87880499	174.8227848	Meadowbank South	Meadowbank
7430	existing stop	Bus	786 REMUERA RD	7430 - 786 REMUERA RD	-36.87694864	174.8251079	Meadowbank South	Meadowbank
7431	existing stop	Bus	761 REMUERA RD	7431 - 761 REMUERA RD	-36.87692665	174.8253654	Meadowbank South	Meadowbank
7432	existing stop	Bus	68 ST JOHNS RD	7432 - 68 ST JOHNS RD	-36.87378275	174.8287684	Meadowbank North	Meadowbank
7433	existing stop	Bus	45 ST JOHNS RD	7433 - 45 ST JOHNS RD	-36.87570354	174.8275353	Meadowbank North	Meadowbank
7434	existing stop	Bus	102 ST JOHNS RD	7434 - 102 ST JOHNS RD	-36.8729938	174.8314197	Meadowbank North	Meadowbank
7435	existing stop	Bus	71 ST JOHNS RD	7435 - 71 ST JOHNS RD	-36.87347161	174.8296585	Meadowbank North	Meadowbank
7436	existing stop	Bus	122 ST JOHNS RD	7436 - 122 ST JOHNS RD	-36.87295679	174.8338196	Meadowbank North	Meadowbank
7437	existing stop	Bus	91 ST JOHNS RD	7437 - 91 ST JOHNS RD	-36.87308494	174.8313545	Meadowbank North	Meadowbank
7438	existing stop	Bus	144 ST JOHNS RD	7438 - 144 ST JOHNS RD	-36.8731448	174.8356527	Meadowbank North	Meadowbank
7439	existing stop	Bus	113 ST JOHNS RD	7439 - 113 ST JOHNS RD	-36.87301258	174.8337087	Meadowbank North	Meadowbank
7440	existing stop	Bus	OPPOSITE 163 ST JOHNS RD	7440 - OPPOSITE 163 ST JOHNS RD	-36.87381166	174.8391578	St Johns	St Johns
7441	existing stop	Bus	131 ST JOHNS RD	7441 - 131 ST JOHNS RD	-36.87323282	174.8357895	Meadowbank North	Meadowbank
7442	existing stop	Bus	OPPOSITE 185 ST JOHNS RD	7442 - OPPOSITE 185 ST JOHNS RD	-36.87446045	174.8414956	St Johns	St Johns
7443	existing stop	Bus	157 ST JOHNS RD	7443 - 157 ST JOHNS RD	-36.87371291	174.8385496	St Johns	St Johns
7444	existing stop	Bus	8 STRONG ST	7444 - 8 STRONG ST	-36.87563683	174.8435209	St Johns	St Johns
7445	existing stop	Bus	183 ST JOHNS RD	7445 - 183 ST JOHNS RD	-36.87449148	174.8412384	St Johns	St Johns
7446	existing stop	Bus	28 STRONG ST	7446 - 28 STRONG ST	-36.87552021	174.8458068	St Johns	St Johns
7447	existing stop	Bus	3 STRONG ST	7447 - 3 STRONG ST	-36.8756313	174.8432964	St Johns	St Johns
7448	existing stop	Bus	36 HOWARD HUNTER AVE	7448 - 36 HOWARD HUNTER AVE	-36.87677115	174.848249	St Johns	St Johns
7449	existing stop	Bus	29 STRONG ST	7449 - 29 STRONG ST	-36.87558916	174.8460104	St Johns	St Johns
7450	existing stop	Bus	82 HOWARD HUNTER AVE	7450 - 82 HOWARD HUNTER AVE	-36.87964095	174.8485987	St Johns	St Johns

7451	existing stop	Bus	OPPOSITE 32 HOWARD HUNTER AVE	7451 - OPPOSITE 32 HOWARD HUNTER AVE	-36.87654555	174.848266	St Johns	St Johns
7452	existing stop	Bus	MERTON RD NEAR FELTON MATTHEW AVE	7452 - MERTON RD NEAR FELTON MATTHEW AVE	-36.88018982	174.8503959	St Johns	St Johns
7453	existing stop	Bus	59 HOWARD HUNTER AVE	7453 - 59 HOWARD HUNTER AVE	-36.87928352	174.8483993	St Johns	St Johns
7455	existing stop	Bus	MERTON RD NEAR MORRIN RD	7455 - MERTON RD NEAR MORRIN RD	-36.88031281	174.8506008	St Johns	St Johns
7456	existing stop	Bus	29 AMY ST	7456 - 29 AMY ST	-36.89615919	174.8143096	Ellerslie North	Ellerslie
7457	existing stop	Bus	27 FERNDALE RD	7457 - 27 FERNDALE RD	-36.89919267	174.8292625	Ferndale	Ellerslie
7458	existing stop	Bus	18 PUKERANGI CRES	7458 - 18 PUKERANGI CRES	-36.89431586	174.8128407	Ellerslie North	Ellerslie
7460	existing stop	Bus	137 LADIES MILE	7460 - 137 LADIES MILE	-36.89333714	174.8114149	Ellerslie North	Ellerslie
7462	existing stop	Bus	115 LADIES MILE	7462 - 115 LADIES MILE	-36.89140139	174.8124576	Ellerslie North	Ellerslie
7463	existing stop	Bus	36 AMY ST	7463 - 36 AMY ST	-36.89611209	174.8144431	Ellerslie North	Ellerslie
7464	existing stop	Bus	46 MARUA RD	7464 - 46 MARUA RD	-36.89015425	174.8168044	Ellerslie North	Ellerslie
7465	existing stop	Bus	11 PUKERANGI CRES	7465 - 11 PUKERANGI CRES	-36.89437208	174.813291	Ellerslie North	Ellerslie
7466	existing stop	Bus	72 MARUA RD	7466 - 72 MARUA RD	-36.89081033	174.8198722	Ellerslie North	Ellerslie
7467	existing stop	Bus	140 LADIES MILE	7467 - 140 LADIES MILE	-36.89361173	174.8113654	Ellerslie North	Ellerslie
7468	existing stop	Bus	94 MARUA RD	7468 - 94 MARUA RD	-36.89132434	174.8222072	Ellerslie North	Ellerslie
7469	existing stop	Bus	112 LADIES MILE	7469 - 112 LADIES MILE	-36.89083644	174.8128594	Ellerslie North	Ellerslie
7470	existing stop	Bus	116 MARUA RD	7470 - 116 MARUA RD	-36.89175389	174.82417	Mt Wellington West	Mt Wellington
7471	existing stop	Bus	31 MARUA RD	7471 - 31 MARUA RD	-36.89023551	174.8167951	Ellerslie North	Ellerslie
7472	existing stop	Bus	134 MARUA RD	7472 - 134 MARUA RD	-36.89230666	174.82691	Mt Wellington West	Mt Wellington
7473	existing stop	Bus	55 MARUA RD	7473 - 55 MARUA RD	-36.89090909	174.819897	Ellerslie North	Ellerslie
7474	existing stop	Bus	160 MARUA RD	7474 - 160 MARUA RD	-36.89221828	174.8297245	Mt Wellington West	Mt Wellington
7475	existing stop	Bus	83 MARUA RD	7475 - 83 MARUA RD	-36.89139814	174.8220967	Ellerslie North	Ellerslie
7476	existing stop	Bus	198 MARUA RD	7476 - 198 MARUA RD	-36.89317552	174.8336973	Mt Wellington West	Mt Wellington
7477	existing stop	Bus	99 MARUA RD	7477 - 99 MARUA RD	-36.89177639	174.8238787	Mt Wellington West	Mt Wellington
7478	existing stop	Bus	234 MARUA RD	7478 - 234 MARUA RD	-36.89433536	174.8367999	Mt Wellington West	Mt Wellington
7479	existing stop	Bus	145 MARUA RD	7479 - 145 MARUA RD	-36.89237909	174.8268892	Mt Wellington West	Mt Wellington
7480	existing stop	Bus	21 LUNN AVE	7480 - 21 LUNN AVE	-36.89496977	174.8400695	Stonefields	Stonefields
7481	existing stop	Bus	163 MARUA RD	7481 - 163 MARUA RD	-36.89244298	174.82918	Mt Wellington West	Mt Wellington
7482	existing stop	Bus	98 BENSON RD	7482 - 98 BENSON RD	-36.87482711	174.8117853	Waiata	Remuera
7483	existing stop	Bus	181 MARUA RD	7483 - 181 MARUA RD	-36.89248414	174.8317731	Mt Wellington West	Mt Wellington
7485	existing stop	Bus	201 MARUA RD	7485 - 201 MARUA RD	-36.89323113	174.8335977	Mt Wellington West	Mt Wellington
7487	existing stop	Bus	229 MARUA RD	7487 - 229 MARUA RD	-36.89458174	174.8371873	Mt Wellington West	Mt Wellington
7489	existing stop	Bus	12 LUNN AVE	7489 - 12 LUNN AVE	-36.8950519	174.8400041	Mt Wellington North	Mt Wellington
7493	existing stop	Bus	277 PENROSE RD	7493 - 277 PENROSE RD	-36.90763543	174.8364454	Hamlin	Mt Wellington
7495	existing stop	Bus	3 FERNDALE RD	7495 - 3 FERNDALE RD	-36.89729785	174.830564	Mt Wellington West	Mt Wellington
7497	existing stop	Bus	43 BOAKES RD	7497 - 43 BOAKES RD	-36.90213037	174.833979	Ferndale	Ellerslie
7499	existing stop	Bus	43 COMMISSARIAT RD	7499 - 43 COMMISSARIAT RD	-36.91074026	174.8279894	Hamlin	Mt Wellington
7500	existing stop	Bus	66 MAIN HWY	7500 - 66 MAIN HWY	-36.89584532	174.8035514	One Tree Hill East	One Tree Hill
7501	existing stop	Bus	21 MAIN HWY	7501 - 21 MAIN HWY	-36.89555499	174.8024896	One Tree Hill East	One Tree Hill
7502	existing stop	Bus	98 MAIN HWY	7502 - 98 MAIN HWY	-36.89658798	174.8056898	Ellerslie South	Ellerslie
7503	existing stop	Bus	53 MAIN HWY	7503 - 53 MAIN HWY	-36.8967216	174.805794	Ellerslie South	Ellerslie
7504	existing stop	Bus	138 MAIN HWY	7504 - 138 MAIN HWY	-36.89833271	174.8106801	Ellerslie South	Ellerslie
7505	existing stop	Bus	95 MAIN HWY	7505 - 95 MAIN HWY	-36.8978186	174.8089284	Ellerslie South	Ellerslie
7506	existing stop	Bus	176 MAIN HWY	7506 - 176 MAIN HWY	-36.89895405	174.8124904	Ellerslie South	Ellerslie
7507	existing stop	Bus	5 BAILEY RD	7507 - 5 BAILEY RD	-36.90830943	174.8272243	Hamlin	Mt Wellington
7508	existing stop	Bus	192 MAIN HWY	7508 - 192 MAIN HWY	-36.89962869	174.81612	Ellerslie South	Ellerslie
7509	existing stop	Bus	MAIN HWY NEAR CAWLEY ST	7509 - MAIN HWY NEAR CAWLEY ST	-36.89937962	174.8135441	Ellerslie South	Ellerslie
7510	existing stop	Bus	214 ELLERSLIE PANMURE HWY	7510 - 214 ELLERSLIE PANMURE HWY	-36.89919088	174.8188143	Ellerslie North	Ellerslie
7511	existing stop	Bus	243 ELLERSLIE PANMURE HWY	7511 - 243 ELLERSLIE PANMURE HWY	-36.89938935	174.8193913	Ellerslie North	Ellerslie
7512	existing stop	Bus	282 ELLERSLIE PANMURE HWY	7512 - 282 ELLERSLIE PANMURE HWY	-36.8981218	174.8232891	Ferndale	Ellerslie
7513	existing stop	Bus	269 ELLERSLIE PANMURE HIGHWAY	7513 - 269 ELLERSLIE PANMURE HIGHWAY	-36.89845959	174.8224218	Ferndale	Ellerslie
7514	existing stop	Bus	302 ELLERSLIE PANMURE HWY	7514 - 302 ELLERSLIE PANMURE HWY	-36.89758226	174.8255544	Ferndale	Ellerslie
7515	existing stop	Bus	OPPOSITE 322 ELLERSLIE PANMURE HWY	7515 - OPPOSITE 322 ELLERSLIE PANMURE HWY	-36.89726634	174.8273424	Mt Wellington West	Mt Wellington
7516	existing stop	Bus	332 ELLERSLIE PANMURE HWY	7516 - 332 ELLERSLIE PANMURE HWY	-36.89689181	174.8288373	Mt Wellington West	Mt Wellington
7517	existing stop	Bus	ELLERSLIE PANMURE HWY BY BANKS RD	7517 - ELLERSLIE PANMURE HWY BY BANKS RD	-36.89690335	174.8315982	Mt Wellington West	Mt Wellington
7518	existing stop	Bus	358 ELLERSLIE PANMURE HWY	7518 - 358 ELLERSLIE PANMURE HWY	-36.89673946	174.8322901	Mt Wellington West	Mt Wellington
7519	existing stop	Bus	OPPOSITE 390 ELLERSLIE PANMURE HWY	7519 - OPPOSITE 390 ELLERSLIE PANMURE HWY	-36.8964943	174.8353254	Mt Wellington West	Mt Wellington
7520	existing stop	Bus	396 ELLERSLIE PANMURE HWY	7520 - 396 ELLERSLIE PANMURE HWY	-36.8962519	174.8358471	Mt Wellington West	Mt Wellington
7521	existing stop	Bus	439 ELLERSLIE PANMURE HWY	7521 - 439 ELLERSLIE PANMURE HWY	-36.89635764	174.8400803	Mt Wellington North	Mt Wellington
7522	existing stop	Bus	428 ELLERSLIE PANMURE HWY	7522 - 428 ELLERSLIE PANMURE HWY	-36.89625801	174.8401116	Mt Wellington North	Mt Wellington
7523	existing stop	Bus	OPPOSITE 478 ELLERSLIE PANMURE HWY	7523 - OPPOSITE 478 ELLERSLIE PANMURE HWY	-36.89751165	174.8447092	Mt Wellington North	Mt Wellington
7524	existing stop	Bus	464 ELLERSLIE PANMURE HWY	7524 - 464 ELLERSLIE PANMURE HWY	-36.89703718	174.8433399	Mt Wellington North	Mt Wellington
7525	existing stop	Bus	15 QUEENS RD	7525 - 15 QUEENS RD	-36.89926095	174.8521919	Panmure Basin	Mt Wellington
7526	existing stop	Bus	518 ELLERSLIE PANMURE HWY	7526 - 518 ELLERSLIE PANMURE HWY	-36.89782125	174.8468264	Mt Wellington North	Mt Wellington
7527	existing stop	Bus	121 QUEENS RD	7527 - 121 QUEENS RD	-36.90015761	174.8553783	Panmure Basin	Mt Wellington
7528	existing stop	Bus	42 QUEENS RD	7528 - 42 QUEENS RD	-36.89932926	174.8530128	Panmure Basin	Mt Wellington
7529	existing stop	Bus	31 KINGS RD	7529 - 31 KINGS RD	-36.90170089	174.85986	Tamaki	Panmure

7530	existing stop	Bus	148 QUEENS RD	7530 - 148 QUEENS RD	-36.90064691	174.8563666	Panmure Basin	Mt Wellington
7531	existing stop	Bus	71 KINGS RD	7531 - 71 KINGS RD	-36.90244705	174.8640081	Tamaki	Panmure
7532	existing stop	Bus	30 KINGS RD	7532 - 30 KINGS RD	-36.90167087	174.860005	Tamaki	Panmure
7533	existing stop	Bus	OPPOSITE 9 DUNKIRK RD	7533 - OPPOSITE 9 DUNKIRK RD	-36.90110623	174.8650192	Tamaki	Panmure
7534	existing stop	Bus	82 KINGS RD	7534 - 82 KINGS RD	-36.90240059	174.8640968	Tamaki	Panmure
7535	existing stop	Bus	27 MATAPAN RD	7535 - 27 MATAPAN RD	-36.89971103	174.8631784	Tamaki	Panmure
7536	existing stop	Bus	9 DUNKIRK RD	7536 - 9 DUNKIRK RD	-36.90121488	174.8649882	Tamaki	Panmure
7537	existing stop	Bus	1 MATAPAN RD	7537 - 1 MATAPAN RD	-36.89872308	174.8600795	Tamaki	Panmure
7538	existing stop	Bus	32 MATAPAN RD	7538 - 32 MATAPAN RD	-36.89978276	174.8632026	Tamaki	Panmure
7539	existing stop	Bus	42 TRIPOLI RD	7539 - 42 TRIPOLI RD	-36.89726956	174.8608073	Tamaki	Panmure
7540	existing stop	Bus	4 MATAPAN RD	7540 - 4 MATAPAN RD	-36.89892697	174.8602976	Tamaki	Panmure
7541	existing stop	Bus	60 TRIPOLI RD	7541 - 60 TRIPOLI RD	-36.89596995	174.8620663	Tamaki	Panmure
7542	existing stop	Bus	39 TRIPOLI RD	7542 - 39 TRIPOLI RD	-36.89768344	174.8602787	Tamaki	Panmure
7543	existing stop	Bus	OPPOSITE 83 TRIPOLI RD	7543 - OPPOSITE 83 TRIPOLI RD	-36.89420393	174.8631792	Tamaki	Panmure
7544	existing stop	Bus	63 TRIPOLI RD	7544 - 63 TRIPOLI RD	-36.89604484	174.8618885	Tamaki	Panmure
7545	existing stop	Bus	94 TRIPOLI RD	7545 - 94 TRIPOLI RD	-36.89221596	174.8635012	Tamaki	Panmure
7546	existing stop	Bus	83 TRIPOLI RD	7546 - 83 TRIPOLI RD	-36.8941329	174.8631101	Tamaki	Panmure
7547	existing stop	Bus	160 TRIPOLI RD	7547 - 160 TRIPOLI RD	-36.8890444	174.8645798	Point England	Panmure
7548	existing stop	Bus	111 TRIPOLI RD	7548 - 111 TRIPOLI RD	-36.89112225	174.863699	Tamaki	Panmure
7549	existing stop	Bus	34 ERIMA AVE	7549 - 34 ERIMA AVE	-36.88559417	174.8644622	Point England	Panmure
7550	existing stop	Bus	155 TRIPOLI RD	7550 - 155 TRIPOLI RD	-36.88934313	174.8644973	Point England	Panmure
7551	existing stop	Bus	10 ERIMA AVE	7551 - 10 ERIMA AVE	-36.883467	174.8650388	Point England	Panmure
7552	existing stop	Bus	29 ERIMA AVE	7552 - 29 ERIMA AVE	-36.88547792	174.8644033	Point England	Panmure
7553	existing stop	Bus	100 PT ENGLAND RD	7553 - 100 PT ENGLAND RD	-36.88261934	174.8644908	Point England	Panmure
7554	existing stop	Bus	9 ERIMA AVE	7554 - 9 ERIMA AVE	-36.8834866	174.8649383	Point England	Panmure
7555	existing stop	Bus	84 PT ENGLAND RD	7555 - 84 PT ENGLAND RD	-36.88231255	174.8627892	Point England	Panmure
7556	existing stop	Bus	61 PT ENGLAND RD	7556 - 61 PT ENGLAND RD	-36.88243657	174.8629268	Point England	Panmure
7557	existing stop	Bus	58 PT ENGLAND RD	7557 - 58 PT ENGLAND RD	-36.88175967	174.8595332	Point England	Panmure
7558	existing stop	Bus	OPPOSITE 52 PT ENGLAND RD	7558 - OPPOSITE 52 PT ENGLAND RD	-36.88179869	174.8593434	Point England	Panmure
7559	existing stop	Bus	18 PT ENGLAND RD	7559 - 18 PT ENGLAND RD	-36.88133946	174.8570097	Glen Innes West	Glen Innes
7560	existing stop	Bus	OPPOSITE 18 PT ENGLAND RD	7560 - OPPOSITE 18 PT ENGLAND RD	-36.88139387	174.8569886	Glen Innes West	Glen Innes
7561	existing stop	Bus	25 MEADOWBANK RD	7561 - 25 MEADOWBANK RD	-36.87472901	174.8246736	Meadowbank North	Meadowbank
7562	existing stop	Bus	OPPOSITE 81 ST HELIERS BAY RD	7562 - OPPOSITE 81 ST HELIERS BAY RD	-36.85424078	174.8596176	St Heliers	St Heliers
7563	existing stop	Bus	43 MEADOWBANK RD	7563 - 43 MEADOWBANK RD	-36.87359174	174.8236032	Meadowbank North	Meadowbank
7564	existing stop	Bus	32 MEADOWBANK RD	7564 - 32 MEADOWBANK RD	-36.87488982	174.8247672	Meadowbank North	Meadowbank
7565	existing stop	Bus	7 BONNIE BRAE RD	7565 - 7 BONNIE BRAE RD	-36.8713996	174.8225526	Meadowbank North	Meadowbank
7566	existing stop	Bus	66 MEADOWBANK RD	7566 - 66 MEADOWBANK RD	-36.87352138	174.8234894	Meadowbank North	Meadowbank
7567	existing stop	Bus	136 MEADOWBANK RD	7567 - 136 MEADOWBANK RD	-36.86919587	174.8234314	Meadowbank North	Meadowbank
7568	existing stop	Bus	4 BONNIE BRAE RD	7568 - 4 BONNIE BRAE RD	-36.87142037	174.8223736	Meadowbank North	Meadowbank
7569	existing stop	Bus	62 FANCOURT ST	7569 - 62 FANCOURT ST	-36.86934974	174.827496	Meadowbank North	Meadowbank
7570	existing stop	Bus	38 BONNIE BRAE RD	7570 - 38 BONNIE BRAE RD	-36.86948895	174.8225409	Meadowbank North	Meadowbank
7571	existing stop	Bus	30 FANCOURT ST	7571 - 30 FANCOURT ST	-36.86973941	174.8302874	Meadowbank North	Meadowbank
7572	existing stop	Bus	137 MEADOWBANK RD	7572 - 137 MEADOWBANK RD	-36.86917527	174.8235992	Meadowbank North	Meadowbank
7573	existing stop	Bus	19 GOWING DRV	7573 - 19 GOWING DRV	-36.87028373	174.8323983	Meadowbank North	Meadowbank
7574	existing stop	Bus	93 FANCOURT ST	7574 - 93 FANCOURT ST	-36.86927715	174.827528	Meadowbank North	Meadowbank
7575	existing stop	Bus	51 GOWING DRV	7575 - 51 GOWING DRV	-36.86741232	174.8327335	Meadowbank North	Meadowbank
7576	existing stop	Bus	FANCOURT ST OPPOSITE MEYRICK PL	7576 - FANCOURT ST OPPOSITE MEYRICK PL	-36.87014348	174.8303868	Meadowbank North	Meadowbank
7577	existing stop	Bus	73 GOWING DRV	7577 - 73 GOWING DRV	-36.86702164	174.8346873	Meadowbank North	Meadowbank
7578	existing stop	Bus	48 GOWING DRV	7578 - 48 GOWING DRV	-36.87005762	174.832449	Meadowbank North	Meadowbank
7579	existing stop	Bus	105 GOWING DRV	7579 - 105 GOWING DRV	-36.86869019	174.8386984	Meadowbank North	Meadowbank
7580	existing stop	Bus	86 GOWING DRV	7580 - 86 GOWING DRV	-36.86706908	174.8327814	Meadowbank North	Meadowbank
7581	existing stop	Bus	129 GOWING DRV	7581 - 129 GOWING DRV	-36.87016462	174.8412691	St Johns	St Johns
7582	existing stop	Bus	108 GOWING DR	7582 - 108 GOWING DR	-36.86706028	174.8351033	Meadowbank North	Meadowbank
7583	existing stop	Bus	143 GOWING DRV	7583 - 143 GOWING DRV	-36.87108009	174.8426822	St Johns	St Johns
7584	existing stop	Bus	148 GOWING DRV	7584 - 148 GOWING DRV	-36.86870161	174.839125	Meadowbank North	Meadowbank
7585	existing stop	Bus	267 ST JOHNS RD	7585 - 267 ST JOHNS RD	-36.8714984	174.8447676	St Johns	St Johns
7586	existing stop	Bus	176 GOWING DRV	7586 - 176 GOWING DRV	-36.86975157	174.8405861	St Johns	St Johns
7587	existing stop	Bus	23 FELTON MATHEW AVE	7587 - 23 FELTON MATHEW AVE	-36.87243296	174.8472694	St Johns	St Johns
7588	existing stop	Bus	214 GOWING DRV	7588 - 214 GOWING DRV	-36.87083682	174.8426763	St Johns	St Johns
7590	existing stop	Bus	OPPOSITE 255 ST JOHNS RD	7590 - OPPOSITE 255 ST JOHNS RD	-36.87173875	174.8443808	St Johns	St Johns
7592	existing stop	Bus	30 FELTON MATHEW AVE	7592 - 30 FELTON MATHEW AVE	-36.87236972	174.8472791	St Johns	St Johns
7594	existing stop	Bus	4 HOWARD HUNTER AVE	7594 - 4 HOWARD HUNTER AVE	-36.87446203	174.8495172	St Johns	St Johns
7595	existing stop	Bus	Panmure Interchange	7595 - Panmure Interchange	-36.89758149	174.8494916	Panmure Basin	Mt Wellington
7596	existing stop	Bus	118 PANORAMA RD	7596 - 118 PANORAMA RD	-36.90108957	174.82841	Ferndale	Ellerslie
7597	existing stop	Bus	5 HARWOOD RD	7597 - 5 HARWOOD RD	-36.90078564	174.8335091	Ferndale	Ellerslie
7598	existing stop	Bus	12 FERNDALE RD	7598 - 12 FERNDALE RD	-36.89789804	174.8302192	Mt Wellington West	Mt Wellington
7599	existing stop	Bus	73 COMMISSARIAT RD	7599 - 73 COMMISSARIAT RD	-36.91279467	174.8274435	Hamlin	Mt Wellington

7603	existing stop	Bus	95 PANORAMA RD	7603 - 95 PANORAMA RD	-36.90128026	174.8306591	Ferndale	Ellerslie
7610	existing stop	Bus	286 GREAT SOUTH RD	7610 - 286 GREAT SOUTH RD	-36.88844023	174.7913818	Remuera South	Remuera
7611	existing stop	Bus	169 GREAT SOUTH RD	7611 - 169 GREAT SOUTH RD	-36.88856638	174.7913847	Remuera South	Remuera
7612	existing stop	Bus	OPPOSITE 205 GREAT SOUTH RD	7612 - OPPOSITE 205 GREAT SOUTH RD	-36.89015249	174.7937895	Remuera South	Remuera
7613	existing stop	Bus	197 GREAT SOUTH RD	7613 - 197 GREAT SOUTH RD	-36.8898116	174.7930858	Remuera South	Remuera
7614	existing stop	Bus	266 KOHIMARAMA RD	7614 - 266 KOHIMARAMA RD	-36.86372577	174.8414847	Kohimarama West	Kohimarama
7615	existing stop	Bus	253 GREAT SOUTH RD	7615 - 253 GREAT SOUTH RD	-36.89298284	174.7973569	One Tree Hill East	One Tree Hill
7616	existing stop	Bus	500 GREAT SOUTH RD	7616 - 500 GREAT SOUTH RD	-36.89312021	174.797809	One Tree Hill East	One Tree Hill
7617	existing stop	Bus	341 GREAT SOUTH RD	7617 - 341 GREAT SOUTH RD	-36.89583636	174.8005773	One Tree Hill East	One Tree Hill
7618	existing stop	Bus	12 RUAWAI RD	7618 - 12 RUAWAI RD	-36.90773022	174.8326428	Hamlin	Mt Wellington
7619	existing stop	Bus	369 GREAT SOUTH RD	7619 - 369 GREAT SOUTH RD	-36.89755966	174.802245	One Tree Hill East	One Tree Hill
7620	existing stop	Bus	646 GREAT SOUTH RD	7620 - 646 GREAT SOUTH RD	-36.90095719	174.8058377	Ellerslie South	Ellerslie
7621	existing stop	Bus	389 GREAT SOUTH RD	7621 - 389 GREAT SOUTH RD	-36.89903422	174.8036713	One Tree Hill East	One Tree Hill
7622	existing stop	Bus	720 GREAT SOUTH RD	7622 - 720 GREAT SOUTH RD	-36.9063134	174.8110146	Ellerslie South	Ellerslie
7623	existing stop	Bus	419 GREAT SOUTH RD	7623 - 419 GREAT SOUTH RD	-36.90136111	174.8059482	Ellerslie South	Ellerslie
7624	existing stop	Bus	GREAT SOUTH RD OPPOSITE PENROSE STATION	7624 - GREAT SOUTH RD OPPOSITE PENROSE STATION	-36.90975871	174.8161806	Penrose	Penrose
7625	existing stop	Bus	525 GREAT SOUTH RD	7625 - 525 GREAT SOUTH RD	-36.90682269	174.8113073	Ellerslie South	Ellerslie
7626	existing stop	Bus	880 GREAT SOUTH RD	7626 - 880 GREAT SOUTH RD	-36.91541721	174.8221855	Penrose	Penrose
7627	existing stop	Bus	GREAT SOUTH RD NEAR PENROSE STATION	7627 - GREAT SOUTH RD NEAR PENROSE STATION	-36.90960099	174.8158851	Ellerslie South	Ellerslie
7628	existing stop	Bus	600 GREAT SOUTH RD	7628 - 600 GREAT SOUTH RD	-36.8971117	174.8020662	One Tree Hill East	One Tree Hill
7629	existing stop	Bus	ARANUI RD OPPOSITE WHITFORD AVE	7629 - ARANUI RD OPPOSITE WHITFORD AVE	-36.91395635	174.8292672	Hamlin	Mt Wellington
7630	existing stop	Bus	980 GREAT SOUTH RD	7630 - 980 GREAT SOUTH RD	-36.9217858	174.8288818	Hamlin	Mt Wellington
7631	existing stop	Bus	695 GREAT SOUTH RD	7631 - 695 GREAT SOUTH RD	-36.91826844	174.8255087	Hamlin	Mt Wellington
7632	existing stop	Bus	OPPOSITE 811 GREAT SOUTH RD	7632 - OPPOSITE 811 GREAT SOUTH RD	-36.92890719	174.8340816	Mt Wellington South	Mt Wellington
7634	existing stop	Bus	1096 GREAT SOUTH RD	7634 - 1096 GREAT SOUTH RD	-36.9321199	174.8349894	Mt Wellington South	Mt Wellington
7637	existing stop	Bus	809 GREAT SOUTH RD	7637 - 809 GREAT SOUTH RD	-36.92783432	174.833517	Mt Wellington South	Mt Wellington
7639	existing stop	Bus	OPPOSITE 1100 GREAT SOUTH RD	7639 - OPPOSITE 1100 GREAT SOUTH RD	-36.93301153	174.8350332	Mt Wellington South	Mt Wellington
7640	existing stop	Bus	152 BARRACK RD	7640 - 152 BARRACK RD	-36.90432376	174.8361078	Mt Wellington North	Mt Wellington
7644	existing stop	Bus	178 BARRACK RD	7644 - 178 BARRACK RD	-36.90594314	174.8351365	Hamlin	Mt Wellington
7666	existing stop	Bus	199 PORTLAND RD	7666 - 199 PORTLAND RD	-36.86474257	174.7962576	Waitaramoa	Remuera
7668	existing stop	Bus	153 PORTLAND RD	7668 - 153 PORTLAND RD	-36.86767309	174.7961804	Waitaramoa	Remuera
7670	existing stop	Bus	123 PORTLAND RD	7670 - 123 PORTLAND RD	-36.87053508	174.795866	Waitaramoa	Remuera
7671	existing stop	Bus	19 SHORE RD	7671 - 19 SHORE RD	-36.8655643	174.7901856	Remuera West	Remuera
7672	existing stop	Bus	91 PORTLAND RD	7672 - 91 PORTLAND RD	-36.87288021	174.7945634	Waitaramoa	Remuera
7673	existing stop	Bus	OPPOSITE 195 PORTLAND RD	7673 - OPPOSITE 195 PORTLAND RD	-36.86493264	174.7962059	Waitaramoa	Remuera
7674	existing stop	Bus	53 PORTLAND RD	7674 - 53 PORTLAND RD	-36.87554378	174.7936609	Waitaramoa	Remuera
7675	existing stop	Bus	OPPOSITE 161 PORTLAND RD	7675 - OPPOSITE 161 PORTLAND RD	-36.86731336	174.7961271	Waitaramoa	Remuera
7676	existing stop	Bus	OPPOSITE 14 PORTLAND RD	7676 - OPPOSITE 14 PORTLAND RD	-36.87774032	174.7926464	Waitaramoa	Remuera
7677	existing stop	Bus	106 PORTLAND RD	7677 - 106 PORTLAND RD	-36.87029113	174.7959051	Waitaramoa	Remuera
7678	existing stop	Bus	ST VINCENT AVENUE NEAR REMUERA INTERMEDIATE	7678 - ST VINCENT AVENUE NEAR REMUERA INTERMEDIATE	-36.8849351	174.7984698	Remuera South	Remuera
7679	existing stop	Bus	74 PORTLAND RD	7679 - 74 PORTLAND RD	-36.87272704	174.7945598	Waitaramoa	Remuera
7680	existing stop	Bus	PANMURE PILKINGTON RD	7680 - PANMURE PILKINGTON RD	-36.89849134	174.8541484	Panmure Basin	Mt Wellington
7681	existing stop	Bus	36 PORTLAND RD	7681 - 36 PORTLAND RD	-36.87570748	174.7935637	Waitaramoa	Remuera
7682	existing stop	Bus	58 PILKINGTON RD	7682 - 58 PILKINGTON RD	-36.89585598	174.8549487	Tamaki	Panmure
7683	existing stop	Bus	20 PORTLAND RD	7683 - 20 PORTLAND RD	-36.87708296	174.7932032	Waitaramoa	Remuera
7684	existing stop	Bus	3 COURT CRES	7684 - 3 COURT CRES	-36.89503378	174.8562306	Tamaki	Panmure
7685	existing stop	Bus	2 PORTLAND RD	7685 - 2 PORTLAND RD	-36.87902941	174.792037	Remuera South	Remuera
7686	existing stop	Bus	41 COURT CRES	7686 - 41 COURT CRES	-36.89341144	174.8591089	Tamaki	Panmure
7687	existing stop	Bus	15 PILKINGTON RD	7687 - 15 PILKINGTON RD	-36.89819952	174.8543658	Panmure Basin	Mt Wellington
7688	existing stop	Bus	182 PENROSE RD	7688 - 182 PENROSE RD	-36.90731346	174.8304442	Hamlin	Mt Wellington
7689	existing stop	Bus	51 PILKINGTON RD	7689 - 51 PILKINGTON RD	-36.89551045	174.8551424	Tamaki	Panmure
7691	existing stop	Bus	6 COURT CRES	7691 - 6 COURT CRES	-36.8950748	174.8564897	Tamaki	Panmure
7693	existing stop	Bus	40 COURT CRES	7693 - 40 COURT CRES	-36.89337347	174.8592314	Tamaki	Panmure
7698	existing stop	Bus	232 PENROSE RD	7698 - 232 PENROSE RD	-36.90711668	174.8356024	Hamlin	Mt Wellington
7699	existing stop	Bus	121 TRAFALGAR ST	7699 - 121 TRAFALGAR ST	-36.91632916	174.7804834	Onehunga North West	Onehunga
7700	existing stop	Bus	6 LADIES MILE	7700 - 6 LADIES MILE	-36.88286979	174.8092376	Abbotts Park	Remuera
7701	existing stop	Bus	5 LADIES MILE	7701 - 5 LADIES MILE	-36.88286231	174.8091365	Abbotts Park	Remuera
7702	existing stop	Bus	46 LADIES MILE	7702 - 46 LADIES MILE	-36.88612175	174.8093593	Abbotts Park	Remuera
7703	existing stop	Bus	41 LADIES MILE	7703 - 41 LADIES MILE	-36.88594342	174.8092316	Abbotts Park	Remuera
7704	existing stop	Bus	76 LADIES MILE	7704 - 76 LADIES MILE	-36.88815845	174.8105631	Abbotts Park	Remuera
7705	existing stop	Bus	47 ABBOTTS WAY	7705 - 47 ABBOTTS WAY	-36.88795132	174.8158657	Ellerslie North	Ellerslie
7706	existing stop	Bus	58 ABBOTTS WAY	7706 - 58 ABBOTTS WAY	-36.8878493	174.8160541	Ellerslie North	Ellerslie
7707	existing stop	Bus	93 ABBOTTS WAY	7707 - 93 ABBOTTS WAY	-36.8872874	174.8197885	Ellerslie North	Ellerslie
7708	existing stop	Bus	90 ABBOTTS WAY	7708 - 90 ABBOTTS WAY	-36.88721772	174.8196298	Ellerslie North	Ellerslie
7709	existing stop	Bus	161 TRAFALGAR ST	7709 - 161 TRAFALGAR ST	-36.91603772	174.783687	Onehunga North West	Onehunga
7710	existing stop	Bus	8 GRAND DRV	7710 - 8 GRAND DRV	-36.88613556	174.8202549	Ellerslie North	Ellerslie
7711	existing stop	Bus	43 GRAND DRV	7711 - 43 GRAND DRV	-36.88458264	174.8210147	Meadowbank South	Meadowbank

7712	existing stop	Bus	30 GRAND DRV	7712 - 30 GRAND DRV	-36.88459337	174.8209027	Meadowbank South	Meadowbank
7713	existing stop	Bus	75 GRAND DRV	7713 - 75 GRAND DRV	-36.88233452	174.8230258	Meadowbank South	Meadowbank
7714	existing stop	Bus	54 GRAND DRV	7714 - 54 GRAND DRV	-36.88303862	174.8223693	Meadowbank South	Meadowbank
7715	existing stop	Bus	101 GRAND DRV	7715 - 101 GRAND DRV	-36.88066823	174.8252974	Meadowbank South	Meadowbank
7716	existing stop	Bus	94 GRAND DRV	7716 - 94 GRAND DRV	-36.88060602	174.8252398	Meadowbank South	Meadowbank
7717	existing stop	Bus	131 GRAND DRV	7717 - 131 GRAND DRV	-36.87886481	174.8271057	Meadowbank South	Meadowbank
7718	existing stop	Bus	112 GRAND DRV	7718 - 112 GRAND DRV	-36.87878441	174.8270589	Meadowbank South	Meadowbank
7719	existing stop	Bus	153 GRAND DRV	7719 - 153 GRAND DRV	-36.87773052	174.8287728	Meadowbank South	Meadowbank
7720	existing stop	Bus	182 GRAND DRV	7720 - 182 GRAND DRV	-36.87767853	174.828637	Meadowbank South	Meadowbank
7721	existing stop	Bus	11 NORMAN LESSER DRV	7721 - 11 NORMAN LESSER DRV	-36.87662518	174.831484	Meadowbank South	Meadowbank
7722	existing stop	Bus	20 NORMAN LESSER DRV	7722 - 20 NORMAN LESSER DRV	-36.87639578	174.8317477	Meadowbank South	Meadowbank
7723	existing stop	Bus	43 NORMAN LESSER DRV	7723 - 43 NORMAN LESSER DRV	-36.8748695	174.8336971	Meadowbank North	Meadowbank
7724	existing stop	Bus	16 MANAWA RD	7724 - 16 MANAWA RD	-36.86828725	174.8020506	Orakei South	Orakei
7725	existing stop	Bus	79 NORMAN LESSER DRV	7725 - 79 NORMAN LESSER DRV	-36.87452989	174.8375931	Meadowbank North	Meadowbank
7726	existing stop	Bus	102 NORMAN LESSER DRV	7726 - 102 NORMAN LESSER DRV	-36.87470591	174.83845	St Johns	St Johns
7727	existing stop	Bus	103 NORMAN LESSER DRV	7727 - 103 NORMAN LESSER DRV	-36.87607383	174.8397505	St Johns	St Johns
7728	existing stop	Bus	132 NORMAN LESSER DRV	7728 - 132 NORMAN LESSER DRV	-36.87636803	174.8399595	St Johns	St Johns
7729	existing stop	Bus	11 PANAPA DRV	7729 - 11 PANAPA DRV	-36.87688044	174.8383002	Meadowbank South	Meadowbank
7730	existing stop	Bus	10 PANAPA DRV	7730 - 10 PANAPA DRV	-36.87682862	174.8387365	St Johns	St Johns
7731	existing stop	Bus	55 PANAPA DRV	7731 - 55 PANAPA DRV	-36.87911928	174.8351563	Meadowbank South	Meadowbank
7732	existing stop	Bus	42 PANAPA DRV	7732 - 42 PANAPA DRV	-36.87873757	174.8353603	Meadowbank South	Meadowbank
7733	existing stop	Bus	71 PANAPA DRV	7733 - 71 PANAPA DRV	-36.88181326	174.8340539	Meadowbank South	Meadowbank
7734	existing stop	Bus	58 PANAPA DR	7734 - 58 PANAPA DR	-36.88115033	174.8343746	Meadowbank South	Meadowbank
7735	existing stop	Bus	97 PANAPA DRV	7735 - 97 PANAPA DRV	-36.88274007	174.8359049	Meadowbank South	Meadowbank
7736	existing stop	Bus	92 PANAPA DRV	7736 - 92 PANAPA DRV	-36.88278045	174.8356254	Meadowbank South	Meadowbank
7737	existing stop	Bus	26 COLLEGE RD	7737 - 26 COLLEGE RD	-36.87704732	174.8420739	St Johns	St Johns
7738	existing stop	Bus	53 COLLEGE RD	7738 - 53 COLLEGE RD	-36.87716187	174.8416615	St Johns	St Johns
7739	existing stop	Bus	207 ST HELIERS BAY RD	7739 - 207 ST HELIERS BAY RD	-36.86224866	174.8570523	Kohimarama East	Kohimarama
7740	existing stop	Bus	222 ST HELIERS BAY RD	7740 - 222 ST HELIERS BAY RD	-36.86261536	174.8566573	Kohimarama East	Kohimarama
7741	existing stop	Bus	257 ST HELIERS BAY RD	7741 - 257 ST HELIERS BAY RD	-36.86434223	174.8540069	Kohimarama East	Kohimarama
7742	existing stop	Bus	260 ST HELIERS BAY RD	7742 - 260 ST HELIERS BAY RD	-36.86433996	174.8541527	Kohimarama East	Kohimarama
7743	existing stop	Bus	7 UPLAND RD	7743 - 7 UPLAND RD	-36.87988845	174.8114673	Waiata	Remuera
7744	existing stop	Bus	286 ST HELIERS BAY RD	7744 - 286 ST HELIERS BAY RD	-36.86568636	174.8521997	Kohimarama East	Kohimarama
7745	existing stop	Bus	47 UPLAND RD	7745 - 47 UPLAND RD	-36.87697769	174.809065	Waiata	Remuera
7746	existing stop	Bus	12 UPLAND RD	7746 - 12 UPLAND RD	-36.87968822	174.8110026	Waiata	Remuera
7747	existing stop	Bus	103 UPLAND RD	7747 - 103 UPLAND RD	-36.87316	174.8105792	Orakei South	Orakei
7748	existing stop	Bus	72 UPLAND RD	7748 - 72 UPLAND RD	-36.87663142	174.8087202	Waiata	Remuera
7750	existing stop	Bus	106 UPLAND RD	7750 - 106 UPLAND RD	-36.87377393	174.8099205	Waiata	Remuera
7751	existing stop	Bus	UPLAND RD NEAR DARWIN LANE	7751 - UPLAND RD NEAR DARWIN LANE	-36.87099928	174.810416	Orakei South	Orakei
7752	existing stop	Bus	138 UPLAND RD	7752 - 138 UPLAND RD	-36.87237424	174.810684	Orakei South	Orakei
7753	existing stop	Bus	187 UPLAND RD	7753 - 187 UPLAND RD	-36.86722283	174.8076795	Orakei South	Orakei
7754	existing stop	Bus	UPLAND RD AND DELL AVE	7754 - UPLAND RD AND DELL AVE	-36.87097447	174.8102696	Orakei South	Orakei
7755	existing stop	Bus	23 MARTIN AVE	7755 - 23 MARTIN AVE	-36.87266708	174.8133498	Orakei South	Orakei
7756	existing stop	Bus	26 BENSON RD	7756 - 26 BENSON RD	-36.872664	174.8070448	Orakei South	Orakei
7757	existing stop	Bus	41 ORAKEI RD	7757 - 41 ORAKEI RD	-36.87718568	174.8036846	Waiata	Remuera
7758	existing stop	Bus	44 LUCERNE RD	7758 - 44 LUCERNE RD	-36.87522588	174.8140049	Waiata	Remuera
7759	existing stop	Bus	69 ORAKEI RD	7759 - 69 ORAKEI RD	-36.87489813	174.8035634	Waiata	Remuera
7760	existing stop	Bus	60 LUCERNE RD	7760 - 60 LUCERNE RD	-36.87390596	174.8142654	Waiata	Remuera
7761	existing stop	Bus	83 ORAKEI RD	7761 - 83 ORAKEI RD	-36.87358704	174.8044301	Waiata	Remuera
7762	existing stop	Bus	12 ORAKEI RD	7762 - 12 ORAKEI RD	-36.88057759	174.8029004	Waiata	Remuera
7763	existing stop	Bus	103 ORAKEI RD	7763 - 103 ORAKEI RD	-36.87198339	174.8049757	Orakei South	Orakei
7764	existing stop	Bus	28 ORAKEI RD	7764 - 28 ORAKEI RD	-36.87908053	174.8035496	Waiata	Remuera
7765	existing stop	Bus	133 ORAKEI RD	7765 - 133 ORAKEI RD	-36.86975957	174.8054058	Orakei South	Orakei
7766	existing stop	Bus	52 ORAKEI RD	7766 - 52 ORAKEI RD	-36.87709796	174.8035254	Waiata	Remuera
7767	existing stop	Bus	ORAKEI RD BY UPLAND RD	7767 - ORAKEI RD BY UPLAND RD	-36.86732286	174.8067956	Orakei South	Orakei
7768	existing stop	Bus	90 ORAKEI RD	7768 - 90 ORAKEI RD	-36.87484577	174.80345	Waiata	Remuera
7769	existing stop	Bus	OPPOSITE 234 ORAKEI RD	7769 - OPPOSITE 234 ORAKEI RD	-36.86339709	174.810674	Orakei South	Orakei
7770	existing stop	Bus	108 ORAKEI RD	7770 - 108 ORAKEI RD	-36.87357056	174.8043287	Waiata	Remuera
7771	existing stop	Bus	19 MANAWA RD	7771 - 19 MANAWA RD	-36.86838992	174.802412	Orakei South	Orakei
7772	existing stop	Bus	128 ORAKEI RD	7772 - 128 ORAKEI RD	-36.87202079	174.8048869	Orakei South	Orakei
7773	existing stop	Bus	45 VICTORIA AVE	7773 - 45 VICTORIA AVE	-36.87765167	174.7985121	Waitaramoa	Remuera
7774	existing stop	Bus	180 ORAKEI RD	7774 - 180 ORAKEI RD	-36.86918989	174.805527	Orakei South	Orakei
7775	existing stop	Bus	97 VICTORIA AVE	7775 - 97 VICTORIA AVE	-36.87581563	174.7983344	Waitaramoa	Remuera
7776	existing stop	Bus	202 ORAKEI RD	7776 - 202 ORAKEI RD	-36.86734412	174.8065829	Orakei South	Orakei
7777	existing stop	Bus	121 VICTORIA AVE	7777 - 121 VICTORIA AVE	-36.87390617	174.7988394	Waitaramoa	Remuera
7778	existing stop	Bus	234 ORAKEI RD	7778 - 234 ORAKEI RD	-36.8633716	174.8105725	Orakei South	Orakei
7779	existing stop	Bus	143 VICTORIA AVE	7779 - 143 VICTORIA AVE	-36.87212369	174.7992912	Waitaramoa	Remuera

7780	existing stop	Bus	40 VICTORIA AVE	7780 - 40 VICTORIA AVE	-36.87755409	174.7984089	Waitaramoa	Remuera
7781	existing stop	Bus	183 VICTORIA AVE	7781 - 183 VICTORIA AVE	-36.86973618	174.7998185	Waitaramoa	Remuera
7782	existing stop	Bus	84 VICTORIA AVE	7782 - 84 VICTORIA AVE	-36.87587156	174.7982123	Waitaramoa	Remuera
7783	existing stop	Bus	VICTORIA AVE NEAR BARADENE COLLEGE	7783 - VICTORIA AVE NEAR BARADENE COLLEGE	-36.86552146	174.8001796	Orakei South	Orakei
7784	existing stop	Bus	136 VICTORIA AVE	7784 - 136 VICTORIA AVE	-36.87400834	174.7986398	Waitaramoa	Remuera
7785	existing stop	Bus	125 CHURCH ST	7785 - 125 CHURCH ST	-36.92270982	174.7883329	Onehunga South East	Onehunga
7786	existing stop	Bus	160 VICTORIA AVE	7786 - 160 VICTORIA AVE	-36.87182704	174.7992394	Waitaramoa	Remuera
7787	existing stop	Bus	VICTORIA AVE NEAR SONIA AVE	7787 - VICTORIA AVE NEAR SONIA AVE	-36.86704418	174.8002153	Waitaramoa	Remuera
7788	existing stop	Bus	190 VICTORIA AVE	7788 - 190 VICTORIA AVE	-36.86974672	174.7997178	Waitaramoa	Remuera
7790	existing stop	Bus	290 VICTORIA AVE	7790 - 290 VICTORIA AVE	-36.86488378	174.80003	Orakei South	Orakei
7791	existing stop	Bus	25 BENSON RD	7791 - 25 BENSON RD	-36.87265632	174.8075494	Orakei South	Orakei
7792	existing stop	Bus	44 RUAWAI RD	7792 - 44 RUAWAI RD	-36.91040132	174.8324373	Hamlin	Mt Wellington
7794	existing stop	Bus	60 BOAKES RD	7794 - 60 BOAKES RD	-36.90256181	174.8340567	Ferndale	Ellerslie
7795	existing stop	Bus	133 ARTHUR STREET	7795 - 133 ARTHUR STREET	-36.92082818	174.7845956	Onehunga South East	Onehunga
7796	existing stop	Bus	58 ARANUI RD	7796 - 58 ARANUI RD	-36.91571406	174.8321828	Hamlin	Mt Wellington
7798	existing stop	Bus	74 RUAWAI RD	7798 - 74 RUAWAI RD	-36.9124892	174.8326444	Hamlin	Mt Wellington
7804	existing stop	Bus	8 HARWOOD RD	7804 - 8 HARWOOD RD	-36.90077905	174.8333519	Ferndale	Ellerslie
7805	existing stop	Bus	586 MT WELLINGTON HWY	7805 - 586 MT WELLINGTON HWY	-36.92834319	174.8425668	Mt Wellington South	Mt Wellington
7806	existing stop	Bus	OPPOSITE 590 MT WELLINGTON HWY	7806 - OPPOSITE 590 MT WELLINGTON HWY	-36.92874967	174.8425092	Mt Wellington South	Mt Wellington
7807	existing stop	Bus	OPPOSITE 503 MT WELLINGTON HWY	7807 - OPPOSITE 503 MT WELLINGTON HWY	-36.92403394	174.8414639	Mt Wellington South	Mt Wellington
7808	existing stop	Bus	503 MT WELLINGTON HIGHWAY	7808 - 503 MT WELLINGTON HIGHWAY	-36.92409166	174.8412295	Mt Wellington South	Mt Wellington
7809	existing stop	Bus	MT WELLINGTON HWY OPP SYLVIA PARK RD	7809 - MT WELLINGTON HWY OPP SYLVIA PARK RD	-36.92071264	174.840587	Mt Wellington South	Mt Wellington
7810	existing stop	Bus	MT WELLINGTON HWY NEAR LONGFORD ST	7810 - MT WELLINGTON HWY NEAR LONGFORD ST	-36.9136786	174.8384985	Hamlin	Mt Wellington
7811	existing stop	Bus	OPPOSITE 277 MT WELLINGTON HWY	7811 - OPPOSITE 277 MT WELLINGTON HWY	-36.91307459	174.8385064	Hamlin	Mt Wellington
7812	existing stop	Bus	MT WELLINGTON HWY NEAR PENROSE RD	7812 - MT WELLINGTON HWY NEAR PENROSE RD	-36.90792939	174.8390002	Mt Wellington North	Mt Wellington
7813	existing stop	Bus	190 MT WELLINGTON HWY	7813 - 190 MT WELLINGTON HWY	-36.90779769	174.8393562	Mt Wellington North	Mt Wellington
7814	existing stop	Bus	133 MT WELLINGTON HWY	7814 - 133 MT WELLINGTON HWY	-36.90503469	174.8408387	Mt Wellington North	Mt Wellington
7815	existing stop	Bus	144 MT WELLINGTON HWY	7815 - 144 MT WELLINGTON HWY	-36.90548762	174.8406925	Mt Wellington North	Mt Wellington
7816	existing stop	Bus	57 MT WELLINGTON HWY	7816 - 57 MT WELLINGTON HWY	-36.90143231	174.8429743	Mt Wellington North	Mt Wellington
7817	existing stop	Bus	MT WELLINGTON HWY NEAR WILLIAM HARVEY PL	7817 - MT WELLINGTON HWY NEAR WILLIAM HARVEY PL	-36.90105699	174.8433468	Mt Wellington North	Mt Wellington
7818	existing stop	Bus	235 TANIWHA ST	7818 - 235 TANIWHA ST	-36.87759219	174.8551351	Glen Innes West	Glen Innes
7819	existing stop	Bus	MT WELLINGTON HWY NEAR ELLERSLIE/PANMURE HIGHWAY	7819 - MT WELLINGTON HWY NEAR ELLERSLIE/PANMURE HIGHWAY	-36.8982078	174.8451524	Mt Wellington North	Mt Wellington
7820	existing stop	Bus	39 HEATHERBANK ST	7820 - 39 HEATHERBANK ST	-36.87754469	174.8599021	Glen Innes West	Glen Innes
7821	existing stop	Bus	250 TANIWHA ST	7821 - 250 TANIWHA ST	-36.87807033	174.8545296	Glen Innes West	Glen Innes
7822	existing stop	Bus	3 HEATHERBANK ST	7822 - 3 HEATHERBANK ST	-36.87441236	174.8607798	Glen Innes West	Glen Innes
7823	existing stop	Bus	208 TANIWHA ST	7823 - 208 TANIWHA ST	-36.87805906	174.8575585	Glen Innes West	Glen Innes
7824	existing stop	Bus	11 FARRINGDON ST	7824 - 11 FARRINGDON ST	-36.87291287	174.8592625	Glen Innes West	Glen Innes
7825	existing stop	Bus	60 HEATHERBANK ST	7825 - 60 HEATHERBANK ST	-36.87796002	174.8598561	Glen Innes West	Glen Innes
7826	existing stop	Bus	21 LINE RD	7826 - 21 LINE RD	-36.87131028	174.858573	Glen Innes West	Glen Innes
7827	existing stop	Bus	18 HEATHERBANK ST	7827 - 18 HEATHERBANK ST	-36.8745468	174.8608279	Glen Innes West	Glen Innes
7828	existing stop	Bus	83 WEST TAMAKI RD	7828 - 83 WEST TAMAKI RD	-36.86959167	174.8583855	Glen Innes West	Glen Innes
7829	existing stop	Bus	22 FARRINGDON ST	7829 - 22 FARRINGDON ST	-36.87255037	174.8593884	Glen Innes West	Glen Innes
7830	existing stop	Bus	43 WEST TAMAKI RD	7830 - 43 WEST TAMAKI RD	-36.86770492	174.8556924	Glen Innes West	Glen Innes
7831	existing stop	Bus	OPPOSITE 27 LINE RD	7831 - OPPOSITE 27 LINE RD	-36.87170689	174.8585714	Glen Innes West	Glen Innes
7832	existing stop	Bus	3 WEST TAMAKI RD	7832 - 3 WEST TAMAKI RD	-36.86629544	174.8518667	Kohimarama East	Kohimarama
7833	existing stop	Bus	8 LINE RD	7833 - 8 LINE RD	-36.87025899	174.8589402	Glen Innes West	Glen Innes
7834	existing stop	Bus	320 ST HELIERS BAY RD	7834 - 320 ST HELIERS BAY RD	-36.86735594	174.8497497	Kohimarama East	Kohimarama
7835	existing stop	Bus	54 WEST TAMAKI RD	7835 - 54 WEST TAMAKI RD	-36.86793427	174.856012	Glen Innes West	Glen Innes
7836	existing stop	Bus	358 ST HELIERS BAY RD	7836 - 358 ST HELIERS BAY RD	-36.86824706	174.8463497	St Johns	St Johns
7837	existing stop	Bus	4 WEST TAMAKI RD	7837 - 4 WEST TAMAKI RD	-36.86634251	174.8523165	Kohimarama East	Kohimarama
7838	existing stop	Bus	299 KOHIMARAMA ROAD	7838 - 299 KOHIMARAMA ROAD	-36.86541916	174.8438811	Kohimarama East	Kohimarama
7839	existing stop	Bus	289 ST HELIERS BAY RD	7839 - 289 ST HELIERS BAY RD	-36.86620507	174.8513036	Kohimarama East	Kohimarama
7840	existing stop	Bus	255 KOHIMARAMA RD	7840 - 255 KOHIMARAMA RD	-36.86321188	174.8409115	Kohimarama West	Kohimarama
7841	existing stop	Bus	305 ST HELIERS BAY RD	7841 - 305 ST HELIERS BAY RD	-36.86710017	174.8499679	Kohimarama East	Kohimarama
7842	existing stop	Bus	KOHIMARAMA RD OPPOSITE SOUTHERN CROSS RD	7842 - KOHIMARAMA RD OPPOSITE SOUTHERN CROSS RD	-36.86178039	174.83906	Mission Bay	Mission Bay
7843	existing stop	Bus	OPPOSITE 366 ST HELIERS BAY RD	7843 - OPPOSITE 366 ST HELIERS BAY RD	-36.86812196	174.8462794	St Johns	St Johns
7844	existing stop	Bus	OPPOSITE 198 KOHIMARAMA RD	7844 - OPPOSITE 198 KOHIMARAMA RD	-36.86076298	174.8378242	Mission Bay	Mission Bay
7845	existing stop	Bus	OPPOSITE 307 KOHIMARAMA RD	7845 - OPPOSITE 307 KOHIMARAMA RD	-36.86582283	174.8445863	Kohimarama East	Kohimarama
7846	existing stop	Bus	255 KEPA RD	7846 - 255 KEPA RD	-36.8603658	174.83261	Mission Bay	Mission Bay
7848	existing stop	Bus	EASTRIDGE KEPA RD	7848 - EASTRIDGE KEPA RD	-36.86015928	174.8290494	Mission Bay	Mission Bay
7850	existing stop	Bus	197 KEPA RD	7850 - 197 KEPA RD	-36.86159247	174.8255277	Orakei North	Orakei
7851	existing stop	Bus	288 KEPA RD	7851 - 288 KEPA RD	-36.86005328	174.836506	Mission Bay	Mission Bay
7852	existing stop	Bus	Kepa Rd opp Kupe St	7852 - Kepa Rd opp Kupe St	-36.86164832	174.8242391	Orakei North	Orakei
7853	existing stop	Bus	254 KEPA RD	7853 - 254 KEPA RD	-36.86032803	174.8327213	Mission Bay	Mission Bay
7854	existing stop	Bus	OPPOSITE 116 PATTESON AVE	7854 - OPPOSITE 116 PATTESON AVE	-36.85923024	174.8296778	Mission Bay	Mission Bay
7855	existing stop	Bus	230 KEPA RD	7855 - 230 KEPA RD	-36.85982442	174.8303089	Mission Bay	Mission Bay
7856	existing stop	Bus	OPPOSITE 82 PATTESON AVE	7856 - OPPOSITE 82 PATTESON AVE	-36.85579345	174.8298538	Mission Bay	Mission Bay

7857	existing stop	Bus	220 KEPA RD	7857 - 220 KEPA RD	-36.85997058	174.8290112	Mission Bay	Mission Bay
7858	existing stop	Bus	PATTESON AVE NEAR CODRINGTON CRES	7858 - PATTESON AVE NEAR CODRINGTON CRES	-36.85344534	174.83074	Mission Bay	Mission Bay
7859	existing stop	Bus	180 KEPA RD	7859 - 180 KEPA RD	-36.8614412	174.8254007	Orakei North	Orakei
7860	existing stop	Bus	21 NIHILL CRES	7860 - 21 NIHILL CRES	-36.85179685	174.8306782	Mission Bay	Mission Bay
7861	existing stop	Bus	100 PATTESON AVE	7861 - 100 PATTESON AVE	-36.85799918	174.8300186	Mission Bay	Mission Bay
7862	existing stop	Bus	OPPOSITE 20 NIHILL CRES	7862 - OPPOSITE 20 NIHILL CRES	-36.85228722	174.8280991	Mission Bay	Mission Bay
7863	existing stop	Bus	82 PATTESON AVE	7863 - 82 PATTESON AVE	-36.85583694	174.8299558	Mission Bay	Mission Bay
7864	existing stop	Bus	AOTEA ST OPP RUKUTAI ST	7864 - AOTEA ST OPP RUKUTAI ST	-36.85429431	174.827115	Orakei North	Orakei
7865	existing stop	Bus	56 PATTESON AVE	7865 - 56 PATTESON AVE	-36.85321681	174.8309476	Mission Bay	Mission Bay
7866	existing stop	Bus	74 RUKUTAI ST	7866 - 74 RUKUTAI ST	-36.85358591	174.8262906	Orakei North	Orakei
7867	existing stop	Bus	NIHILL CRES NEAR PATTESON AVE	7867 - NIHILL CRES NEAR PATTESON AVE	-36.85167747	174.8308212	Mission Bay	Mission Bay
7868	existing stop	Bus	OPPOSITE 28 TE ARAWA ST	7868 - OPPOSITE 28 TE ARAWA ST	-36.85313823	174.8249228	Orakei North	Orakei
7869	existing stop	Bus	2 NIHILL CRES	7869 - 2 NIHILL CRES	-36.85216474	174.8284438	Mission Bay	Mission Bay
7870	existing stop	Bus	23 TE ARAWA ST	7870 - 23 TE ARAWA ST	-36.85447086	174.8250106	Orakei North	Orakei
7871	existing stop	Bus	83 RUKUTAI ST	7871 - 83 RUKUTAI ST	-36.85360083	174.8264928	Orakei North	Orakei
7872	existing stop	Bus	111 KUPE ST	7872 - 111 KUPE ST	-36.85562403	174.8238715	Orakei North	Orakei
7873	existing stop	Bus	30 TE ARAWA ST	7873 - 30 TE ARAWA ST	-36.85294087	174.8248621	Orakei North	Orakei
7874	existing stop	Bus	81 KUPE ST	7874 - 81 KUPE ST	-36.85725365	174.8239888	Orakei North	Orakei
7875	existing stop	Bus	12 TE ARAWA ST	7875 - 12 TE ARAWA ST	-36.85442667	174.8249535	Orakei North	Orakei
7876	existing stop	Bus	45 KUPE ST	7876 - 45 KUPE ST	-36.85934243	174.8241394	Orakei North	Orakei
7877	existing stop	Bus	OPPOSITE 3 TE ARAWA ST	7877 - OPPOSITE 3 TE ARAWA ST	-36.85518294	174.8244219	Orakei North	Orakei
7878	existing stop	Bus	KUPE ST NEAR KEPA RD	7878 - KUPE ST NEAR KEPA RD	-36.86127856	174.8242527	Orakei North	Orakei
7879	existing stop	Bus	88 KUPE ST	7879 - 88 KUPE ST	-36.85731827	174.8238894	Orakei North	Orakei
7880	existing stop	Bus	COATES AVE NEAR NEHU ST	7880 - COATES AVE NEAR NEHU ST	-36.86105033	174.8209159	Orakei North	Orakei
7881	existing stop	Bus	46 KUPE ST	7881 - 46 KUPE ST	-36.85927224	174.8240143	Orakei North	Orakei
7882	existing stop	Bus	113 COATES AVE	7882 - 113 COATES AVE	-36.8591064	174.8183684	Orakei North	Orakei
7883	existing stop	Bus	16 KUPE ST	7883 - 16 KUPE ST	-36.86076705	174.824106	Orakei North	Orakei
7884	existing stop	Bus	OPPOSITE 108 COATES AVE	7884 - OPPOSITE 108 COATES AVE	-36.8577813	174.8166097	Orakei North	Orakei
7886	existing stop	Bus	53 COATES AVE	7886 - 53 COATES AVE	-36.85628806	174.8146451	Orakei North	Orakei
7887	existing stop	Bus	158 COATES AVE	7887 - 158 COATES AVE	-36.86060618	174.8204903	Orakei North	Orakei
7888	existing stop	Bus	30 NGAIWI STREET	7888 - 30 NGAIWI STREET	-36.85731567	174.8116858	Orakei North	Orakei
7889	existing stop	Bus	128 COATES AVE	7889 - 128 COATES AVE	-36.85911335	174.8185032	Orakei North	Orakei
7890	existing stop	Bus	9 NGAPIPI RD	7890 - 9 NGAPIPI RD	-36.85670717	174.8102133	Orakei North	Orakei
7891	existing stop	Bus	112 COATES AVE	7891 - 112 COATES AVE	-36.8578146	174.8167899	Orakei North	Orakei
7892	existing stop	Bus	30 NGAPIPI RD	7892 - 30 NGAPIPI RD	-36.85705789	174.8102665	Orakei North	Orakei
7893	existing stop	Bus	82 COATES AVE	7893 - 82 COATES AVE	-36.85642725	174.8149737	Orakei North	Orakei
7895	existing stop	Bus	31 NGAIWI ST	7895 - 31 NGAIWI ST	-36.85725226	174.8117068	Orakei North	Orakei
7898	existing stop	Bus	88 PANORAMA RD	7898 - 88 PANORAMA RD	-36.90128495	174.8309398	Ferndale	Ellerslie
7899	existing stop	Bus	NGAPIPI RD NEAR TAMAKI DR (EAST SIDE)	7899 - NGAPIPI RD NEAR TAMAKI DR (EAST SIDE)	-36.85301545	174.8058194	Orakei North	Orakei
7900	existing stop	Bus	OPPOSITE 5 PANAMA RD	7900 - OPPOSITE 5 PANAMA RD	-36.92751179	174.8432877	Mt Wellington South	Mt Wellington
7901	existing stop	Bus	5 PANAMA RD	7901 - 5 PANAMA RD	-36.92759236	174.8433233	Mt Wellington South	Mt Wellington
7902	existing stop	Bus	72 PANAMA RD	7902 - 72 PANAMA RD	-36.92677844	174.8475586	Mt Wellington South	Mt Wellington
7903	existing stop	Bus	OPPOSITE 72 PANAMA RD	7903 - OPPOSITE 72 PANAMA RD	-36.92686075	174.847482	Mt Wellington South	Mt Wellington
7905	existing stop	Bus	79 PANAMA RD	7905 - 79 PANAMA RD	-36.92637593	174.8502545	Mt Wellington South	Mt Wellington
7907	existing stop	Bus	126 CARBINE RD	7907 - 126 CARBINE RD	-36.925064	174.8523109	Mt Wellington South	Mt Wellington
7909	existing stop	Bus	OPPOSITE 3 FISHER CRES	7909 - OPPOSITE 3 FISHER CRES	-36.92398272	174.8528685	Mt Wellington South	Mt Wellington
7911	existing stop	Bus	16 FISHER CRES	7911 - 16 FISHER CRES	-36.92237693	174.8546931	Mt Wellington South	Mt Wellington
7913	existing stop	Bus	14 GABADOR PL	7913 - 14 GABADOR PL	-36.92069544	174.8532828	Mt Wellington South	Mt Wellington
7914	existing stop	Bus	127 CARBINE RD	7914 - 127 CARBINE RD	-36.9252539	174.8522706	Mt Wellington South	Mt Wellington
7915	existing stop	Bus	4 GABADOR PL	7915 - 4 GABADOR PL	-36.92116231	174.8505101	Mt Wellington South	Mt Wellington
7916	existing stop	Bus	3 FISHER CRES	7916 - 3 FISHER CRES	-36.92386087	174.8531686	Mt Wellington South	Mt Wellington
7918	existing stop	Bus	OPPOSITE 16 FISHER CRES	7918 - OPPOSITE 16 FISHER CRES	-36.92224388	174.8545552	Mt Wellington South	Mt Wellington
7919	existing stop	Bus	68B CARBINE RD	7919 - 68B CARBINE RD	-36.91687336	174.8469491	Mt Wellington South	Mt Wellington
7920	existing stop	Bus	7 GABADOR PL	7920 - 7 GABADOR PL	-36.92077758	174.8532175	Mt Wellington South	Mt Wellington
7921	existing stop	Bus	22 CARBINE RD	7921 - 22 CARBINE RD	-36.91161434	174.8454866	Panmure Basin	Mt Wellington
7922	existing stop	Bus	113 CARBINE RD	7922 - 113 CARBINE RD	-36.92106887	174.8495649	Mt Wellington South	Mt Wellington
7923	existing stop	Bus	64 COURT CRES	7923 - 64 COURT CRES	-36.89135545	174.8591712	Tamaki	Panmure
7924	existing stop	Bus	69 CARBINE RD	7924 - 69 CARBINE RD	-36.91684878	174.8467914	Mt Wellington South	Mt Wellington
7925	existing stop	Bus	84 COURT CRES	7925 - 84 COURT CRES	-36.89000291	174.8574777	Tamaki	Panmure
7926	existing stop	Bus	OPPOSITE 26 CARBINE RD	7926 - OPPOSITE 26 CARBINE RD	-36.91138322	174.845279	Panmure Basin	Mt Wellington
7927	existing stop	Bus	154 PILKINGTON RD	7927 - 154 PILKINGTON RD	-36.88831116	174.857302	Mt Wellington Domain	St Johns
7928	existing stop	Bus	55 COURT CRES	7928 - 55 COURT CRES	-36.89134802	174.8590701	Tamaki	Panmure
7929	existing stop	Bus	176 PILKINGTON RD	7929 - 176 PILKINGTON RD	-36.88636475	174.8578496	Point England	Panmure
7930	existing stop	Bus	81 COURT CRES	7930 - 81 COURT CRES	-36.89004919	174.8574003	Tamaki	Panmure
7931	existing stop	Bus	198 PILKINGTON RD	7931 - 198 PILKINGTON RD	-36.88386645	174.8585296	Point England	Panmure
7932	existing stop	Bus	OPPOSITE 158 PILKINGTON RD	7932 - OPPOSITE 158 PILKINGTON RD	-36.88786898	174.8573362	Mt Wellington Domain	St Johns
7933	existing stop	Bus	OPPOSITE 249 PILKINGTON RD	7933 - OPPOSITE 249 PILKINGTON RD	-36.8825265	174.8589122	Point England	Panmure

7934	existing stop	Bus	201 PILKINGTON RD	7934 - 201 PILKINGTON RD	-36.88422082	174.8583474	Point England	Panmure
7935	existing stop	Bus	176 TANIWHA ST	7935 - 176 TANIWHA ST	-36.878424	174.85976	Glen Innes West	Glen Innes
7936	existing stop	Bus	231 PILKINGTON RD	7936 - 231 PILKINGTON RD	-36.88275438	174.8587494	Point England	Panmure
7937	existing stop	Bus	142 TANIWHA ST	7937 - 142 TANIWHA ST	-36.87858735	174.8618123	Glen Innes West	Glen Innes
7938	existing stop	Bus	163 TANIWHA ST	7938 - 163 TANIWHA ST	-36.87844889	174.8602943	Glen Innes West	Glen Innes
7939	existing stop	Bus	OPPOSITE 117 TANIWHA ST	7939 - OPPOSITE 117 TANIWHA ST	-36.87828817	174.865945	Glen Innes East	Glen Innes
7940	existing stop	Bus	141 TANIWHA ST	7940 - 141 TANIWHA ST	-36.87186908	174.8626212	Point England	Panmure
7941	existing stop	Bus	92 TANIWHA ST	7941 - 92 TANIWHA ST	-36.87698046	174.8705804	Glen Innes East	Glen Innes
7942	existing stop	Bus	117 TANIWHA ST	7942 - 117 TANIWHA ST	-36.8781986	174.8659092	Glen Innes East	Glen Innes
7943	existing stop	Bus	74 TANIWHA ST	7943 - 74 TANIWHA ST	-36.87592949	174.8726415	Glen Innes East	Glen Innes
7944	existing stop	Bus	OPPOSITE 92 TANIWHA ST	7944 - OPPOSITE 92 TANIWHA ST	-36.87686262	174.8706224	Glen Innes East	Glen Innes
7945	existing stop	Bus	52 TANIWHA ST	7945 - 52 TANIWHA ST	-36.87416108	174.8738997	Glen Innes East	Glen Innes
7946	existing stop	Bus	71 TANIWHA ST	7946 - 71 TANIWHA ST	-36.8756182	174.872948	Glen Innes East	Glen Innes
7947	existing stop	Bus	20 TANIWHA ST	7947 - 20 TANIWHA ST	-36.87158266	174.8750819	Glen Innes East	Glen Innes
7948	existing stop	Bus	51 TANIWHA ST	7948 - 51 TANIWHA ST	-36.87387276	174.8738927	Glen Innes East	Glen Innes
7949	existing stop	Bus	1 INGLEWOOD ST	7949 - 1 INGLEWOOD ST	-36.87026971	174.8748928	Glen Innes East	Glen Innes
7950	existing stop	Bus	29 TANIWHA ST	7950 - 29 TANIWHA ST	-36.87203492	174.8749808	Glen Innes East	Glen Innes
7951	existing stop	Bus	29 INGLEWOOD ST	7951 - 29 INGLEWOOD ST	-36.87153276	174.8771	Glen Innes East	Glen Innes
7953	existing stop	Bus	43 INGLEWOOD ST	7953 - 43 INGLEWOOD ST	-36.87031157	174.8790894	Glen Innes East	Glen Innes
7954	existing stop	Bus	4 INGLEWOOD ST	7954 - 4 INGLEWOOD ST	-36.87014021	174.8751028	Glen Innes East	Glen Innes
7955	existing stop	Bus	272 WEST TAMAKI RD	7955 - 272 WEST TAMAKI RD	-36.86856693	174.8777005	Glen Innes East	Glen Innes
7956	existing stop	Bus	38 INGLEWOOD ST	7956 - 38 INGLEWOOD ST	-36.87138223	174.8775002	Glen Innes East	Glen Innes
7957	existing stop	Bus	OPPOSITE 243 WEST TAMAKI RD	7957 - OPPOSITE 243 WEST TAMAKI RD	-36.86903995	174.8751432	Glen Innes East	Glen Innes
7958	existing stop	Bus	54 INGLEWOOD ST	7958 - 54 INGLEWOOD ST	-36.87025768	174.8790769	Glen Innes East	Glen Innes
7959	existing stop	Bus	OPPOSITE 211 WEST TAMAKI RD	7959 - OPPOSITE 211 WEST TAMAKI RD	-36.86915518	174.8724088	Glen Innes East	Glen Innes
7960	existing stop	Bus	271 WEST TAMAKI RD	7960 - 271 WEST TAMAKI RD	-36.8687019	174.8777151	Glen Innes East	Glen Innes
7961	existing stop	Bus	CROSSFIELD RD OPPOSITE ARAGON AVE	7961 - CROSSFIELD RD OPPOSITE ARAGON AVE	-36.86800933	174.8696212	Glen Innes North	Glen Innes
7962	existing stop	Bus	249 WEST TAMAKI RD	7962 - 249 WEST TAMAKI RD	-36.86895143	174.8756122	Glen Innes East	Glen Innes
7963	existing stop	Bus	OPPOSITE 127 CROSSFIELD RD	7963 - OPPOSITE 127 CROSSFIELD RD	-36.8667271	174.8691973	Glen Innes North	Glen Innes
7964	existing stop	Bus	199 WEST TAMAKI RD	7964 - 199 WEST TAMAKI RD	-36.8689075	174.8709668	Glen Innes North	Glen Innes
7965	existing stop	Bus	24 CROSSFIELD RD	7965 - 24 CROSSFIELD RD	-36.86168459	174.8688838	Glen Innes North	Glen Innes
7966	existing stop	Bus	137 CROSSFIELD RD	7966 - 137 CROSSFIELD RD	-36.86770317	174.8696025	Glen Innes North	Glen Innes
7967	existing stop	Bus	MT TAYLOR DRIVE NEAR CROSSFIELD ROAD.	7967 - MT TAYLOR DRIVE NEAR CROSSFIELD ROAD.	-36.86409439	174.866957	Glen Innes North	Glen Innes
7968	existing stop	Bus	127 CROSSFIELD RD	7968 - 127 CROSSFIELD RD	-36.86685288	174.8692228	Glen Innes North	Glen Innes
7969	existing stop	Bus	MT TAYLOR DRIVE OPPOSITE ROMOLA ST	7969 - MT TAYLOR DRIVE OPPOSITE ROMOLA ST	-36.86541974	174.8617619	Glen Innes North	Glen Innes
7971	existing stop	Bus	4 MT TAYLOR DRIVE	7971 - 4 MT TAYLOR DRIVE	-36.86645583	174.8594874	Glen Innes West	Glen Innes
7972	existing stop	Bus	MT TAYLOR DRIVE NEAR CROSSFIELD ROAD	7972 - MT TAYLOR DRIVE NEAR CROSSFIELD ROAD	-36.86416028	174.8667791	Glen Innes North	Glen Innes
7973	existing stop	Bus	30 ASHBY AVE	7973 - 30 ASHBY AVE	-36.86484838	174.8579565	Glen Innes West	Glen Innes
7974	existing stop	Bus	OPPOSITE 28 MT TAYLOR DRIVE	7974 - OPPOSITE 28 MT TAYLOR DRIVE	-36.86566296	174.8611957	Glen Innes North	Glen Innes
7975	existing stop	Bus	162 LONG DRV	7975 - 162 LONG DRV	-36.86239905	174.85608	Kohimarama East	Kohimarama
7976	existing stop	Bus	51 ASHBY AVE	7976 - 51 ASHBY AVE	-36.86635099	174.8586996	Glen Innes West	Glen Innes
7977	existing stop	Bus	134 LONG DRV	7977 - 134 LONG DRV	-36.86078716	174.8548296	Kohimarama East	Kohimarama
7978	existing stop	Bus	31 ASHBY AVE	7978 - 31 ASHBY AVE	-36.86461657	174.8577939	Glen Innes West	Glen Innes
7979	existing stop	Bus	106 LONG DRV	7979 - 106 LONG DRV	-36.85882126	174.8537389	Kohimarama East	Kohimarama
7980	existing stop	Bus	177 LONG DRV	7980 - 177 LONG DRV	-36.86217888	174.8557494	Kohimarama East	Kohimarama
7981	existing stop	Bus	74 LONG DRV	7981 - 74 LONG DRV	-36.85691788	174.8526835	Kohimarama East	Kohimarama
7982	existing stop	Bus	OPPOSITE 136 LONG DRV	7982 - OPPOSITE 136 LONG DRV	-36.86092266	174.8548104	Kohimarama East	Kohimarama
7983	existing stop	Bus	52 LONG DRV	7983 - 52 LONG DRV	-36.85487104	174.8515798	Kohimarama East	Kohimarama
7984	existing stop	Bus	123 LONG DRV	7984 - 123 LONG DRV	-36.8588405	174.8536609	Kohimarama East	Kohimarama
7985	existing stop	Bus	68 MELANESIA RD	7985 - 68 MELANESIA RD	-36.8543449	174.8477424	Kohimarama East	Kohimarama
7986	existing stop	Bus	93 LONG DRV	7986 - 93 LONG DRV	-36.85680285	174.8525461	Kohimarama East	Kohimarama
7987	existing stop	Bus	50 MELANESIA RD	7987 - 50 MELANESIA RD	-36.85336075	174.8455316	Kohimarama West	Kohimarama
7988	existing stop	Bus	63 LONG DRV	7988 - 63 LONG DRV	-36.85494416	174.8515142	Kohimarama East	Kohimarama
7989	existing stop	Bus	22 MELANESIA RD	7989 - 22 MELANESIA RD	-36.85280837	174.8427929	Kohimarama West	Kohimarama
7990	existing stop	Bus	85 MELANESIA RD	7990 - 85 MELANESIA RD	-36.85439187	174.8476202	Kohimarama East	Kohimarama
7991	existing stop	Bus	4 AVERILL AVE	7991 - 4 AVERILL AVE	-36.85080871	174.8421281	Kohimarama West	Kohimarama
7992	existing stop	Bus	59 MELANESIA RD	7992 - 59 MELANESIA RD	-36.85334848	174.8451612	Kohimarama West	Kohimarama
7994	existing stop	Bus	19 MELANESIA RD	7994 - 19 MELANESIA RD	-36.85279644	174.8424001	Kohimarama West	Kohimarama
7995	existing stop	Bus	373 CHURCH ST	7995 - 373 CHURCH ST	-36.92030998	174.8122662	Penrose	Penrose
7996	existing stop	Bus	11 AVERILL AVE	7996 - 11 AVERILL AVE	-36.85041227	174.8421185	Kohimarama West	Kohimarama
7997	existing stop	Bus	77 STATION RD	7997 - 77 STATION RD	-36.91098287	174.8151097	Penrose	Penrose
7998	existing stop	Bus	98 RUAWAI RD	7998 - 98 RUAWAI RD	-36.91393807	174.8327913	Hamlin	Mt Wellington
8069	existing stop	Bus	170 GREENLANE WEST	8069 - 170 GREENLANE WEST	-36.89090799	174.793897	Remuera South	Remuera
8070	existing stop	Bus	175 GREENLANE WEST	8070 - 175 GREENLANE WEST	-36.89119865	174.7931519	Remuera South	Remuera
8071	existing stop	Bus	52 GREENLANE EAST	8071 - 52 GREENLANE EAST	-36.8850347	174.8037907	Abbotts Park	Remuera
8072	existing stop	Bus	39 GREENLANE EAST	8072 - 39 GREENLANE EAST	-36.88476898	174.8040762	Abbotts Park	Remuera
8073	existing stop	Bus	18 GREENLANE EAST	8073 - 18 GREENLANE EAST	-36.88349013	174.8063799	Abbotts Park	Remuera

8074	existing stop	Bus	13 GREENLANE EAST	8074 - 13 GREENLANE EAST	-36.88334443	174.8064774	Abbotts Park	Remuera
8152	existing stop	Bus	142 NEILSON ST	8152 - 142 NEILSON ST	-36.92631549	174.7918974	Onehunga South East	Onehunga
8154	existing stop	Bus	NEILSON ST OPPOSITE WAIKARAKA PARK	8154 - NEILSON ST OPPOSITE WAIKARAKA PARK	-36.92643926	174.7968288	Te Papapa	Onehunga
8155	existing stop	Bus	OPPOSITE 140 NEILSON ST	8155 - OPPOSITE 140 NEILSON ST	-36.926486	174.7919463	Onehunga South East	Onehunga
8156	existing stop	Bus	170 CHURCH ST	8156 - 170 CHURCH ST	-36.92225351	174.7928912	Onehunga South East	Onehunga
8157	existing stop	Bus	WAIKARAKA NEILSON ST	8157 - WAIKARAKA NEILSON ST	-36.92660671	174.7964847	Te Papapa	Onehunga
8158	existing stop	Bus	192 CHURCH ST	8158 - 192 CHURCH ST	-36.92204739	174.7951989	Te Papapa	Onehunga
8159	existing stop	Bus	273A NEILSON ST	8159 - 273A NEILSON ST	-36.92576867	174.8042001	Te Papapa	Onehunga
8160	existing stop	Bus	228 CHURCH ST	8160 - 228 CHURCH ST	-36.921659	174.798827	Te Papapa	Onehunga
8161	existing stop	Bus	189 CHURCH ST	8161 - 189 CHURCH ST	-36.92213561	174.7947295	Te Papapa	Onehunga
8162	existing stop	Bus	278 CHURCH ST	8162 - 278 CHURCH ST	-36.92109262	174.8040786	Te Papapa	Onehunga
8163	existing stop	Bus	225 CHURCH ST	8163 - 225 CHURCH ST	-36.92174417	174.7985596	Te Papapa	Onehunga
8164	existing stop	Bus	322 CHURCH ST	8164 - 322 CHURCH ST	-36.92064968	174.8083115	Penrose	Penrose
8165	existing stop	Bus	OPPOSITE 258 CHURCH ST	8165 - OPPOSITE 258 CHURCH ST	-36.92146875	174.8012698	Te Papapa	Onehunga
8166	existing stop	Bus	83 ORORKE RD	8166 - 83 ORORKE RD	-36.91900304	174.819341	Penrose	Penrose
8167	existing stop	Bus	289 CHURCH ST	8167 - 289 CHURCH ST	-36.92109157	174.8047409	Te Papapa	Onehunga
8168	existing stop	Bus	67 ORORKE RD	8168 - 67 ORORKE RD	-36.91735526	174.8180558	Penrose	Penrose
8169	existing stop	Bus	343 CHURCH ST	8169 - 343 CHURCH ST	-36.92073008	174.8083583	Penrose	Penrose
8170	existing stop	Bus	45 ORORKE RD	8170 - 45 ORORKE RD	-36.9152526	174.8164568	Penrose	Penrose
8171	existing stop	Bus	OPPOSITE 67 ORORKE RD	8171 - OPPOSITE 67 ORORKE RD	-36.91703211	174.8179696	Penrose	Penrose
8172	existing stop	Bus	1 ORORKE RD	8172 - 1 ORORKE RD	-36.9133017	174.8149514	Penrose	Penrose
8173	existing stop	Bus	16 ORORKE RD	8173 - 16 ORORKE RD	-36.91497431	174.8163829	Penrose	Penrose
8174	existing stop	Bus	176 STATION RD	8174 - 176 STATION RD	-36.91430843	174.8086332	Penrose	Penrose
8175	existing stop	Bus	OPPOSITE 1 ORORKE RD	8175 - OPPOSITE 1 ORORKE RD	-36.91295271	174.8147859	Penrose	Penrose
8176	existing stop	Bus	171 ROCKFIELD RD	8176 - 171 ROCKFIELD RD	-36.91416618	174.805543	Oranga	One Tree Hill
8177	existing stop	Bus	133 STATION RD	8177 - 133 STATION RD	-36.91285913	174.8126511	Penrose	Penrose
8178	existing stop	Bus	139 ROCKFIELD RD	8178 - 139 ROCKFIELD RD	-36.91206768	174.8054374	Oranga	One Tree Hill
8179	existing stop	Bus	161 STATION RD	8179 - 161 STATION RD	-36.91415402	174.809303	Penrose	Penrose
8180	existing stop	Bus	109 ROCKFIELD RD	8180 - 109 ROCKFIELD RD	-36.90960131	174.8052221	Oranga	One Tree Hill
8181	existing stop	Bus	OPPOSITE 171 ROCKFIELD RD	8181 - OPPOSITE 171 ROCKFIELD RD	-36.91418928	174.8058017	Oranga	One Tree Hill
8182	existing stop	Bus	77 ROCKFIELD RD	8182 - 77 ROCKFIELD RD	-36.90653313	174.8048692	Oranga	One Tree Hill
8183	existing stop	Bus	154 ROCKFIELD RD	8183 - 154 ROCKFIELD RD	-36.91147182	174.8055019	Oranga	One Tree Hill
8184	existing stop	Bus	55 ROCKFIELD RD	8184 - 55 ROCKFIELD RD	-36.9052039	174.8045573	Ellerslie South	Ellerslie
8185	existing stop	Bus	124 ROCKFIELD RD	8185 - 124 ROCKFIELD RD	-36.90947363	174.8053201	Oranga	One Tree Hill
8186	existing stop	Bus	29 ROCKFIELD RD	8186 - 29 ROCKFIELD RD	-36.9034444	174.8040894	One Tree Hill East	One Tree Hill
8187	existing stop	Bus	100 ROCKFIELD RD	8187 - 100 ROCKFIELD RD	-36.90761926	174.8051642	Oranga	One Tree Hill
8188	existing stop	Bus	12 ALIFORD AVE	8188 - 12 ALIFORD AVE	-36.90432743	174.8029205	One Tree Hill East	One Tree Hill
8189	existing stop	Bus	ROCKFIELD ROAD NEAR GREENPARK ROAD	8189 - ROCKFIELD ROAD NEAR GREENPARK ROAD	-36.90483415	174.8045711	Ellerslie South	Ellerslie
8190	existing stop	Bus	RANGIPAWA RD NEAR MAROA RD	8190 - RANGIPAWA RD NEAR MAROA RD	-36.9065154	174.8000987	Oranga	One Tree Hill
8191	existing stop	Bus	17 ALIFORD AVE	8191 - 17 ALIFORD AVE	-36.90418224	174.8029844	One Tree Hill East	One Tree Hill
8192	existing stop	Bus	5 RANGIPAWA RD	8192 - 5 RANGIPAWA RD	-36.9084218	174.7986059	Oranga	One Tree Hill
8193	existing stop	Bus	38 RANGIPAWA RD	8193 - 38 RANGIPAWA RD	-36.9066718	174.7998892	Oranga	One Tree Hill
8194	existing stop	Bus	48 RAWHITI RD	8194 - 48 RAWHITI RD	-36.90758479	174.7949497	Oranga	One Tree Hill
8195	existing stop	Bus	10 RANGIPAWA RD	8195 - 10 RANGIPAWA RD	-36.90838627	174.7985714	Oranga	One Tree Hill
8196	existing stop	Bus	68 RAWHITI RD	8196 - 68 RAWHITI RD	-36.90664901	174.7930534	Onehunga North East	Onehunga
8197	existing stop	Bus	49 RAWHITI RD	8197 - 49 RAWHITI RD	-36.90744317	174.794778	Onehunga North East	Onehunga
8198	existing stop	Bus	TAWA RD NEAR HOROTUTU RD	8198 - TAWA RD NEAR HOROTUTU RD	-36.90363459	174.7945092	One Tree Hill East	One Tree Hill
8199	existing stop	Bus	71 TAWA RD	8199 - 71 TAWA RD	-36.90606894	174.7926694	Onehunga North East	Onehunga
8244	existing stop	Bus	1 HOROTUTU RD	8244 - 1 HOROTUTU RD	-36.9022277	174.7921755	One Tree Hill East	One Tree Hill
8245	existing stop	Bus	16 HOROTUTU RD	8245 - 16 HOROTUTU RD	-36.90324936	174.7943543	One Tree Hill East	One Tree Hill
8246	existing stop	Bus	42 WHETURANGI RD	8246 - 42 WHETURANGI RD	-36.89528097	174.7937973	One Tree Hill East	One Tree Hill
8247	existing stop	Bus	2 HOROTUTU RD	8247 - 2 HOROTUTU RD	-36.90222583	174.7922989	One Tree Hill East	One Tree Hill
8248	existing stop	Bus	76 WHETURANGI RD	8248 - 76 WHETURANGI RD	-36.89209134	174.7907377	Remuera South	Remuera
8249	existing stop	Bus	195 CAMPBELL RD	8249 - 195 CAMPBELL RD	-36.89991304	174.7938497	One Tree Hill East	One Tree Hill
8251	existing stop	Bus	33 WHETURANGI RD	8251 - 33 WHETURANGI RD	-36.89558376	174.7940401	One Tree Hill East	One Tree Hill
8253	existing stop	Bus	73 WHETURANGI RD	8253 - 73 WHETURANGI RD	-36.89179789	174.7904728	Remuera South	Remuera
8261	existing stop	Bus	17 APIRANA AVE	8261 - 17 APIRANA AVE	-36.86898627	174.8492393	St Johns	St Johns
8264	existing stop	Bus	70 TAWA RD	8264 - 70 TAWA RD	-36.90663552	174.7921552	Onehunga North East	Onehunga
8302	existing stop	Bus	44 CHURCH ST	8302 - 44 CHURCH ST	-36.92328603	174.7805778	Onehunga South West	Onehunga
8304	existing stop	Bus	64 PRINCES ST	8304 - 64 PRINCES ST	-36.92495199	174.7866788	Onehunga South East	Onehunga
8374	existing stop	Bus	150 ARTHUR ST	8374 - 150 ARTHUR ST	-36.92064298	174.7855231	Onehunga South East	Onehunga
8375	existing stop	Bus	OPPOSITE 150 ARTHUR ST	8375 - OPPOSITE 150 ARTHUR ST	-36.92069373	174.7863437	Onehunga South East	Onehunga
8376	existing stop	Bus	178 ARTHUR ST	8376 - 178 ARTHUR ST	-36.92035349	174.7891871	Onehunga South East	Onehunga
8377	existing stop	Bus	175 ARTHUR ST	8377 - 175 ARTHUR ST	-36.92039871	174.7891769	Onehunga South East	Onehunga
8378	existing stop	Bus	106 VICTORIA ST	8378 - 106 VICTORIA ST	-36.91876652	174.7916196	Onehunga South East	Onehunga
8379	existing stop	Bus	113 VICTORIA ST	8379 - 113 VICTORIA ST	-36.91872046	174.7916859	Onehunga South East	Onehunga
8380	existing stop	Bus	128 VICTORIA ST	8380 - 128 VICTORIA ST	-36.91650853	174.7913311	Onehunga North East	Onehunga

8381	existing stop	Bus	143 VICTORIA ST	8381 - 143 VICTORIA ST	-36.91608489	174.7913324	Onehunga North East	Onehunga
8382	existing stop	Bus	186 MT SMART RD	8382 - 186 MT SMART RD	-36.91515451	174.7956435	Oranga	One Tree Hill
8383	existing stop	Bus	187 MT SMART RD	8383 - 187 MT SMART RD	-36.91525497	174.7955556	Oranga	One Tree Hill
8384	existing stop	Bus	224 MT SMART RD	8384 - 224 MT SMART RD	-36.91489208	174.7992854	Oranga	One Tree Hill
8385	existing stop	Bus	213 MT SMART RD	8385 - 213 MT SMART RD	-36.91505834	174.798425	Oranga	One Tree Hill
8386	existing stop	Bus	30 WAITANGI RD	8386 - 30 WAITANGI RD	-36.91241854	174.8007314	Oranga	One Tree Hill
8387	existing stop	Bus	19 WAITANGI RD	8387 - 19 WAITANGI RD	-36.91309209	174.8008931	Oranga	One Tree Hill
8388	existing stop	Bus	OPPOSITE 73 WAITANGI RD	8388 - OPPOSITE 73 WAITANGI RD	-36.90941172	174.8004923	Oranga	One Tree Hill
8389	existing stop	Bus	69 WAITANGI RD	8389 - 69 WAITANGI RD	-36.90991492	174.8005939	Oranga	One Tree Hill
8390	existing stop	Bus	31 ORANGA AVE	8390 - 31 ORANGA AVE	-36.91007524	174.7983416	Oranga	One Tree Hill
8391	existing stop	Bus	28 ORANGA AVE	8391 - 28 ORANGA AVE	-36.91010532	174.7981403	Oranga	One Tree Hill
8392	existing stop	Bus	50 NAMATA RD	8392 - 50 NAMATA RD	-36.91102973	174.7954233	Oranga	One Tree Hill
8393	existing stop	Bus	51 NAMATA RD	8393 - 51 NAMATA RD	-36.91095748	174.7954328	Oranga	One Tree Hill
8394	existing stop	Bus	17 HOHERIA RD	8394 - 17 HOHERIA RD	-36.9101572	174.7935172	Onehunga North East	Onehunga
8395	existing stop	Bus	14 HOHERIA RD	8395 - 14 HOHERIA RD	-36.91015856	174.7934274	Onehunga North East	Onehunga
8396	existing stop	Bus	58 ATHENS RD	8396 - 58 ATHENS RD	-36.91079597	174.7918036	Onehunga North East	Onehunga
8397	existing stop	Bus	65 ATHENS RD	8397 - 65 ATHENS RD	-36.91056302	174.7911134	Onehunga North East	Onehunga
8398	existing stop	Bus	41 TAWA RD	8398 - 41 TAWA RD	-36.90937388	174.7892785	Onehunga North East	Onehunga
8399	existing stop	Bus	40 TAWA RD	8399 - 40 TAWA RD	-36.9093477	174.7892218	Onehunga North East	Onehunga
8464	existing stop	Bus	626 GREAT SOUTH RD	8464 - 626 GREAT SOUTH RD	-36.89911887	174.8040324	One Tree Hill East	One Tree Hill
8470	existing stop	Bus	7 TAWA RD	8470 - 7 TAWA RD	-36.91036069	174.7853955	Onehunga North East	Onehunga
8472	existing stop	Bus	449 ONEHUNGA MALL	8472 - 449 ONEHUNGA MALL	-36.91129382	174.7838796	Onehunga North West	Onehunga
8473	existing stop	Bus	16 TAWA RD	8473 - 16 TAWA RD	-36.91024464	174.7859204	Onehunga North East	Onehunga
8474	existing stop	Bus	404 ONEHUNGA MALL	8474 - 404 ONEHUNGA MALL	-36.91446186	174.7841891	Onehunga North West	Onehunga
8475	existing stop	Bus	444 ONEHUNGA MALL	8475 - 444 ONEHUNGA MALL	-36.91154661	174.7838518	Onehunga North West	Onehunga
8477	existing stop	Bus	12 CHURCH ST	8477 - 12 CHURCH ST	-36.92352814	174.7776534	Onehunga South West	Onehunga
8479	existing stop	Bus	160 TRAFALGAR ST	8479 - 160 TRAFALGAR ST	-36.91594695	174.7837298	Onehunga North West	Onehunga
8535	existing stop	Bus	MORRIN RD BY UNIVERSITY OF AUCKLAND TAMAKI CAMPUS	8535 - MORRIN RD BY UNIVERSITY OF AUCKLAND TAMAKI CAMPUS	-36.88297018	174.8495429	Mt Wellington Domain	St Johns
8538	existing stop	Bus	320 REMUERA RD	8538 - 320 REMUERA RD	-36.88052977	174.7965376	Remuera South	Remuera
8559	existing stop	Bus	EASTVIEW RD OPPOSITE CASTLEDINE CRES	8559 - EASTVIEW RD OPPOSITE CASTLEDINE CRES	-36.87252086	174.8537783	Glen Innes West	Glen Innes
8574	existing stop	Bus	OPPOSITE 47 EASTVIEW RD	8574 - OPPOSITE 47 EASTVIEW RD	-36.87435261	174.8571098	Glen Innes West	Glen Innes
8581	existing stop	Bus	PLATFORM 1A ONEHUNGA	8581 - PLATFORM 1A ONEHUNGA	-36.92345114	174.7845894	Onehunga South East	Onehunga
8585	existing stop	Bus	PLATFORM 1B ONEHUNGA	8585 - PLATFORM 1B ONEHUNGA	-36.92382923	174.7846207	Onehunga South East	Onehunga
8587	existing stop	Bus	PLATFORM 1C ONEHUNGA	8587 - PLATFORM 1C ONEHUNGA	-36.92399091	174.7846581	Onehunga South East	Onehunga
8589	existing stop	Bus	PLATFORM 2A ONEHUNGA	8589 - PLATFORM 2A ONEHUNGA	-36.92418745	174.784775	Onehunga South East	Onehunga
8591	existing stop	Bus	PLATFORM 2B ONEHUNGA	8591 - PLATFORM 2B ONEHUNGA	-36.92392649	174.7847464	Onehunga South East	Onehunga
8593	existing stop	Bus	PLATFORM 2C ONEHUNGA	8593 - PLATFORM 2C ONEHUNGA	-36.92368339	174.7847295	Onehunga South East	Onehunga
8661	existing stop	Bus	14 CHURCH CRES	8661 - 14 CHURCH CRES	-36.903335	174.8562297	Panmure Basin	Mt Wellington
8692	existing stop	Bus	OPPOSITE 41 STATION RD	8692 - OPPOSITE 41 STATION RD	-36.90980341	174.8150256	Ellerslie South	Ellerslie
8723	existing stop	Bus	651 MANUKAU RD	8723 - 651 MANUKAU RD	-36.90722786	174.774918	Onehunga North West	Onehunga
8725	existing stop	Bus	OPPOSITE 728 MANUKAU RD	8725 - OPPOSITE 728 MANUKAU RD	-36.91022755	174.7756385	Onehunga North West	Onehunga
8727	existing stop	Bus	823 MANUKAU RD	8727 - 823 MANUKAU RD	-36.91277454	174.7764946	Onehunga North West	Onehunga
8728	existing stop	Bus	MANUKAU RD NEAR HAYDN AVE	8728 - MANUKAU RD NEAR HAYDN AVE	-36.90781885	174.7751786	Onehunga North West	Onehunga
8729	existing stop	Bus	853 MANUKAU RD	8729 - 853 MANUKAU RD	-36.91459035	174.7774234	Onehunga North West	Onehunga
8730	existing stop	Bus	754 MANUKAU RD	8730 - 754 MANUKAU RD	-36.91085424	174.7759225	Onehunga North West	Onehunga
8731	existing stop	Bus	883 MANUKAU RD	8731 - 883 MANUKAU RD	-36.9160486	174.7781533	Onehunga North West	Onehunga
8732	existing stop	Bus	850 MANUKAU RD	8732 - 850 MANUKAU RD	-36.91459751	174.7775471	Onehunga North West	Onehunga
8736	existing stop	Bus	264 ONEHUNGA MALL	8736 - 264 ONEHUNGA MALL	-36.92029968	174.7849762	Onehunga South East	Onehunga
8737	existing stop	Bus	11 CHURCH ST	8737 - 11 CHURCH ST	-36.92359854	174.7777673	Onehunga South West	Onehunga
8738	existing stop	Bus	OPPOSITE 329 ONEHUNGA MALL	8738 - OPPOSITE 329 ONEHUNGA MALL	-36.91821287	174.7846918	Onehunga South East	Onehunga
8739	existing stop	Bus	317 ONEHUNGA MALL	8739 - 317 ONEHUNGA MALL	-36.91902091	174.7849015	Onehunga South East	Onehunga
8740	existing stop	Bus	136 TRAFALGAR ST	8740 - 136 TRAFALGAR ST	-36.91614181	174.7815566	Onehunga North West	Onehunga
8742	existing stop	Bus	110 TRAFALGAR ST	8742 - 110 TRAFALGAR ST	-36.91635018	174.7790807	Onehunga North West	Onehunga
8743	existing stop	Bus	7 VESTEY DRV	8743 - 7 VESTEY DRV	-36.92797846	174.8352718	Mt Wellington South	Mt Wellington
8745	existing stop	Bus	OPPOSITE 632 MT WELLINGTON HWY	8745 - OPPOSITE 632 MT WELLINGTON HWY	-36.93104662	174.843182	Mt Wellington South	Mt Wellington
8782	existing stop	Bus	16 POLYGON RD	8782 - 16 POLYGON RD	-36.85111193	174.8585436	St Heliers	St Heliers
8784	existing stop	Bus	12 APIRANA AVE	8784 - 12 APIRANA AVE	-36.86922605	174.8494695	St Johns	St Johns
8796	existing stop	Bus	10 VESTEY DRV	8796 - 10 VESTEY DRV	-36.92782944	174.8355826	Mt Wellington South	Mt Wellington
8799	existing stop	Bus	APIRANA AVE NEAR GLEN INNES STATION	8799 - APIRANA AVE NEAR GLEN INNES STATION	-36.87864889	174.8544201	Glen Innes West	Glen Innes
8850	existing stop	Bus	696 MT ALBERT RD	8850 - 696 MT ALBERT RD	-36.91124457	174.7727213	Onehunga North West	Onehunga
8851	existing stop	Bus	693 MT ALBERT RD	8851 - 693 MT ALBERT RD	-36.91139406	174.7729717	Onehunga North West	Onehunga
8852	existing stop	Bus	OPPOSITE 713 MT ALBERT RD	8852 - OPPOSITE 713 MT ALBERT RD	-36.91171496	174.775022	Onehunga North West	Onehunga
8853	existing stop	Bus	713 MT ALBERT RD	8853 - 713 MT ALBERT RD	-36.91182291	174.7750357	Onehunga North West	Onehunga
8858	existing stop	Bus	956 GREAT SOUTH RD	8858 - 956 GREAT SOUTH RD	-36.9194277	174.8269059	Hamlin	Mt Wellington
8860	existing stop	Bus	44 RIDDELL RD	8860 - 44 RIDDELL RD	-36.85954841	174.8654443	Glen Innes North	Glen Innes
8975	existing stop	Bus	85 ARANUI RD	8975 - 85 ARANUI RD	-36.91439075	174.8297378	Hamlin	Mt Wellington
8977	existing stop	Bus	213 PENROSE RD	8977 - 213 PENROSE RD	-36.9073845	174.8305132	Hamlin	Mt Wellington

8981	existing stop	Bus	NGAPIPI RD NEAR TAMAKI DR (WEST SIDE)	8981 - NGAPIPI RD NEAR TAMAKI DR (WEST SIDE)	-36.85320603	174.8057341	Orakei North	Orakei
8987	existing stop	Bus	57 ARANUI RD	8987 - 57 ARANUI RD	-36.91566935	174.8321593	Hamlin	Mt Wellington
9012	existing stop	Bus	GALWAY ST (ARRIVE)	9012 - GALWAY ST (ARRIVE)	-36.844519	174.76783	Auckland Harbourside	City Centre - Britomart
9015	existing stop	Bus	CUSTOMS ST NEAR QUEENS ARCADE (ARRIVE)	9015 - CUSTOMS ST NEAR QUEENS ARCADE (ARRIVE)	-36.844864	174.76714	Auckland Harbourside	City Centre - Britomart
9821	existing stop	Bus	250 TANIWHA ST (ARRIVE)	9821 - 250 TANIWHA ST (ARRIVE)	-36.878053	174.85461	Glen Innes West	Glen Innes
9914	existing stop	Bus	Ronwood Ave	9914 - Ronwood Ave	-36.99009	174.8795047	Puhinui South	Manukau
100	existing stop	Train	Papatoetoe	100 - Papatoetoe	-36.977596	174.84936	Papatoetoe North	Papatoetoe
102	existing stop	Train	Penrose	102 - Penrose	-36.910414	174.81586	Penrose	Penrose
103	existing stop	Train	Glen Innes	103 - Glen Innes	-36.878801	174.85412	Glen Innes West	Glen Innes
108	existing stop	Train	Puhinui	108 - Puhinui	-36.989756	174.85608	Papatoetoe West	Papatoetoe
112	existing stop	Train	Ellerslie	112 - Ellerslie	-36.89873	174.808186	Ellerslie South	Ellerslie
113	existing stop	Train	Greenlane	113 - Greenlane	-36.889642	174.79743	Remuera South	Remuera
116	existing stop	Train	Orakei	116 - Orakei	-36.862427	174.8095	Orakei South	Orakei
117	existing stop	Train	Meadowbank	117 - Meadowbank	-36.86632	174.82075	Meadowbank North	Meadowbank
130	existing stop	Train	Panmure	130 - Panmure	-36.898108	174.84934	Panmure Basin	Mt Wellington
133	existing stop	Train	Britomart	133 - Britomart	-36.844263	174.76804	Auckland Harbourside	City Centre - Britomart
244	existing stop	Train	Sylvia Park	244 - Sylvia Park	-36.914637	174.8426	Mt Wellington South	Mt Wellington
605	existing stop	Train	Onehunga	605 - Onehunga	-36.925942	174.78636	Onehunga South East	Onehunga
606	existing stop	Train	Te Papapa	606 - Te Papapa	-36.920117	174.801451	Te Papapa	Onehunga
9218	existing stop	Train	Manukau	9218 - Manukau	-36.993894	174.87738	Puhinui South	Manukau
9600	existing stop	Ferry	Downtown Pier 1 A/B	9600 - Downtown Pier 1 A/B	-36.842603	174.76758	Auckland Harbourside	City Centre - Britomart
9601	existing stop	Ferry	Downtown Pier 1C(a)	9601 - Downtown Pier 1C(a)	-36.842603	174.76758	Auckland Harbourside	City Centre - Britomart
9610	existing stop	Ferry	Downtown pier 2	9610 - Downtown pier 2	-36.842422	174.766707	Auckland Harbourside	City Centre - Britomart
9620	existing stop	Ferry	Downtown pier 3 A/B	9620 - Downtown pier 3 A/B	-36.842791	174.766128	Auckland Harbourside	City Centre - Britomart
9625	existing stop	Ferry	Downtown pier 3 C/D	9625 - Downtown pier 3 C/D	-36.842791	174.766128	Auckland Harbourside	City Centre - Britomart
9631	existing stop	Ferry	Downtown Pier 4B	9631 - Downtown Pier 4B	-36.842668	174.765866	Auckland Harbourside	City Centre - Britomart
9632	existing stop	Ferry	Downtown Pier 4C	9632 - Downtown Pier 4C	-36.842668	174.765866	Auckland Harbourside	City Centre - Britomart
9700	existing stop	Ferry	Half Moon Bay	9700 - Half Moon Bay	-36.879195	174.89724	Half Moon Bay	Half Moon Bay

Suburb				
Botany	Bucklands Beach	City Centre	City Centre - Br...	City Centre - Uni
Clendon	Clover Park	Dannemora	East Tamaki	Ellerslie
Flat Bush	Glen Innes	Glendowie	Goodwood Hei...	Half Moon Bay
Highland Park	Howick	Kohimarama	Manukau	Meadowbank

Stop ID	Stop Name	Stop Lat	Stop Long
0913	109 Onehunga Mall Rail Bus	-36.92544361	174.7857586
0915	Apirana Ave near Glen Innes Station Rail Bus	-36.87864889	174.8544203
0916	Opp 258 Church St Rail Bus	-36.92146861	174.8012697
0917	278 Church St Rail Bus	-36.9210925	174.8040786
0918	250 Taniwha St Rail Bus	-36.87807028	174.8545294
0919	Orakei Rd Rail Bus	-36.86255444	174.8103736
0922	Great South Rd Opp Penrose Station Rail Bus	-36.90975861	174.8161806
0923	Great South Rd near Penrose Station Rail Bus	-36.90960111	174.815885
0924	197 Great South Rd Rail Bus	-36.88981167	174.7930858
0925	Opp 205 Great South Rd Rail Bus	-36.8901525	174.7937894
0929	19 Remuera Rd Rail Bus	-36.87021917	174.7779092
0930	16 Remuera Rd Rail Bus	-36.87032306	174.7782033
0931	Sylvia Park Rail Bus	-36.91573944	174.8427686
0932	Sylvia Park Rail Bus	-36.91567972	174.842565
0933	Commerce St near Tyler St Rail Bus	-36.84425	174.7683583
0934	Commerce St near Galway St Rail Bus	-36.84448556	174.7682628
0935	Papatoetoe Rail Replacement Bus Inbound	-36.97684111	174.8490719
0936	Papatoetoe Rail Replacement Stop Outbound	-36.97692778	174.8492986
0970	Opp 21 Kalmia St Rail Bus	-36.89758194	174.8072956
0973	Panmure Interchange Platform 3 Rail Bus	-36.89845556	174.850085
0974	Panmure Interchange Platform 4 Rail Bus	-36.89832583	174.8491506
0976	21 Kalmia St Rail Bus	-36.89764278	174.8074542
0977	Manukau Station Stop Davies Ave Rail Bus	-36.99315833	174.8775578
0981	213 Puhinui Rd Rail Bus	-36.98957889	174.8541331
0982	222 Puhinui Rd Rail Bus	-36.98953778	174.8544578
1001	7 Busby St	-36.905451	174.89057
1008	26 Ulster Rd	-36.898922	174.91782
1016	308 NEILSON ST	-36.92541181	174.8075147
1017	OPPOSITE 342 NEILSON ST	-36.92381758	174.8109908
1018	QUAY ST OPPOSITE TAPORA ST	-36.84570723	174.7751992
1019	387 NEILSON ST	-36.92161387	174.8124654
1020	Opp 17 Griffen Park Rd	-36.860277	174.90487
1021	43 PORTMAN RD	-36.90884669	174.8221751
1022	108 PENROSE RD	-36.90762947	174.8239644
1023	7 PORTMAN RD	-36.91159088	174.8236658
1025	OPPOSITE 170 CHURCH ST	-36.9223074	174.7929037
1026	10 PORTMAN RD	-36.9116011	174.8235875
1029	OPPOSITE 264 NEILSON ST	-36.92594809	174.8024754
1030	214 KOHIMARAMA RD	-36.86155722	174.83892
1031	OPPOSITE 8 GRAFTON RD	-36.85241126	174.7704978
1032	232 NEILSON ST	-36.92614364	174.7996846
1033	35 TRAFALGAR ST	-36.9161719	174.7717129
1034	264 NEILSON ST	-36.92566447	174.8039394
1036	386 NEILSON ST	-36.92141582	174.8124495
1038	346 NEILSON ST	-36.92354625	174.8110518
1039	109 ONEHUNGA MALL	-36.92544354	174.7857585

1040	116 ONEHUNGA MALL	-36.92544523	174.7856463
1042	30 TRAFALGAR ST	-36.91616821	174.7719597
1045	45 BLUEGREY AVE	-36.88691903	174.8401903
1046	OPPOSITE 45 BLUEGREY AVE	-36.8871116	174.84016
1047	35 RIDDELL RD	-36.85977614	174.8629934
1053	VICTORIA ST NEAR HARDINGE ST	-36.84777153	174.7588168
1061	63 JELlicoe STREET	-36.84033393	174.7552598
1067	OPPOSITE 2 DALDY ST	-36.84520826	174.7541712
1072	2 DALDY ST	-36.84507376	174.7541233
1074	56 PORTMAN RD	-36.90878568	174.8220389
1078	MAYORAL DR OVERBRIDGE	-36.85414813	174.7627988
1079	137 WELLESLEY ST WEST	-36.84877605	174.7573257
1083	WELLESLEY ST NEAR HOBSON ST	-36.84996758	174.7614691
1088	WELLESLEY ST OPPOSITE ALBION HOTEL	-36.84977712	174.760332
1089	3 HOWARD HUNTER AVE	-36.87430834	174.8495472
1090	OPPOSITE 103 WELLESLEY ST	-36.84935636	174.7589204
1091	3 CROSSFIELD ROAD	-36.86076136	174.8691305
1093	19 CHURCH CRES	-36.90410879	174.8563158
1094	10 WELLESLEY ST	-36.85093568	174.7648672
1096	8 GRAFTON RD	-36.85324588	174.7707414
1300	COLLEGE RD OPPOSITE SEARLE ST	-36.882934	174.8408464
1301	COLLEGE RD NEAR SEARLE ST	-36.88284686	174.8406536
1303	101 BEAUMONT ST	-36.84445527	174.7532793
1304	106 BEAUMONT ST	-36.84451099	174.7531684
1305	19 TEPHRA BOULEVARD	-36.88916342	174.8390211
1306	OPP 29 TEPHRA BOULEVARD	-36.88901546	174.838681
1307	WELLESLEY ST EAST BY AUT	-36.85292	174.76725
1308	112 CARBINE RD	-36.92106887	174.8495649
1311	41 MORRIN RD	-36.889502	174.85085
1312	MAYORAL DRIVE NEAR AIREDALE ST	-36.85375824	174.7641694
1313	121 MORRIN RD	-36.88658	174.84885
1314	ONEHUNGA HIGH BUS BAY	-36.91954175	174.7711847
1315	FANSHAWE ST OPP VICTORIA PARK	-36.845657	174.755397
1316	ROYAL OAK INTERMEDIATE (TRAFALGAR)	-36.9164698	174.7734934
1317	STONEFIELDS AVE BY STONEMASON AVE	-36.887171	174.84383
1319	21 Halsey St	-36.8474175	174.7565433
1320	KALMIA ST FOR ELLERSLIE PRIMARY	-36.89871655	174.8061889
1324	VICTORIA ST OUTSIDE SPARK	-36.84795898	174.757722
1326	62 MORRIN RD	-36.889207	174.85016
1328	84 MORRIN RD	-36.886807	174.84877
1332	58 Wellesley Street West	-36.85025889	174.7618908
1334	Opp 9 Halsey St	-36.84748389	174.7563317
1400	WHETURANGI RD BY CAMPBELL RD	-36.89924052	174.7942155
1402	OPPOSITE 107 CHURCH ST	-36.92278189	174.7865384
1403	TAMAKI DR NEAR HAPIMANA ST	-36.84581786	174.8214965
1405	103 CHURCH ST	-36.92290629	174.7860586
1408	56 NORMAN LESSER DRV	-36.87442767	174.8342923
1409	401 ONEHUNGA MALL	-36.91462185	174.7843387
1410	PILKINGTON RD NEAR PLEASANT VIEW RD	-36.89817599	174.8541408
1413	AOTEA ST NEAR RUKUTAI ST	-36.85405121	174.827098
1414	40 FERNDAL RD	-36.89930997	174.8292541
1420	CUSTOMS ST NEAR BRITOMART PLACE	-36.8453922	174.7697304
1421	103 Neilson St	-36.92676506	174.7883827
1422	OPPOSITE 255 KOHIMARAMA RD	-36.86305905	174.8408854
1428	72 ONEHUNGA MALL	-36.92859766	174.7863935

1442	ALLUM STREET (SELWYN COLLEGE)	-36.86295317	174.8413203
1451	ASCOT AVE FOR REMUERA INTERMEDIATE (WEST SIDE)	-36.88580077	174.8014187
1453	ST KENTIGERN	-36.86424457	174.8005759
1460	8 ELSTREE AVE	-36.87120096	174.8655482
1462	30 ELSTREE AVE	-36.87303725	174.8668494
1464	60 Hobson St	-36.84769889	174.7618992
1468	140 PENROSE RD	-36.90763848	174.8263103
1469	159 PENROSE RD	-36.90770172	174.8263006
1473	GRACE STREET OUTSIDE ORAKEI PRIMARY	-36.85870976	174.8160147
1474	Apirana Ave outside Mcdonalds	-36.879795	174.8549078
1476	Ellstree Ave and Taniwha St	-36.87861528	174.8663569
1478	Celtic Cr Opp Innisfree Dr	-36.888165	174.8207408
1479	GLENDOWIE COLLEGE BUS BAY	-36.86222058	174.8686164
1481	ONE TREE HILL COLLEGE BUS BAY	-36.90287242	174.806141
1483	QUEENS ROAD FOR ST PATRICKS PRIMARY	-36.90178403	174.8574266
1489	SYMONDS ST FOR ROYAL OAK INTERMEDIATE	-36.91623646	174.7746329
1490	14 Epsom Ave Hail and Ride	-36.884837	174.80397
1491	Dromorne Rd outside Remuera Primary	-36.88121806	174.7927503
1493	SELWYN COLLEGE BUS BAY	-36.86167473	174.8371506
1498	MORRIN RD OPPOSITE TAMAKI CAMPUS	-36.88247247	174.850249
1499	87 Carr Rd	-36.872957	174.83383
1501	153 MAIN HWY	-36.89875202	174.8115541
1502	18 ST VINCENT AVE HAIL & RIDE	-36.88228137	174.7993164
1505	9 TANIWHA ST	-36.86968568	174.8742054
1510	ST KENTIGERN SCHOOL	-36.86474965	174.8017431
1514	SPEIGHT ROAD BY ST IGNATIUS SCHOOL	-36.85284104	174.8499718
1516	CLONBERN RD HAIL & RIDE	-36.88348627	174.7959337
1518	OHINERAU ST HAIL & RIDE	-36.88538083	174.7976051
1522	SUNDERLANDS RD	-36.88788624	174.9085596
1530	190 UPLAND RD	-36.86884821	174.8084357
1532	66 TRAFALGAR ST	-36.91670779	174.7750592
1536	Opp 21 Kalmia St	-36.89758194	174.8072956
1538	Opp 150 Wellington St	-36.90094583	174.9258986
1582	ASCOT AVE FOR REMUERA INTERMEDIATE (EAST SIDE)	-36.88580825	174.8015199
1596	ACCENT DR NR SIEDEBERG DR	-36.95531672	174.9066814
1601	151 BARRACK RD	-36.90616284	174.8349173
1603	735 GREAT SOUTH RD	-36.92182357	174.8287704
1605	OPPOSITE 862 GREAT SOUTH RD	-36.91437503	174.8207913
1606	6 Lincoln Rd	-36.921651	174.79883
1608	Falls Rd and Te Henga Rd	-36.920645	174.80832
1618	30 BEACHCROFT AVE	-36.92172412	174.7698993
1629	89 Summerland Dr	-36.91092	174.89989
1701	179 PENROSE RD	-36.90792483	174.8282028
1703	Celtic Cr by Raphoe Pl Hail and Ride	-36.8899975	174.8240944
1707	CUSTOMS ST EAST OPPOSITE FORT LANE (ARRIVE)	-36.84483	174.76753
1708	56 BENSON RD	-36.87292514	174.8094293
1709	14 Eden Terrace Rd	-36.929883	174.9168
1712	70 St Vincent Ave	-36.88641833	174.7993236
1713	PEACH - GRAND VIEW	-36.88631746	174.8059752
1718	ASCOT AVE BY ELLERSLIE RACECOURSE	-36.88797001	174.8010208
1721	9 Epsom Hail and Ride	-36.854705	174.75896
1723	63 ST VINCENT AVE HAIL & RIDE	-36.88473705	174.7984539
1727	OPP 30 BEACHCROFT AVE	-36.92178602	174.7699793
1729	5 PRINCES ST	-36.85112212	174.768696
1731	131 COOK ST	-36.90315537	174.9335857

1733	Union Rd near Wellington St	-36.90465778	174.9237697
1745	21 Kalmia St	-36.89764278	174.8074542
1747	ACCENT DR NR SAVONA DR	-36.95574665	174.9068494
1759	PANMURE INTERCHANGE PLATFORM 3	-36.89845555	174.850085
1760	PANMURE INTERCHANGE PLATFORM 4	-36.89832589	174.8491504
1761	PANMURE INTERCHANGE PLATFORM 5	-36.89809443	174.8489653
1763	65 TRAFALGAR ST	-36.9167919	174.7748591
1765	75-77 GREENLANE RD	-36.88686958	174.8004788
1799	131 Beach Rd N	-36.8489555	174.7743659
1902	WELLESLEY ST EAST NEAR ASB BANK (ARRIVE)	-36.85104	174.76479
2011	61 CHATEAU RISE	-36.95566642	174.934093
2013	25 CHATEAU RISE	-36.9564118	174.9303833
2014	OPPOSITE MISSION HEIGHTS PRIMARY SCHOOL	-36.96176249	174.9327872
2015	MISSION HEIGHTS RD OPPOSITE CHARD PL	-36.95918455	174.9311384
2016	124 JEFFS RD	-36.95881864	174.9347905
2017	25 JEFFS RD	-36.96120921	174.929123
2018	92 JEFFS RD	-36.96102122	174.9284892
2021	139 CRYERS RD	-36.9302629	174.8952567
2023	73 CRYERS RD	-36.93109469	174.8894391
2025	CRYERS RD NEAR NEALES RD	-36.93453701	174.8866499
2028	10 LADY RUBY DR	-36.94903995	174.8939588
2029	159 BOTANY RD	-36.91394087	174.9159885
2030	16 ACCENT DR	-36.95359066	174.9030334
2031	407 BUCKLANDS BEACH RD	-36.89462937	174.9073585
2032	144 CRYERS RD	-36.93010293	174.8956793
2034	134 Harris Rd	-36.93069667	174.8968728
2036	68 CRYERS RD	-36.93110539	174.8898997
2038	32 CRYERS RD	-36.93433701	174.8867572
2040	132 BOTANY RD	-36.91111868	174.9166138
2042	106 BOTANY RD	-36.90920047	174.917632
2043	SMALES RD NEAR SNAVE PL	-36.94249253	174.9020948
2044	402 BUCKLANDS BEACH RD	-36.89512634	174.9072811
2054	30 SMALES RD	-36.94331365	174.8980952
2056	90 SMALES RD	-36.94194244	174.9032377
2065	MURPHYS RD NEAR CONCEPTS WAY	-36.96284482	174.9260867
2067	EL KOBAR DR NEAR SIR WOOLF FISHER DR	-36.93975633	174.8717998
2069	OPPOSITE 18 PUKEKIWIRIKI PL	-36.94297412	174.8740795
2071	107 KERWYN AVE	-36.93978835	174.8777629
2073	OPPOSITE 8 BUSINESS PARADE SOUTH	-36.93724405	174.8756458
2075	31 Highbrook DR	-36.93711353	174.8799092
2076	OPPOSITE 5 HIGHLAND PARK DRV	-36.89974014	174.9067787
2078	MURPHYS RD NEAR REEFTON PLACE	-36.96262104	174.9259912
2079	LLOYD ELSMORE PAKURANGA RD	-36.90180669	174.8976162
2080	MURPHYS RD NEAR SALFORD CRES	-36.96596299	174.9249972
2081	MAURICE PAYKEL PL	-36.93571389	174.8795043
2082	46 LADY RUBY DR	-36.94856571	174.8988208
2083	109 BRADBURY RD	-36.90745299	174.9114153
2084	EL KOBAR DR NEAR 30 SIR WOOLF FISHER DR	-36.93959893	174.8714928
2086	18 PUKEKIWIRIKI PL	-36.94313931	174.8738926
2088	122 KERWYN AVE	-36.94013778	174.877895
2089	3 ASH RD	-37.00276614	174.8655674
2090	8 BUSINESS PARADE SOUTH	-36.93715183	174.8757782
2092	30 Highbrook DR	-36.93715033	174.8792926
2097	125 HYPERION DR	-37.02500297	174.9224847
2099	OPPOSITE 160 PLUNKET AVE	-36.99931295	174.8685059

2100	94 PRIESTLEY DRV	-36.88771091	174.9099354
2101	43 PRIESTLEY DRV	-36.88706142	174.9127693
2102	2 PRIESTLEY DRV	-36.88415325	174.9142563
2103	127 RIDGE RD	-36.8976941	174.9207668
2104	OPPOSITE 57 AVIEMORE DRV	-36.90400399	174.9050555
2105	PIGEON MOUNTAIN RD NEAR TENNIS CLUB	-36.89062927	174.9010649
2106	OPPOSITE 99 SHIFNAL DR	-37.02734031	174.9111449
2107	PIGEON MOUNTAIN RD NEAR AIR SCOUTS HALL	-36.88856692	174.9003966
2110	64 TUI RD	-36.97269527	174.868057
2111	825 CHAPEL RD	-36.92007076	174.9265142
2112	798 CHAPEL RD	-36.91975952	174.9268095
2113	OPPOSITE 6 GREENMOUNT DRIVE	-36.93492638	174.8967195
2114	BLEAKHOUSE RD OPPOSITE HASELER CRESCENT	-36.88776592	174.9210565
2116	102 KILKENNY DRIVE	-36.93330822	174.92001
2117	1R BURSWOOD DRIVE	-36.92617624	174.9016892
2118	124 KILKENNY DRIVE	-36.93572427	174.9194194
2119	ACCENT DRIVE OUTSIDE 4 KORDAL PLACE	-36.95303512	174.9022672
2122	80 HARRIS ROAD	-36.93564794	174.8955585
2126	OPPOSITE 1R BURSWOOD DRIVE	-36.92728169	174.9013238
2127	DAVIES AVE NEAR PUTNEY WAY	-36.99308217	174.8778143
2128	44 BURSWOOD DRIVE	-36.9243215	174.9010032
2130	86 BURSWOOD DRIVE	-36.92172007	174.897975
2132	212 BURSWOOD DRIVE	-36.92591896	174.8946663
2137	1 Umbria Lane	-36.98110222	174.9494539
2138	OPPOSITE 79 SPRINGS RD	-36.94659824	174.8927754
2139	OPP 56 CHAPEL RD	-36.978578	174.90279
2140	WHITFORD MARAETAI RD NEAR WAIKOPUA RD	-36.92469684	174.9972875
2142	38 CHAPEL RD	-36.97883418	174.9026061
2150	104 AVIEMORE DRV	-36.90751773	174.9057041
2165	19 LEXINGTON DR	-36.905399	174.91598
2179	MANUKAU STATION STOP DAVIES AVE	-36.99315833	174.8775578
2181	141 WYLLIE RD	-36.99080016	174.8474885
2182	8 LAMBIE DR	-36.98563236	174.8712833
2188	18 RONWOOD AVE	-36.99046	174.87847
2192	170 BOTANY RD	-36.91393078	174.9160556
2193	234 Botany Rd	-36.91750889	174.9138328
2194	80 WYLLIE RD	-36.98629433	174.8480199
2196	150 WYLLIE RD	-36.99114997	174.8475981
2198	Milan Rd for Papatoetoe South School	-36.98864556	174.8527283
2201	23 CARRUTH RD	-36.97915134	174.8610024
2202	178 BRADBURY ROAD	-36.91184287	174.9085841
2205	75 PUHINUI RD	-36.984344	174.86938
2212	66 PALMERS RD	-37.03623347	174.8625861
2219	OPP 24 CLAUDE AVE	-36.97999488	174.8346109
2220	OPPOSITE 7 MACLEANS RD	-36.880155	174.91277
2221	75 KILKENNY DR	-36.930593	174.92151
2222	106 MILLHOUSE DR	-36.917317	174.91889
2223	OPP 10 CRYERS RD	-36.937051	174.88493
2224	10 CRYERS RD	-36.937009	174.88477
2225	31 BURUNDI AVE	-37.02754856	174.8623515
2226	213 Puhinui Rd	-36.98957889	174.8541331
2227	Howick College Bus Bay	-36.90641389	174.9393806
2228	222 Puhinui Rd	-36.98953778	174.8544578
2231	49 PLUNKET AVE	-36.99125956	174.8636458
2232	2 WOOD AVE	-36.90537986	174.9242591

2235	9 DANNEMORA DRV	-36.92989017	174.9167919
2238	166 KILKENNY DR	-36.938983	174.91855
2239	PAPATOETOE WEST SCHOOL	-36.97895541	174.8487411
2247	PAPATOETOE SOUTH SCHOOL	-36.98900777	174.8526136
2255	PUHINUI RD OPPOSITE SDA SCHOOL (SCHOOL BUS STOP)	-36.98261839	174.8743664
2259	SANCTA MARIA BUS BAY	-36.95970039	174.9047916
2269	PUHINUI - GREAT SOUTH CORNER (SCHOOL ROUTE STOP)	-36.98188613	174.8767863
2271	MILAN - PUHINUI (SCHOOL STOP)	-36.99111201	174.8488781
2275	Edgewater College Bus Bay	-36.92222056	174.8744131
2279	Howick Intermediate School Grounds	-36.89979778	174.9183056
2281	Botany Downs School Bus Bay	-36.91201167	174.9227083
2283	Somerville Intermediate School Bus Bay	-36.91306611	174.9393469
2285	27 Sea Spray Dr	-36.87929417	174.9047892
2287	Bucklands Beach Intermediate Bus Bay	-36.88247194	174.9106464
2289	23 EASTERN BEACH ROAD	-36.87158085	174.9091522
2295	69 Boundary Rd	-36.98152444	174.8904836
2297	5 Sea Spray Dr	-36.87782083	174.9078492
2299	KEDGLEY INTERMEDIATE BUS BAY	-36.97709562	174.8344177
2301	39 Allens Rd	-36.848813	174.84001
2304	58 PLUNKET AVE	-36.99144558	174.8638526
2306	44 BURUNDI AVE	-37.02769677	174.8620966
2308	86 STANCOMBE ROAD	-36.95915856	174.9182892
2310	126 STANCOMBE ROAD	-36.96021008	174.9240436
2320	AYLESBURY ST	-36.91276795	174.8725542
2322	4 SEA SPRAY DRV	-36.8776818	174.9080924
2326	TARNICA OPP BRAYSTONE	-36.92411149	174.9185444
2327	47 WESTERHAM DRIVE	-36.9309274	174.9251035
2328	HOWICK & EASTERN DEPOT	-36.92811821	174.9031184
2332	PAPAROA ROAD	-36.90383101	174.9347138
2338	WAKA PACIFIC WIRI DEPOT	-36.98658693	174.8679023
2340	REDCASTLE CRESCENT	-36.94317188	174.90301
2342	DANNEMORA DR BY CHAPEL ROAD	-36.92975774	174.9166202
2344	PUHINUI OUTSIDE SDA SCHOOL (SCHOOL BUS STOP)	-36.98271749	174.8743688
2346	SELS ROAD OUTSIDE AORERE COLLEGE	-36.98206823	174.8316723
2348	HILLCREST RD FOR PAPATOETOE WEST PRIMARY	-36.97923769	174.848557
2374	66 Boundary Rd	-36.98162361	174.8910592
2376	66 Wellington St	-36.89570722	174.9287967
2382	40 Sea Spray Dr	-36.879175	174.9049097
2384	92 Union Rd	-36.904635	174.9234997
2386	ST MARKS SCHOOL BUS STOP	-36.90210504	174.8969951
2388	176 PAKURANGA RD	-36.90896169	174.8824168
2398	PAPATOETOE SOUTH SCHOOL (SCHOOL SIDE)	-36.98895283	174.8526684
2400	Star Of The Sea School Bus Bay	-36.91938056	174.9229497
2402	Pigeon Mountain Rd for Pakuranga College	-36.89843083	174.9018756
2408	Nelson St outside Owairoa School	-36.89833722	174.9255861
2410	Macleans College Bus Bay	-36.88240722	174.9141006
2411	259 Botany Rd	-36.92196861	174.9128106
2414	Westerham Dr near Drumquin Rise	-36.93167694	174.9250214
2422	28 LAMBIE DR	-36.98852117	174.8732753
2425	25 LAMBIE DR	-36.98847102	174.8730269
2428	FARM COVE INTERMEDIATE	-36.89656346	174.8912469
2432	Pine Harbour Marina Bus Stop	-36.857302	174.88077
2433	203 Portage Rd	-36.97830417	174.8331997
2435	55 LITTEN RD	-36.90177017	174.9411485
2437	99 LITTEN RD	-36.89910127	174.9434151

2472	10 PEMBROKE ST	-36.97818416	174.8754933
2474	28 PEMBROKE ST	-36.97703315	174.8764649
2475	31 PEMBROKE ST	-36.97691247	174.8766866
2476	OPP 159 TUI RD	-36.9743272	174.8771623
2699	116 SANDSPIT RD	-36.9104485	174.9445336
4856	Coatesville Riverhead Hwy near Huapai Golf Course	-36.869489	174.82255
5436	22 Hercules Dr	-36.850672	174.77455
5591	9 Gallony Ave	-36.986198	174.86432
5593	25 Garton Dr	-36.985293	174.86664
5606	60 Garton Dr	-36.85972419	174.8628575
5952	2 Islington Ave	-36.942186	174.91734
6008	90 BRADBURY RD	-36.90747894	174.9114833
6009	59 GREAT SOUTH RD PAPATOETOE	-36.96669072	174.8578347
6010	62 GREAT SOUTH RD PAPATOETOE	-36.96664339	174.8579796
6011	119 GREAT SOUTH RD PAPATOETOE	-36.96843184	174.8594608
6012	152 GREAT SOUTH RD PAPATOETOE	-36.96897052	174.8601704
6013	OPPOSITE 270 GREAT SOUTH RD PAPATOETOE	-36.97157621	174.862413
6014	208 GREAT SOUTH RD PAPATOETOE	-36.97033865	174.8614393
6015	OPPOSITE 342 GREAT SOUTH RD PAPATOETOE	-36.97341548	174.8640979
6016	338 GREAT SOUTH RD PAPATOETOE	-36.9733328	174.864197
6017	433 GREAT SOUTH RD MANUKAU	-36.97630691	174.867651
6018	446 GREAT SOUTH RD MANUKAU	-36.97613767	174.8675233
6019	57 MIRRABOOKA AVE	-36.91250021	174.9203636
6020	490 GREAT SOUTH RD MANUKAU	-36.97802749	174.8717148
6021	481 GREAT SOUTH RD MANUKAU	-36.97825008	174.8718888
6022	562 GREAT SOUTH RD MANUKAU	-36.98024732	174.8761169
6023	505 GREAT SOUTH RD MANUKAU	-36.97922584	174.8740248
6024	22 ORANGEWOOD DRV	-36.91797074	174.9259563
6025	569 GREAT SOUTH RD MANUKAU	-36.98267532	174.8781764
6026	54 ORANGEWOOD DRV	-36.91819134	174.9217973
6027	25 ORANGEWOOD DR	-36.91779282	174.9252558
6028	18 HATTAWAY AVE	-36.86199433	174.9010617
6029	41 ORANGEWOOD DRV	-36.91812018	174.9217393
6031	BOTANY RD OPPOSITE GOLFLAND DR	-36.92136076	174.9130647
6050	2 HATTAWAY AVE	-36.86052894	174.9002627
6052	34 HATTAWAY AVE	-36.86353685	174.9021095
6053	OUTSIDE 251 BOTANY RD	-36.92078614	174.9129268
6054	Half Moon Bay	-36.88019722	174.8973617
6055	21 SUNDERLANDS RD	-36.88480953	174.9031422
6056	OPPOSITE 27 PAKURANGA RD	-36.91059243	174.8612993
6057	31 PAKURANGA RD	-36.9109548	174.8617571
6058	66 PAKURANGA RD	-36.91187173	174.8665048
6059	99 PAKURANGA RD	-36.91226713	174.8677267
6060	PAKURANGA PLAZA OUTSIDE FARMERS	-36.91178908	174.8717558
6061	39 Hattaway Ave	-36.86344944	174.9019391
6062	96 PAKURANGA RD	-36.91148577	174.8704127
6063	PAKURANGA RD NEAR JOHNS LANE	-36.90872962	174.88341
6064	HIGHLAND PARK.	-36.89798832	174.9075431
6065	329 PAKURANGA RD	-36.90572576	174.8903732
6066	PAKURANGA RD NEAR GLENMORE RD	-36.90763355	174.8854594
6067	371 PAKURANGA RD	-36.9041809	174.8939939
6068	262 PAKURANGA RD	-36.90545226	174.8905685
6069	PAKURANGA RD OPPOSITE PIGEON MOUNTAIN RD	-36.89939385	174.9019557
6071	HIGHLAND PARK	-36.89824708	174.9077067
6072	310 PAKURANGA RD	-36.90302009	174.89557

6073	527 PAKURANGA RD	-36.89885301	174.9115037
6074	346 PAKURANGA RD	-36.90099896	174.8985277
6075	OPPOSITE 692 PAKURANGA RD	-36.89904303	174.9164912
6076	PAKURANGA RD OUTSIDE PAKURANGA COLLEGE	-36.89851746	174.9032133
6078	OPPOSITE 23 SUNDERLANDS RD	-36.88482937	174.9035915
6080	644 PAKURANGA RD	-36.89872577	174.912129
6082	706 PAKURANGA RD	-36.89893967	174.917869
6084	8 GLENMORE RD	-36.90699921	174.8851071
6085	27 GLENMORE RD	-36.90517775	174.8857245
6086	52 GLENMORE RD	-36.90199245	174.8865214
6087	73 GLENMORE RD	-36.90221716	174.8865606
6088	98 GLENMORE RD	-36.89932158	174.8872749
6089	109 GLENMORE RD	-36.89868609	174.8875623
6090	118 GLENMORE RD	-36.89706676	174.8879376
6091	127 BOUNDARY RD	-36.98261143	174.8941056
6092	14 GOSSAMER DRV	-36.90693601	174.8896511
6093	29 GOSSAMER DRV	-36.90969492	174.8895957
6094	52 GOSSAMER DRV	-36.91096404	174.8897056
6095	47 GOSSAMER DRV	-36.91093879	174.8895927
6096	66 GOSSAMER DRV	-36.91272609	174.8894236
6097	91 GOSSAMER DRV	-36.91474203	174.8890468
6098	90 GOSSAMER DRV	-36.91602015	174.8891569
6099	OPPOSITE 112 GOSSAMER DRV	-36.91733815	174.8884598
6100	156 GOSSAMER DRV	-36.9211536	174.887712
6101	143 GOSSAMER DRV	-36.92045879	174.8877622
6102	170 GOSSAMER DRV	-36.92283901	174.8860135
6103	OPPOSITE 170 GOSSAMER DRV	-36.92285105	174.885823
6104	14 HOPE FARM AVE	-36.9124309	174.8988897
6107	153 PIGEON MOUNTAIN RD	-36.89524356	174.8999674
6108	120 PIGEON MOUNTAIN RD	-36.89200088	174.9009642
6109	3 Prince Regent Dr	-36.88424056	174.9004014
6110	8 Prince Regent Dr	-36.88431167	174.8998983
6111	45 PRINCE REGENT DR	-36.88674325	174.8966373
6112	60 PRINCE REGENT DRV	-36.88710775	174.8963883
6113	75 PRINCE REGENT DRV	-36.88941416	174.8958843
6114	96 PRINCE REGENT DRV	-36.88997574	174.8968408
6115	103 PRINCE REGENT DRV	-36.89168314	174.8977246
6116	112 PRINCE REGENT DRV	-36.89165468	174.8978137
6117	151 PRINCE REGENT DRV	-36.8956576	174.8971834
6118	172 PRINCE REGENT DRV	-36.89554715	174.8973265
6122	49 THE PARADE	-36.86870593	174.9035165
6124	66 BURUNDI AVE	-37.02832951	174.8602572
6125	91 REEVES RD	-36.91453685	174.8815324
6127	13 TI RAKAU DRV	-36.91341633	174.8697303
6129	69 TI RAKAU DRV	-36.91819671	174.8740902
6131	99 TI RAKAU DRV	-36.91958076	174.8760548
6132	OPPOSITE 15 TI RAKAU DRV	-36.91359229	174.870004
6133	157 TI RAKAU DRV	-36.92278028	174.8806236
6134	TI RAKAU DR OPPOSITE MATTSON RD	-36.91652889	174.8729717
6135	207 TI RAKAU DRV	-36.92423719	174.8853744
6136	118 TI RAKAU DRV	-36.91940834	174.8761292
6137	TI RAKAU DRIVE OPPOSITE BURSWOOD DRIVE	-36.92784768	174.9014389
6138	158 TI RAKAU DRV	-36.92176584	174.8792291
6139	293 TI RAKAU DRV	-36.92692443	174.896611
6140	208 TI RAKAU DRV	-36.92340158	174.884074

6141	245 TI RAKAU DRV	-36.92570709	174.8904288
6142	TI RAKAU DRIVE NEAR BURSWOOD DRIVE	-36.92741535	174.9002942
6143	29 BUTLEY DRV	-36.89670048	174.8905657
6144	26 KILKENNY DRV	-36.92684272	174.9224299
6145	65 BUTLEY DRV	-36.89738119	174.8942298
6146	OPPOSITE 23 BUTLEY DR	-36.89661975	174.8905413
6147	17 CASUARINA RD	-36.89313991	174.9069399
6148	28 BUTLEY DRV	-36.8974988	174.8953324
6149	47 CASUARINA RD	-36.89404854	174.9036746
6150	4 CASUARINA RD	-36.89316513	174.9070528
6151	75 CASUARINA RD	-36.89552486	174.900412
6152	48 CASUARINA RD	-36.89435122	174.9027844
6153	117 BUCKLANDS BEACH RD	-36.87107071	174.9066827
6154	122 BUCKLANDS BEACH RD	-36.87102422	174.9067713
6155	171 BUCKLANDS BEACH RD	-36.87711635	174.9085047
6156	46 TE IRIRANGI DR	-36.98371288	174.8900322
6157	203 BUCKLANDS BEACH RD	-36.87895357	174.9108392
6158	184 BUCKLANDS BEACH RD	-36.87697184	174.9085235
6159	351 BUCKLANDS BEACH RD	-36.89059038	174.9085484
6160	216 BUCKLANDS BEACH RD	-36.87909087	174.911269
6161	47 CLOVELLY RD	-36.86028397	174.9048667
6162	348 BUCKLANDS BEACH RD	-36.89040766	174.908701
6163	OPPOSITE 134 CLOVELLY RD	-36.8658702	174.9083595
6164	18 EASTERN BEACH RD	-36.87148175	174.9097107
6165	5 EASTERN BEACH RD	-36.87088295	174.9110756
6167	41 BURSWOOD DR	-36.92409896	174.9008293
6169	89 BURSWOOD DRV	-36.92164746	174.8980069
6171	147 BURSWOOD DRV	-36.92030431	174.8940671
6173	BURSWOOD DRIVE OPPOSITE TORRENS ROAD	-36.92587571	174.894553
6174	50 CASCADES RD	-36.90789231	174.8975089
6176	100 CASCADES RD	-36.91092781	174.899885
6178	32 BLEAKHOUSE RD	-36.89160221	174.9223758
6179	15 CASCADES RD	-36.905264	174.89558
6180	50 GILLS RD	-36.89001349	174.9163888
6181	49 CASCADES RD	-36.9077876	174.897293
6182	64B DIORELLA DRV	-36.98528165	174.8888689
6183	105 CASCADES RD	-36.91074399	174.8995437
6184	128 MIDDLEFIELD DRV	-36.95471695	174.9159429
6185	BLEAKHOUSE RD NEAR HASELER CRES	-36.8881809	174.9210333
6186	52 PRIESTLEY DRV	-36.88703277	174.9128696
6187	41 GILLS RD	-36.89012993	174.9158756
6188	298 TI RAKAU DRV	-36.92661913	174.8959747
6189	77 TE IRIRANGI DRV	-36.98397809	174.8897916
6192	380 CHAPEL ROAD	-36.9540456	174.9095023
6193	1 PRIESTLEY DRV	-36.88414587	174.9141552
6194	426 CHAPEL ROAD	-36.94976407	174.9106419
6195	67 PRIESTLEY DRV	-36.88766478	174.9100016
6196	470 CHAPEL ROAD	-36.94597102	174.91167
6198	512 CHAPEL ROAD	-36.94212283	174.9127641
6199	OPPOSITE 58 DIORELLA DRV	-36.98609998	174.889552
6200	24 MILLHOUSE DR	-36.914237	174.9249868
6201	63 MEADOWLAND DRV	-36.91267882	174.9332425
6202	30 AVIEMORE DRV	-36.90084308	174.9054482
6203	OPPOSITE 52 MEADOWLAND DR	-36.91168659	174.9360571
6204	66 MILLHOUSE DR	-36.91600169	174.9200922

6205	119 MEADOWLAND DRIVE	-36.9128973	174.9292296
6206	64 HIGHLAND PARK DRV	-36.90260956	174.9133033
6207	OPPOSITE 24 MILLHOUSE DR	-36.91415064	174.9253102
6208	156 AVIEMORE DRV	-36.91088029	174.9073479
6209	15 HIGHLAND PARK DRV	-36.90035838	174.9081296
6210	OPPOSITE 72 MILLHOUSE DR	-36.91635222	174.9195959
6211	OPPOSITE 66 AVIEMORE DRV	-36.903338	174.904994
6212	172 MILLHOUSE DR	-36.91984475	174.9142953
6213	141 AVIEMORE DRV	-36.91066785	174.9071069
6214	58 BRADBURY RD	-36.90474518	174.9133342
6215	17 BRADBURY RD	-36.90220655	174.9176141
6216	130 BRADBURY RD	-36.9097101	174.9100574
6217	45 BRADBURY RD	-36.90368591	174.9153055
6218	34 LEXINGTON DRV	-36.90548275	174.9156647
6219	69 BRADBURY RD	-36.90473834	174.9131994
6220	544 CHAPEL ROAD	-36.93889972	174.9136604
6221	149 BRADBURY RD	-36.9099366	174.9099845
6222	84 BOTANY RD	-36.90726786	174.9184254
6223	175 BRADBURY RD	-36.91186196	174.9090784
6224	96 MIDDLEFIELD DRV (RESERVE)	-36.95200284	174.9148979
6225	89 BOTANY RD	-36.9072421	174.9183462
6227	101 MIDDLEFIELD DRV (RESERVE)	-36.95186177	174.9147034
6229	111 BOTANY RD	-36.90948357	174.9174034
6230	OPPOSITE 321 BOTANY RD	-36.9269218	174.913069
6231	BOTANY TOWN CENTRE	-36.93226648	174.9119563
6232	2 MIRRABOOKA AVE	-36.90921071	174.9242432
6233	BOTANY TOWN CENTRE	-36.93250449	174.9122879
6234	56 MIRRABOOKA AVE	-36.91208634	174.9231032
6235	325 BOTANY RD	-36.92722453	174.9127397
6236	86 MIRRABOOKA AVE	-36.91234475	174.9199444
6237	43 GOLFLAND DRV	-36.91990551	174.9088412
6238	4 KYEEMAGH ST	-36.90823831	174.9236239
6239	OPPOSITE 110 GOLFLAND DRIVE	-36.92554061	174.9087235
6240	36 WHITFORD RD	-36.90946217	174.9281891
6241	OPPOSITE 18 KYEEMAGH ST	-36.90726757	174.9240148
6242	90 WHITFORD RD	-36.91243512	174.9260527
6244	OPPOSITE 115 WHITFORD RD	-36.91429579	174.9280302
6245	19 SMALES RD	-36.94339886	174.8978391
6246	172 WHITFORD RD	-36.91803161	174.9283151
6247	159 WHITFORD RD	-36.91787089	174.9282212
6248	732 CHAPEL RD	-36.92403747	174.9214501
6250	12 MEADOWLAND DRV	-36.90965919	174.9398893
6251	111 WHITFORD RD	-36.914115	174.92762
6252	52 MEADOWLAND DRV	-36.91170168	174.9362371
6254	82 MEADOWLAND DRV	-36.91274389	174.9331206
6256	MEADOWLAND DRV OPPOSITE GOOCH PL	-36.91306157	174.9285491
6257	759 CHAPEL RD	-36.92395275	174.9216725
6258	136 RIDGE RD	-36.89621151	174.9221548
6259	13 MEADOWLAND DRV	-36.90941319	174.9400515
6260	50 RIDGE RD	-36.89283149	174.9249427
6261	107 RIDGE RD	-36.89618684	174.9220083
6262	8 PICTON ST	-36.89243454	174.9294101
6263	39 RIDGE RD	-36.89264585	174.9252747
6264	PICTON ST NEAR UXBRIDGE RD	-36.89440762	174.9322315
6265	33 KERWYN AVE	-36.94605257	174.8828801

6267	111 PICTON ST	-36.89476307	174.9325435
6268	116 UNION RD	-36.90387836	174.9212473
6269	345 CHAPEL ROAD	-36.94956261	174.910839
6270	92 COOK ST	-36.89963645	174.9343722
6271	75 MIRRABOOKA AVE	-36.91095849	174.9187199
6272	4 MINERVA TCE	-36.90247442	174.9344439
6273	389 CHAPEL ROAD	-36.94575172	174.9118555
6274	OPPOSITE 53 PAPAROA RD	-36.9042952	174.9383057
6275	77 COOK ST	-36.89921593	174.934182
6276	36 LITTEN RD	-36.9020465	174.9407852
6277	1 GRANGER RD	-36.89317119	174.9417274
6278	78 LITTEN RD	-36.89952598	174.9427974
6279	OPPOSITE 64 SELWYN RD	-36.89437863	174.9384364
6280	OPPOSITE 1 GRANGER RD	-36.89301913	174.9416562
6281	15 COCKLE BAY RD	-36.89669046	174.9447792
6282	60 SELWYN RD	-36.89427418	174.9382093
6283	81 PAH RD	-36.90531894	174.9517434
6284	4 COCKLE BAY RD	-36.89656378	174.9448096
6285	SANDSPIT RD OPPOSITE COCKLE BAY SCHOOL	-36.9049259	174.9388716
6286	74 COCKLE BAY RD	-36.89780726	174.9486792
6287	39 SANDSPIT RD	-36.90707573	174.9402392
6288	1 SHELLY BEACH PDE	-36.90078806	174.9493834
6289	115 SANDSPIT RD	-36.91051101	174.9445689
6290	OPPOSITE 13 SANDSPIT RD	-36.90529235	174.9390605
6291	157 SANDSPIT RD	-36.90954977	174.9476759
6292	48 SANDSPIT RD	-36.90756171	174.9408351
6293	49 SPRINGS RD	-36.9477819	174.8925913
6294	TI RAKAU DR NEAR TE IRIRANGI DR	-36.92891081	174.9115694
6295	523 CHAPEL ROAD	-36.93935956	174.9136494
6296	TI RAKAU DR NEAR THE HUB	-36.92965059	174.9076023
6298	THE ESPLANADE NEAR HOSTEL ACCESS RD	-36.87328412	174.9136484
6299	CHAPEL ROAD NEAR BAVERSTOCK DRIVE	-36.95446022	174.9095014
6300	OPPOSITE 33 MACLEANS RD	-36.88191583	174.9138302
6301	GREENMOUNT DRV NEAR PARKWOOD PL	-36.93460028	174.9002032
6303	OPPOSITE 95 SMALES RD	-36.94174462	174.9065789
6304	22 MATTHEWS RD	-36.98313258	174.9015335
6305	TI RAKAU DRIVE OPPOSITE BOTANY TOWN CENTER	-36.92922505	174.9150014
6306	6 ASPIRING AVE	-36.98562856	174.8970679
6307	163 DAWSON RD	-36.97777048	174.8969851
6308	22 ASPIRING AVE	-36.9845409	174.9002653
6309	175 DAWSON RD	-36.97906869	174.8992192
6310	66 HOLLYFORD DRV	-36.98398782	174.8953981
6311	201 DAWSON RD	-36.98039423	174.9014316
6312	42 FLAT BUSH RD	-36.97575993	174.8868473
6313	31 MATTHEWS RD	-36.98336069	174.9013594
6314	72 FLAT BUSH RD	-36.97582642	174.8894664
6315	7 ASPIRING AVE	-36.9855259	174.8978518
6316	112 FLAT BUSH RD	-36.97592631	174.8933782
6318	72 PRESTON RD	-36.97770608	174.8840531
6319	51 HOLLYFORD DRV	-36.98422696	174.8956624
6321	45 FLAT BUSH RD	-36.97582897	174.88704
6323	83 FLAT BUSH RD	-36.97590364	174.8902771
6325	123 FLAT BUSH RD	-36.9759827	174.8932335
6327	71 PRESTON RD	-36.97791259	174.8841032
6344	124 DAWSON RD	-36.97758325	174.8968568

6346	OPPOSITE 7 NEILPARK DRV	-36.93972848	174.8843862
6348	26 NEILPARK DRV	-36.94253536	174.8835795
6350	16 ALLENS RD	-36.94307394	174.8916551
6352	56 ALLENS RD	-36.94041199	174.8867498
6354	22 HARRIS RD	-36.94150419	174.894008
6355	45 SUNDERLANDS RD	-36.88648414	174.9055064
6356	2 GREENMOUNT DRV	-36.93491127	174.8971009
6357	69 KERWYN AVE	-36.94418806	174.8816664
6358	GREENMOUNT DRV NEAR TI RAKAU RD	-36.92837457	174.9017438
6360	208 KILKENNY DR	-36.94207327	174.9175126
6364	14 DIORELLA DRV	-36.98948268	174.8910739
6366	46 DIORELLA DR	-36.98754873	174.8897002
6367	OPPOSITE 22 HARRIS RD	-36.94106779	174.8942443
6368	24 REDOUBT RD	-36.99080761	174.8927696
6369	83 HARRIS RD	-36.93538344	174.895754
6371	GREENMOUNT DRV NEAR TI RAKAU RD.	-36.92851801	174.9017923
6373	OPPOSITE 170 KILKENNY DRIVE	-36.9392298	174.9183396
6375	KILKENNY DRIVE OPPOSITE DELMONT CLOSE	-36.94199291	174.9174657
6377	9 AVIEMORE DRV	-36.9001115	174.9055423
6379	13 DIORELLA DRV	-36.98942755	174.8911399
6381	33 DIORELLA DRV	-36.98784569	174.88973
6383	41 REDOUBT RD	-36.99087086	174.8927599
6434	STANCOMBE RD NEAR ERICA RD	-36.95837352	174.9138782
6443	21 BUCKLAND RD	-36.97373817	174.8364602
6444	OPPOSITE 175 DAWSON RD	-36.97904923	174.8993086
6448	220 PORTAGE RD	-36.97821131	174.8333772
6450	8 FERNDOWN AVENUE	-36.98613563	174.8402525
6452	OPPOSITE 31 FERNDOWN AVE	-36.98421471	174.8391613
6454	62 FERNDOWN AVE	-36.98237268	174.8370498
6456	104 HILLSIDE RD	-36.9868759	174.8430792
6458	2 GIFFORD ROAD	-36.98975407	174.8469463
6460	OPPOSITE 29 GIFFORD ROAD	-36.98996759	174.8436482
6462	32 WYLLIE ROAD	-36.98114154	174.8495804
6463	25 PICTON ST	-36.89326484	174.9304521
6464	73 WYLLIE RD	-36.98548949	174.8481914
6465	13 FERNDOWN AVE	-36.98578564	174.8401542
6466	26 EAST TAMAKI RD	-36.96819942	174.8604886
6467	37 FERNDOWN AVE	-36.98342015	174.8386703
6468	88 EAST TAMAKI RD	-36.96634765	174.8641951
6469	63 Ferndown Ave	-36.98200028	174.8366589
6470	34 KOLMAR RD	-36.97814089	174.8547316
6471	81 HILLSIDE ROAD	-36.98681388	174.8430103
6472	64 KOLMAR RD	-36.97594334	174.8557792
6474	86 KOLMAR RD	-36.97422961	174.8564341
6475	29 GIFFORD RD	-36.989904	174.8436803
6476	OPPOSITE 201 DAWSON RD	-36.98020755	174.9012697
6477	25 WYLLIE RD	-36.98117015	174.84948
6478	OPPOSITE 137 KOLMAR RD	-36.97005482	174.8594217
6479	27 EAST TAMAKI RD	-36.96823106	174.8607702
6480	OPP 27 SHIRLEY RD	-36.97902616	174.8505628
6481	97 EAST TAMAKI RD	-36.96631409	174.8646099
6482	24 CORONATION RD	-36.97804803	174.8508649
6484	76 CORONATION RD	-36.97611985	174.8514023
6485	55 KOLMAR RD	-36.97606842	174.8558497
6486	110 CORONATION RD	-36.97385657	174.8508869

6487	83 KOLMAR RD	-36.97392047	174.8566063
6488	126 CORONATION RD	-36.97280008	174.8492774
6489	137 KOLMAR RD	-36.97020904	174.8593581
6490	10 SWAFFIELD RD	-36.97139157	174.8471202
6491	23 CORONATION RD	-36.97834501	174.8508945
6493	71 CORONATION RD	-36.97640816	174.8514093
6495	105 CORONATION RD	-36.97388964	174.8510787
6497	137 CORONATION RD	-36.97277148	174.8493778
6499	5 SWAFFIELD RD	-36.9712223	174.8469926
6514	STATION RD OPPOSITE CHALLENGE STATION	-36.97788832	174.8483895
6516	60 STATION RD	-36.9760746	174.845627
6518	100 STATION RD	-36.97394378	174.8423852
6519	STATION RD	-36.97796521	174.848661
6520	ST GEORGE ST OPPOSITE PAPATOETOE TOWN HALL	-36.97956178	174.8532046
6521	67 STATION RD	-36.97604565	174.8457499
6522	134 ST GEORGE ST	-36.97918377	174.857206
6523	113 STATION RD	-36.97369447	174.8421883
6524	160 ST GEORGE ST	-36.97880254	174.8596795
6525	35 ST GEORGE ST	-36.97968575	174.8527694
6527	129 ST GEORGE ST	-36.97929523	174.8569953
6528	44 CARRUTH RD	-36.98020062	174.8630614
6529	OPPOSITE 160 ST GEORGE ST	-36.97890253	174.8596258
6530	98 CARRUTH RD	-36.98158622	174.8655107
6532	118 CARRUTH RD	-36.98260326	174.8673218
6534	148 CARRUTH RD	-36.98381	174.86949
6535	35 CARRUTH RD	-36.98000168	174.8625286
6537	89 CARRUTH RD	-36.98132581	174.8648752
6538	36 CAVENDISH DRV	-36.98894873	174.8753082
6539	129 CARRUTH RD	-36.98326342	174.8683266
6540	4 Norman Spencer Dr	-36.98575278	174.8676461
6541	13 LAMBIE DRV	-36.98569879	174.8710714
6543	43 CAVENDISH DRV	-36.98908299	174.8753677
6546	26 PLUNKET AVE	-36.98916963	174.8624263
6547	23 PLUNKET AVE	-36.98909101	174.8622671
6549	OPPOSITE 6 WALLACE RD	-36.98004563	174.854542
6550	58 WALLACE RD	-36.98253149	174.8552315
6551	53 WALLACE RD	-36.98244385	174.8550721
6552	80 WALLACE RD	-36.98477502	174.8564319
6553	79 WALLACE RD PAPATOETOE	-36.98452626	174.8562012
6554	116 WALLACE RD	-36.9877335	174.8580207
6555	129 WALLACE RD	-36.98776211	174.8579202
6557	95 PUHINUI ROAD	-36.98528972	174.8667134
6558	OPPOSITE 97 PUHINUI ROAD	-36.98566336	174.8658799
6559	125 PUHINUI ROAD	-36.98649926	174.8631589
6560	130 PUHINUI ROAD	-36.98620162	174.8643201
6561	175 PUHINUI RD	-36.98759495	174.859961
6562	174 PUHINUI RD	-36.98788305	174.8594063
6563	27 REAGAN RD	-36.98067709	174.8802842
6564	20 REAGAN RD	-36.98054971	174.8803597
6624	742 GREAT SOUTH RD MANUKAU	-36.99371215	174.8858301
6625	61 CAVENDISH DRV	-36.98812589	174.8788947
6632	102 HYPERION DR	-37.02494099	174.9224156
6677	OPPOSITE 36 WHITFORD RD	-36.90875915	174.9287438
6686	122 GOSSAMER DRV	-36.91829567	174.8883262
6736	10 EVERGLADE DRV	-36.99146578	174.8967073

6738	62 EVERGLADE DRV	-36.99627732	174.8956694
6740	158 EVERGLADE DRV	-37.00426779	174.8987448
6741	15 EVERGLADE DRV	-36.99152128	174.8966188
6742	230 SHIRLEY ROAD	-36.96971942	174.8543587
6743	49 EVERGLADE DRV	-36.99601515	174.8957191
6745	19 FORTUNES RD	-36.89706553	174.8981946
6746	34 WALLACE RD	-36.98088055	174.8547532
6747	109 EVERGLADE DRV	-37.00127055	174.8956698
6748	OPPOSITE 607 GREAT SOUTH RD MANUKAU	-36.98554369	174.8803142
6749	165 EVERGLADE DRV	-37.00442978	174.89876
6750	144 SHIFNAL DRV	-37.03017273	174.9126774
6751	196 SHIRLEY ROAD	-36.9722879	174.8514892
6752	48 HYPERION DRV	-37.02588235	174.9171561
6759	247A SHIRLEY ROAD	-36.96987399	174.8542726
6763	11 RIVERTON DRV	-37.02529093	174.9124762
6764	112 TUI RD	-36.97363266	174.8732023
6768	12 HUIA RD	-36.96696971	174.8664792
6771	609 GREAT SOUTH RD MANUKAU	-36.98593003	174.8803911
6779	CHAPEL ROAD OPPOSITE BOTANY SECONDARY COLLEGE	-36.9337934	174.9150821
6780	64 HUIA RD	-36.97017186	174.8674673
6782	34 VIEW RD	-36.90700777	174.9509896
6784	36 GLENMORE RD	-36.90390276	174.8859849
6785	115 TUI RD	-36.97361201	174.8727974
6793	21 HUIA RD	-36.96715856	174.8665063
6798	OPPOSITE 207 PAKURANGA RD	-36.9103185	174.8775564
6800	10 REDOUBT RD	-36.99124223	174.8909489
6802	108 EVERGLADE DRV	-37.00139977	174.8960439
6804	80 EVERGLADE DRV	-36.99931613	174.8944526
6811	63 HUIA RD	-36.97025489	174.8673458
6813	93 TUI RD	-36.97319712	174.8705293
6823	203 PAKURANGA RD	-36.91054094	174.877169
6841	75 EVERGLADE DR	-36.99867932	174.894257
6850	118 KILKENNY DRV	-36.93468582	174.9195393
6854	22 BURUNDI AVE	-37.02742563	174.8650127
6856	46 FINLAYSON AVE	-37.02231155	174.8589301
6858	OPPOSITE 73 FINLAYSON AVE	-37.02316134	174.8570399
6860	76 FINLAYSON AVE	-37.02518946	174.8581797
6861	113 KILKENNY DRIVE	-36.93347311	174.9198457
6862	92 FINLAYSON AVE	-37.02733763	174.8579847
6863	51 BURUNDI AVE	-37.0282947	174.8601776
6864	118 FINLAYSON AVE	-37.02963283	174.8587601
6865	495 CHAPEL ROAD	-36.94193975	174.9129392
6866	154 FINLAYSON AVE	-37.03191639	174.8602772
6867	49 FINLAYSON AVE	-37.02226439	174.8590638
6868	172 FINLAYSON AVE	-37.03333603	174.8605592
6869	69 FINLAYSON AVE	-37.02293645	174.8570119
6870	OPPOSITE 231 FINLAYSON AVE	-37.03647878	174.8601637
6871	OPP 72 FINLAYSON AVE	-37.02458473	174.8576591
6872	WHITFORD MARAETAI RD NEAR TRIG RD	-36.94211622	174.9699403
6873	111 FINLAYSON AVE	-37.02693237	174.8579636
6874	36 PALMERS RD	-37.03497884	174.8661418
6875	145 FINLAYSON AVE	-37.02966127	174.8586708
6876	OPPOSITE 55 PALMERS RD	-37.03556377	174.864481
6877	173 FINLAYSON AVE	-37.03195349	174.8602107
6879	185 FINLAYSON AVE	-37.03328321	174.8604792

6881	231 FINLAYSON AVE	-37.03646235	174.8600621
6883	OPPOSITE 36 PALMERS RD	-37.03535037	174.8648693
6884	OPP 8 WHITFORD MARAETAI RD	-36.94575772	174.9644869
6885	79 PALMERS RD	-37.03635005	174.8620493
6886	12 ASH RD	-37.00323835	174.8659161
6887	OPPOSITE 120 KILKENNY DR	-36.93492279	174.9193768
6891	135 GLENMORE RD	-36.89700173	174.8880594
6898	6 MONCRIEFF AVE	-37.02397389	174.8638492
6899	5 GIFFORD RD	-36.9897035	174.8467204
6900	40 MONCRIEFF AVE	-37.02351713	174.8602185
6906	38 LAMBIE DRV	-36.99020065	174.8736536
6910	172 PLUNKET AVE	-36.99995439	174.8689823
6911	3 MONCRIEFF AVE	-37.02383415	174.864138
6913	47 MONCRIEFF AVE	-37.02344611	174.8601493
6915	91 CLOVELLY RD	-36.86320044	174.9067899
6916	44 SUNDERLANDS RD	-36.8864472	174.9055616
6918	170 RIDGE RD	-36.89807703	174.9204958
6919	LAMBIE DRV	-36.99036655	174.8734217
6920	MANUKAU CITY CENTRE	-36.99102906	174.882247
6921	MANUKAU CITY CENTRE.	-36.99126064	174.8824212
6922	MANUKAU CITY CENTRE,	-36.99135547	174.8826932
6923	5 RONWOOD AVE	-36.98986237	174.8796565
6925	15 RONWOOD AVE	-36.99101788	174.8761231
6927	MANUKAU SU CAVENDISH DRV	-36.9895826	174.8722677
6928	82 KERWYN AVE	-36.94400823	174.8816395
6929	77 PLUNKET AVE	-36.99392043	174.8652389
6931	95 SMALES RD	-36.94182067	174.9063337
6932	152 SMALES RD	-36.94227397	174.909534
6933	35 REDOUBT RD	-36.99121723	174.8913865
6935	OPPOSITE 152 SMALES RD	-36.94240064	174.9095035
6936	CHAPEL RD NEAR AMBLESIDE DRIVE WALKWAY	-36.92693775	174.9187836
6937	23 ASPIRING AVE	-36.98460253	174.9003567
6938	CHAPEL RD NEAR KEPPOCH COURT WALKWAY	-36.9271556	174.9186881
6939	259 KILKENNY DR	-36.94295058	174.9134136
6941	KILKENNY DR NEAR CHAPEL RD	-36.94306195	174.9132143
6961	205 SHIRLEY ROAD	-36.97257018	174.8513051
6962	STANCOMBE ROAD NEAR SIR BARRY CURTIS PARK	-36.9583424	174.9130126
6963	56 CAVENDISH DRV	-36.988039	174.8786903
6964	CHAPEL RD BY SUMMERSET RETIREMENT VILLAGE	-36.97416079	174.9040175
6967	CHAPEL RD OPP SUMMERSET RETIREMENT VILLAGE	-36.97361932	174.9040601
6978	86 BOUNDARY RD	-36.98240273	174.8936286
6980	24 CLAUDE AVE	-36.97996628	174.8347113
6983	133 STANCOMBE ROAD	-36.96013746	174.9229636
6985	OPPOSITE 96 STANCOMBE ROAD	-36.95923589	174.9179655
6987	OPPOSITE 16 KILKENNY DR	-36.9259393	174.922003
6993	43 MACLEANS RD	-36.88233874	174.9138744
7003	QUAY ST NEAR TANGIHUA ST	-36.84535204	174.7742378
7004	STURDEE ST NEAR PAKENHAM ST	-36.84467835	174.7619645
7005	CUSTOMS ST WEST (LAYUP AREA)	-36.84446327	174.7661315
7006	WELLESLEY ST EAST NEAR ASB BANK	-36.85107852	174.7649602
7010	TYLER ST	-36.84390733	174.767756
7012	GALWAY ST	-36.84449417	174.767691
7013	OPP 10 WATERLOO QUADRANT	-36.84863609	174.7703996
7014	18 WATERLOO QDRT	-36.84910295	174.7711281
7015	CUSTOMS ST WEST NEAR QUEEN ST	-36.84460827	174.7660787

7016	CUSTOMS ST EAST NEAR QUEENS ARCADE	-36.8449078	174.767151
7017	23 CUSTOMS ST EAST	-36.84497539	174.7674554
7018	CUSTOMS ST EAST OPPOSITE FORT LANE	-36.84490731	174.7677902
7019	55 CUSTOMS ST EAST	-36.8451546	174.7681324
7020	32 CUSTOMS ST EAST	-36.84509503	174.7685011
7021	71 CUSTOMS ST EAST	-36.845519	174.76948
7022	VICTORIA ST EAST	-36.84919738	174.7659936
7023	ALFRED ST BY UNIVERSITY OF AUCKLAND GENERAL LIBRARY	-36.85163171	174.7695826
7024	COMMERCE ST NEAR TYLER ST	-36.84424989	174.7683583
7026	COMMERCE ST NEAR GALWAY ST	-36.84448566	174.7682628
7028	COMMERCE STREET BY CUSTOMS STREET	-36.84544793	174.7678027
7034	FANSHAWE ST NEAR BRADNOR LANE	-36.84533977	174.761733
7035	FANSHAWE ST BY VODAFONE	-36.84589261	174.7578766
7036	FANSHAWE ST BY VICTORIA PARK	-36.84552693	174.7539542
7037	185 FANSHAWE ST	-36.84517115	174.7536321
7038	MAYORAL DRIVE OPPOSITE AUT	-36.85266403	174.7656248
7040	QUEEN ST NEAR TYLER ST	-36.84362733	174.7671888
7041	QUEEN ST OPPOSITE TYLER ST	-36.84355692	174.7670751
7042	QUEEN ST OUTSIDE CPO	-36.84387228	174.7670823
7043	QUEEN ST OPPOSITE CPO	-36.84407384	174.7668627
7044	QUEEN ST OUTSIDE CPO.	-36.84417145	174.7669658
7045	QUEEN ST NEAR CUSTOMS ST	-36.8442734	174.7667775
7046	QUEEN ST NEAR CUSTOMS ST.	-36.84444343	174.76686
7047	99 QUEEN ST	-36.84584119	174.766208
7048	80 QUEEN ST - Q1	-36.84611117	174.7662367
7049	131 QUEEN ST	-36.84682816	174.7659055
7050	110 QUEEN ST	-36.84690792	174.7659971
7051	175 QUEEN ST	-36.84798698	174.7655621
7052	174 QUEEN ST	-36.84809394	174.765643
7053	237 QUEEN ST	-36.84990767	174.7648997
7054	280 QUEEN ST - Q4	-36.85046881	174.7647443
7055	THE CIVIC QUEEN ST	-36.85111571	174.7642769
7056	OUTSIDE ST JAMES QUEEN ST.	-36.85163897	174.7642441
7057	THE CIVIC QUEEN ST.	-36.85136082	174.7641592
7058	OUTSIDE ST JAMES QUEEN ST	-36.85186573	174.7641484
7059	305 QUEEN ST	-36.85342816	174.7633319
7060	380 QUEEN ST	-36.85363473	174.7633815
7065	43 EASTVIEW RD	-36.87432148	174.8567949
7067	45 APIRANA AVE	-36.87066645	174.8507382
7070	LOWER ALBERT ST NEAR CUSTOMS ST	-36.84402108	174.7655606
7071	1 LOWER ALBERT ST	-36.84347062	174.765604
7072	46 ALBERT ST	-36.8464707	174.7644842
7073	13 ALBERT ST	-36.84474924	174.7650839
7074	58 ALBERT ST	-36.84679707	174.7643571
7075	17 ALBERT ST	-36.84545738	174.7647413
7076	MAYORAL DRIVE BY AOTEA CENTRE	-36.85116234	174.7623489
7077	41 ALBERT ST	-36.8463282	174.7643688
7078	156 VINCENT ST	-36.85481633	174.759068
7079	63 ALBERT ST	-36.84709908	174.76405
7080	26 HOBSON ST	-36.84587511	174.7627098
7081	99 ALBERT ST	-36.84880484	174.7632929
7082	134 HOBSON ST	-36.85056605	174.7606192
7083	MAYORAL DRIVE OPPOSITE AOTEA CENTRE	-36.85183153	174.7609847
7084	206 HOBSON ST	-36.85275798	174.75929
7085	143 VINCENT ST	-36.85441838	174.7591598

7086	22 WELLESLEY ST	-36.85073625	174.7637299
7087	105 ALBERT ST	-36.84941286	174.7630153
7088	WELLESLEY ST BY ART GALLERY	-36.85194789	174.7665056
7089	WELLESLEY ST NEAR AUT	-36.85281256	174.7671536
7091	WELLESLEY ST NEAR ALBERT ST	-36.85021642	174.762316
7093	19 VICTORIA ST	-36.84883544	174.764875
7094	VICTORIA ST NEAR QUEEN ST	-36.84898895	174.7648561
7097	51 VICTORIA ST	-36.8483645	174.7632043
7098	66 VICTORIA ST	-36.84838032	174.7627449
7099	VICTORIA ST OPPOSITE SKY TOWER	-36.84817824	174.7623925
7100	VICTORIA ST WEST OUTSIDE SKY TOWER	-36.84821711	174.7622028
7101	115 VICTORIA ST WEST	-36.84773782	174.7610927
7102	100 VICTORIA ST	-36.84784894	174.7608934
7103	69 RIDDELL RD	-36.85961447	174.8652552
7104	156 VICTORIA ST	-36.84791486	174.7588762
7105	201 VICTORIA ST	-36.84805936	174.757029
7106	210 VICTORIA ST	-36.84820946	174.7548006
7127	OPPOSITE 186 WEST TAMAKI ROAD	-36.87008022	174.8657453
7129	809 RIDDELL RD	-36.85045782	174.869216
7140	2 ANZAC AVE	-36.84644204	174.771863
7141	29 ANZAC AVE	-36.84634627	174.7716365
7144	2 SYMONDS ST	-36.85056627	174.7721264
7145	3 SYMONDS ST	-36.85078136	174.7716042
7146	4 SYMONDS ST	-36.85078686	174.7718399
7147	25 SYMONDS ST	-36.85427074	174.7678937
7148	36 SYMONDS ST	-36.85463282	174.7677899
7150	38 SYMONDS ST	-36.85482521	174.7675813
7152	44 SYMONDS ST	-36.85494418	174.7674606
7155	19 Mountain View Rd	-36.849403	174.75914
7172	60 Khyber Pass Rd	-36.971252	174.90471
7179	69 BEACH RD	-36.84698128	174.7731764
7182	OPPOSITE 87 BEACH ROAD NEAR MAHUHU CRES	-36.84715513	174.7736065
7183	PARNELL RISE NEAR STANLEY ST	-36.85067446	174.7745402
7184	154 BEACH RD	-36.84993444	174.7746016
7236	14 EASTVIEW RD	-36.87222047	174.8533896
7238	SYLVIA PARK	-36.91569103	174.8400846
7239	SYLVIA PARK.	-36.91578753	174.8402553
7242	16 RIDDELL RD	-36.85972419	174.8628575
7243	127 Western Springs Rd	-36.880155	174.91277
7244	8 PATTESON AVE	-36.84866938	174.8318373
7245	OPPOSITE 8 PATTESON AVE	-36.84868965	174.831692
7246	24 RONAHI RD	-36.8504465	174.8340779
7247	29 RONAHI RD	-36.85048202	174.8341124
7248	98 SELWYN AVE	-36.85127164	174.836094
7249	65 SELWYN AVE	-36.85133679	174.835961
7250	150 SELWYN AVE	-36.85448596	174.8357335
7251	105 SELWYN AVE	-36.85324032	174.8352663
7252	120 KOHIMARAMA RD	-36.85521196	174.8365808
7253	135 SELWYN AVE	-36.85499069	174.8363176
7254	158 KOHIMARAMA RD	-36.85792397	174.8366457
7255	153 KOHIMARAMA RD	-36.85798773	174.8366024
7256	134 WEST TAMAKI RD	-36.86965404	174.8601595
7257	113 WEST TAMAKI RD	-36.87003349	174.861829
7258	160 WEST TAMAKI RD	-36.86998251	174.8627813
7259	7 ELSTREE AVE	-36.87068085	174.8653785

7271	41 ELSTREE AVE	-36.87328759	174.8669789
7272	44 ELSTREE AVE	-36.87491379	174.8673101
7273	55 ELSTREE AVE	-36.87512295	174.8671918
7274	OPPOSITE 85 ELSTREE AVE	-36.87766511	174.8665918
7275	85 ELSTREE AVE	-36.87758508	174.8665225
7276	194 WEST TAMAKI RD	-36.86981632	174.8664793
7278	34 APIRANA AVE	-36.87081455	174.8510671
7279	35 Linwood Ave	-36.869105	174.80848
7280	LINE RD BY TANIWHA ST	-36.87751893	174.8569396
7289	115 PANORAMA RD	-36.90113707	174.8288376
7296	CLONBERN ROAD BY NEW WORLD	-36.88167969	174.7973836
7297	9 CLONBERN RD	-36.88168122	174.7972827
7299	125 BARRACK RD	-36.90443448	174.8359421
7300	FERRY TERMINAL DOWNTOWN	-36.84305734	174.7673327
7301	QUAY ST NEAR QUEEN ST	-36.84346915	174.7675216
7303	261 MT WELLINGTON HWY	-36.9120272	174.8380435
7312	TAMAKI DRIVE BY NGAPIPI RD (NORTH SIDE)	-36.85238048	174.8060848
7314	TAMAKI DRV NEAR ROYAL AKORANGA YACHT CLUB	-36.851064	174.81148
7315	TAMAKI DRIVE NEAR NGAPIPI RD	-36.85225821	174.8070128
7316	12 TAMAKI DR	-36.8516328	174.8137499
7317	TAMAKI DRV OPPOSITE ROYAL AKORANA YACHT CLUB	-36.851164	174.81142
7318	TAMAKI DRIVE OPPOSITE KITEMOANA ST	-36.84962555	174.8182896
7319	TAMAKI DRV NEAR OKAHU ST	-36.85202188	174.8142414
7320	TAMAKI DRV OPP KELLY TARLTONS	-36.8465609	174.8171179
7321	TAMAKI DRIVE NEAR KITEMOANA ST	-36.84939584	174.8185757
7323	TAMAKI DRV NEAR KELLY TARLTONS	-36.84771549	174.8176499
7324	TAMAKI DRV NEAR TAMAKI YACHT CLUB	-36.84468735	174.8252714
7325	TAMAKI DRV OPPOSITE HAPIMANA ST	-36.84570777	174.8210341
7326	TAMAKI DRV OPP ATKIN AVE	-36.84760625	174.829468
7327	29 TAMAKI DRV	-36.84706889	174.8286589
7328	TAMAKI DRV NEAR PATTESON AVE	-36.84814904	174.8316791
7329	61 TAMAKI DRV	-36.84825265	174.8313899
7330	OPPOSITE 135 TAMAKI DRV	-36.84784643	174.8349354
7331	137 TAMAKI DRV	-36.84787156	174.8350594
7332	OPPOSITE 167 TAMAKI DRV	-36.84801849	174.8383826
7333	163 TAMAKI DRV	-36.8477787	174.8375693
7334	OPPOSITE 195 TAMAKI DRV	-36.84877616	174.8400942
7335	195 TAMAKI DRV	-36.84881359	174.8400054
7336	TAMAKI DR OPP AVERILL AVE	-36.84990994	174.8425439
7337	245 TAMAKI DRV	-36.85007177	174.8425702
7338	OPPOSITE 301 TAMAKI DRV	-36.85084409	174.846817
7339	301 TAMAKI DRV	-36.85093506	174.8467631
7340	TAMAKI DR OPP AUCKLAND RD	-36.8506293	174.8525092
7341	335 TAMAKI DRV	-36.85020267	174.8515456
7342	TAMAKI DRV OPP GOLDIE ST	-36.85091877	174.8553313
7343	TAMAKI DRV NEAR GOLDIE ST	-36.85099933	174.8553669
7344	OPPOSITE 411 TAMAKI DR	-36.8500962	174.85779
7345	405 TAMAKI DRV	-36.85024281	174.8576365
7346	36 VALE RD	-36.85029209	174.8625501
7347	45 VALE RD	-36.85034685	174.8625065
7348	22 BAY RD	-36.85173387	174.865445
7349	19 BAY RD	-36.85172891	174.8651869
7350	829 RIDDELL RD	-36.85196313	174.8680638
7351	45 BAY RD	-36.8522062	174.8675089
7352	787 RIDDELL RD	-36.8489509	174.8698971

7353	492 RIDDELL RD	-36.85031031	174.8694255
7354	759 RIDDELL RD	-36.84740812	174.8717099
7355	470 RIDDELL RD	-36.84881487	174.8699498
7356	677 RIDDELL RD	-36.84760475	174.8741035
7357	438 RIDDELL RD	-36.84737032	174.8718212
7358	617 RIDDELL RD	-36.8495256	174.8746102
7359	422 RIDDELL RD	-36.84745406	174.8733709
7360	RIDDELL RD NEAR PEACOCK ST	-36.85208098	174.8766017
7361	384 RIDDELL RD	-36.84972558	174.874503
7362	493 RIDDELL RD	-36.85372072	174.8777859
7363	348 RIDDELL RD	-36.8517547	174.8761451
7364	401 RIDDELL RD	-36.8553531	174.8805737
7365	OPPOSITE 497 RIDDELL RD	-36.85360043	174.8774128
7366	351 RIDDELL RD	-36.85749335	174.8808842
7367	294 RIDDELL RD	-36.85532767	174.8804722
7368	287 RIDDELL RD	-36.85983327	174.8805377
7369	250 RIDDELL RD	-36.8572614	174.8807327
7370	259 RIDDELL RD	-36.8618665	174.8802062
7371	OPPOSITE 287 RIDDELL RD	-36.85985342	174.8804036
7372	RIDDELL RD NEAR ROBERTA AVE	-36.86288406	174.8774156
7373	202 RIDDELL RD	-36.86181457	174.8800703
7374	207 RIDDELL RD	-36.86224867	174.8754146
7375	RIDDELL RD OPPOSITE ROBERTA AVE	-36.8626026	174.8781154
7376	183 RIDDELL RD	-36.86132176	174.8736085
7377	OPPOSITE 207 RIDDELL RD	-36.86217465	174.8755362
7378	125 RIDDELL RD	-36.86055009	174.8699554
7379	134 RIDDELL RD	-36.86133324	174.8740238
7380	113 RIDDELL RD	-36.86026987	174.8688605
7381	100 RIDDELL RD	-36.86064744	174.870642
7382	6 ROCHDALE AVE	-36.85964465	174.8684976
7383	82 RIDDELL RD	-36.86016246	174.8688131
7384	24 ROCHDALE AVE	-36.85811176	174.8691108
7385	OPPOSITE 6 ROCHDALE AVE	-36.8597798	174.8685009
7386	19 CHESTERFIELD AVE	-36.85672154	174.8675291
7387	17 ROCHDALE AVE	-36.85807449	174.8691884
7388	1 CHESTERFIELD AVE	-36.85547613	174.8653341
7389	CHESTERFIELD AVE BY KESTEVEN AVE	-36.85653568	174.8673115
7390	71 MASKELL ST	-36.85706193	174.8636453
7391	2 CHESTERFIELD AVE	-36.85554416	174.8655937
7392	51 MASKELL ST	-36.85844264	174.862389
7393	74 MASKELL ST	-36.85624985	174.8642761
7394	151 ST HELIERS BAY RD	-36.85895371	174.860259
7395	52 MASKELL ST	-36.85790526	174.8627461
7396	135 ST HELIERS BAY RD	-36.85752131	174.860213
7397	OPPOSITE 151 ST HELIERS BAY RD	-36.85900636	174.86035
7398	81 ST HELIERS BAY RD	-36.85401956	174.8593543
7399	124 ST HELIERS BAY RD	-36.85717753	174.8602944
7402	82 REMUERA RD	-36.87248492	174.780699
7403	93 REMUERA RD	-36.87267313	174.7807707
7412	272 REMUERA RD	-36.8801259	174.7940374
7413	273 REMUERA RD	-36.88033791	174.7943228
7414	444-446 REMUERA RD	-36.88085573	174.8000122
7415	351 REMUERA RD	-36.88074433	174.7972495
7416	498 REMUERA ROAD	-36.88133816	174.8038608
7417	445 REMUERA RD	-36.88112757	174.8017016

7418	524 REMUERA RD	-36.88164749	174.8060447
7419	487 REMUERA RD	-36.88173096	174.8058896
7420	536 REMUERA ROAD	-36.88210353	174.8074692
7421	511 REMUERA RD	-36.88241847	174.8086884
7422	582 REMUERA RD	-36.88082332	174.8110406
7423	533 REMUERA RD	-36.88105964	174.8109116
7424	662 REMUERA RD	-36.88038643	174.8142728
7425	619 REMUERA RD	-36.88044563	174.8139377
7426	700 REMUERA RD	-36.87939521	174.8189729
7427	659 REMUERA RD	-36.87986485	174.817144
7428	748 REMUERA RD	-36.87905635	174.8222634
7429	731 REMUERA RD	-36.87880499	174.8227848
7430	786 REMUERA RD	-36.87694864	174.8251079
7431	761 REMUERA RD	-36.87692665	174.8253654
7432	68 ST JOHNS RD	-36.87378275	174.8287684
7433	45 ST JOHNS RD	-36.87570354	174.8275353
7434	102 ST JOHNS RD	-36.8729938	174.8314197
7435	71 ST JOHNS RD	-36.87347161	174.8296585
7436	122 ST JOHNS RD	-36.87295679	174.8338196
7437	91 ST JOHNS RD	-36.87308494	174.8313545
7438	144 ST JOHNS RD	-36.8731448	174.8356527
7439	113 ST JOHNS RD	-36.87301258	174.8337087
7440	OPPOSITE 163 ST JOHNS RD	-36.87381166	174.8391578
7441	131 ST JOHNS RD	-36.87323282	174.8357895
7442	OPPOSITE 185 ST JOHNS RD	-36.87446045	174.8414956
7443	157 ST JOHNS RD	-36.87371291	174.8385496
7444	8 STRONG ST	-36.87563683	174.8435209
7445	183 ST JOHNS RD	-36.87449148	174.8412384
7446	28 STRONG ST	-36.87552021	174.8458068
7447	3 STRONG ST	-36.8756313	174.8432964
7448	36 HOWARD HUNTER AVE	-36.87677115	174.848249
7449	29 STRONG ST	-36.87558916	174.8460104
7450	82 HOWARD HUNTER AVE	-36.87964095	174.8485987
7451	OPPOSITE 32 HOWARD HUNTER AVE	-36.87654555	174.848266
7452	MERTON RD NEAR FELTON MATTHEW AVE	-36.88018982	174.8503959
7453	59 HOWARD HUNTER AVE	-36.87928352	174.8483993
7455	MERTON RD NEAR MORRIN RD	-36.88031281	174.8506008
7456	29 AMY ST	-36.89615919	174.8143096
7457	27 FERNDALE RD	-36.89919267	174.8292625
7458	18 PUKERANGI CRES	-36.89431586	174.8128407
7460	137 LADIES MILE	-36.89333714	174.8114149
7462	115 LADIES MILE	-36.89140139	174.8124576
7463	36 AMY ST	-36.89611209	174.8144431
7464	46 MARUA RD	-36.89015425	174.8168044
7465	11 PUKERANGI CRES	-36.89437208	174.813291
7466	72 MARUA RD	-36.89081033	174.8198722
7467	140 LADIES MILE	-36.8936173	174.8113654
7468	94 MARUA RD	-36.89132434	174.8222072
7469	112 LADIES MILE	-36.89083644	174.8128594
7470	116 MARUA RD	-36.89175389	174.82417
7471	31 MARUA RD	-36.89023551	174.8167951
7472	134 MARUA RD	-36.89230666	174.82691
7473	55 MARUA RD	-36.89090909	174.819897
7474	160 MARUA RD	-36.89221828	174.8297245
7475	83 MARUA RD	-36.89139814	174.8220967

7476	198 MARUA RD	-36.89317552	174.8336973
7477	99 MARUA RD	-36.89177639	174.8238787
7478	234 MARUA RD	-36.89433536	174.8367999
7479	145 MARUA RD	-36.89237909	174.8268892
7480	21 LUNN AVE	-36.89496977	174.8400695
7481	163 MARUA RD	-36.89244298	174.82918
7482	98 BENSON RD	-36.87482711	174.8117853
7483	181 MARUA RD	-36.89248414	174.8317731
7485	201 MARUA RD	-36.89323113	174.8335977
7487	229 MARUA RD	-36.89458174	174.8371873
7489	12 LUNN AVE	-36.8950519	174.8400041
7493	277 PENROSE RD	-36.90763543	174.8364454
7495	3 FERNDALE RD	-36.89729785	174.830564
7497	43 BOAKES RD	-36.90213037	174.833979
7499	43 COMMISSARIAT RD	-36.91074026	174.8279894
7500	66 MAIN HWY	-36.89584532	174.8035514
7501	21 MAIN HWY	-36.89555499	174.8024896
7502	98 MAIN HWY	-36.89658798	174.8056898
7503	53 MAIN HWY	-36.8967216	174.805794
7504	138 MAIN HWY	-36.89833271	174.8106801
7505	95 MAIN HWY	-36.8978186	174.8089284
7506	176 MAIN HWY	-36.89895405	174.8124904
7507	5 BAILEY RD	-36.90830943	174.8272243
7508	192 MAIN HWY	-36.89962869	174.81612
7509	MAIN HWY NEAR CAWLEY ST	-36.89937962	174.8135441
7510	214 ELLERSLIE PANMURE HWY	-36.89919088	174.8188143
7511	243 ELLERSLIE PANMURE HWY	-36.89938935	174.8193913
7512	282 ELLERSLIE PANMURE HWY	-36.8981218	174.8232891
7513	269 ELLERSLIE PANMURE HIGHWAY	-36.89845959	174.8224218
7514	302 ELLERSLIE PANMURE HWY	-36.89758226	174.8255544
7515	OPPOSITE 322 ELLERSLIE PANMURE HWY	-36.89726634	174.8273424
7516	332 ELLERSLIE PANMURE HWY	-36.89689181	174.8288373
7517	ELLERSLIE PANMURE HWY BY BANKS RD	-36.89690335	174.8315982
7518	358 ELLERSLIE PANMURE HWY	-36.89673946	174.8322901
7519	OPPOSITE 390 ELLERSLIE PANMURE HWY	-36.8964943	174.8353254
7520	396 ELLERSLIE PANMURE HWY	-36.8962519	174.8358471
7521	439 ELLERSLIE PANMURE HWY	-36.89635764	174.8400803
7522	428 ELLERSLIE PANMURE HWY	-36.89625801	174.8401116
7523	OPPOSITE 478 ELLERSLIE PANMURE HWY	-36.89751165	174.8447092
7524	464 ELLERSLIE PANMURE HWY	-36.89703718	174.8433399
7525	15 QUEENS RD	-36.89926095	174.8521919
7526	518 ELLERSLIE PANMURE HWY	-36.89782125	174.8468264
7527	121 QUEENS RD	-36.90015761	174.8553783
7528	42 QUEENS RD	-36.89932926	174.8530128
7529	31 KINGS RD	-36.90170089	174.85986
7530	148 QUEENS RD	-36.90064691	174.8563666
7531	71 KINGS RD	-36.90244705	174.8640081
7532	30 KINGS RD	-36.90167087	174.86005
7533	OPPOSITE 9 DUNKIRK RD	-36.90110623	174.8650192
7534	82 KINGS RD	-36.90240059	174.8640968
7535	27 MATAPAN RD	-36.89971103	174.8631784
7536	9 DUNKIRK RD	-36.90121488	174.8649882
7537	1 MATAPAN RD	-36.89872308	174.8600795
7538	32 MATAPAN RD	-36.89978276	174.8632026
7539	42 TRIPOLI RD	-36.89726956	174.8608073

7540	4 MATAPAN RD	-36.89892697	174.8602976
7541	60 TRIPOLI RD	-36.89596995	174.8620663
7542	39 TRIPOLI RD	-36.89768344	174.8602787
7543	OPPOSITE 83 TRIPOLI RD	-36.89420393	174.8631792
7544	63 TRIPOLI RD	-36.89604484	174.8618885
7545	94 TRIPOLI RD	-36.89221596	174.8635012
7546	83 TRIPOLI RD	-36.8941329	174.8631101
7547	160 TRIPOLI RD	-36.8890444	174.8645798
7548	111 TRIPOLI RD	-36.89112225	174.863699
7549	34 ERIMA AVE	-36.88559417	174.8644622
7550	155 TRIPOLI RD	-36.88934313	174.8644973
7551	10 ERIMA AVE	-36.883467	174.8650388
7552	29 ERIMA AVE	-36.88547792	174.8644033
7553	100 PT ENGLAND RD	-36.88261934	174.8644908
7554	9 ERIMA AVE	-36.8834866	174.8649383
7555	84 PT ENGLAND RD	-36.88231255	174.8627892
7556	61 PT ENGLAND RD	-36.88243657	174.8629268
7557	58 PT ENGLAND RD	-36.88175967	174.8595332
7558	OPPOSITE 52 PT ENGLAND RD	-36.88179869	174.8593434
7559	18 PT ENGLAND RD	-36.88133946	174.8570097
7560	OPPOSITE 18 PT ENGLAND RD	-36.88139387	174.8569886
7561	25 MEADOWBANK RD	-36.87472901	174.8246736
7562	OPPOSITE 81 ST HELIERS BAY RD	-36.85424078	174.8596176
7563	43 MEADOWBANK RD	-36.87359174	174.8236032
7564	32 MEADOWBANK RD	-36.87488982	174.8247672
7565	7 BONNIE BRAE RD	-36.8713996	174.8225526
7566	66 MEADOWBANK RD	-36.87352138	174.8234894
7567	136 MEADOWBANK RD	-36.86919587	174.8234314
7568	4 BONNIE BRAE RD	-36.87142037	174.8223736
7569	62 FANCOURT ST	-36.86934974	174.827496
7570	38 BONNIE BRAE RD	-36.86948895	174.8225409
7571	30 FANCOURT ST	-36.86973941	174.8302874
7572	137 MEADOWBANK RD	-36.86917527	174.8235992
7573	19 GOWING DRV	-36.87028373	174.8323983
7574	93 FANCOURT ST	-36.86927715	174.827528
7575	51 GOWING DRV	-36.86741232	174.8327335
7576	FANCOURT ST OPPOSITE MEYRICK PL	-36.87014348	174.8303868
7577	73 GOWING DRV	-36.86702164	174.8346873
7578	48 GOWING DRV	-36.87005762	174.832449
7579	105 GOWING DRV	-36.86869019	174.8386984
7580	86 GOWING DRV	-36.86706908	174.8327814
7581	129 GOWING DRV	-36.87016462	174.8412691
7582	108 GOWING DR	-36.86706028	174.8351033
7583	143 GOWING DRV	-36.87108009	174.8426822
7584	148 GOWING DRV	-36.86870161	174.839125
7585	267 ST JOHNS RD	-36.8714984	174.8447676
7586	176 GOWING DRV	-36.86975157	174.8405861
7587	23 FELTON MATHEW AVE	-36.87243296	174.8472694
7588	214 GOWING DRV	-36.87083682	174.8426763
7590	OPPOSITE 255 ST JOHNS RD	-36.87173875	174.8443808
7592	30 FELTON MATHEW AVE	-36.87236972	174.8472791
7594	4 HOWARD HUNTER AVE	-36.87446203	174.8495172
7595	Panmure Interchange	-36.89758149	174.8494916
7596	118 PANORAMA RD	-36.90108957	174.82841
7597	5 HARWOOD RD	-36.90078564	174.8335091

7598	12 FERNDALE RD	-36.89789804	174.8302192
7599	73 COMMISSARIAT RD	-36.91279467	174.8274435
7603	95 PANORAMA RD	-36.90128026	174.8306591
7610	286 GREAT SOUTH RD	-36.88844023	174.7913818
7611	169 GREAT SOUTH RD	-36.88856638	174.7913847
7612	OPPOSITE 205 GREAT SOUTH RD	-36.89015249	174.7937895
7613	197 GREAT SOUTH RD	-36.8898116	174.7930858
7614	266 KOHIMARAMA RD	-36.86372577	174.8414847
7615	253 GREAT SOUTH RD	-36.89298284	174.7973569
7616	500 GREAT SOUTH RD	-36.89312021	174.797809
7617	341 GREAT SOUTH RD	-36.89583636	174.8005773
7618	12 RUAWAI RD	-36.90773022	174.8326428
7619	369 GREAT SOUTH RD	-36.89755966	174.802245
7620	646 GREAT SOUTH RD	-36.90095719	174.8058377
7621	389 GREAT SOUTH RD	-36.89903422	174.8036713
7622	720 GREAT SOUTH RD	-36.9063134	174.8110146
7623	419 GREAT SOUTH RD	-36.90136111	174.8059482
7624	GREAT SOUTH RD OPPOSITE PENROSE STATION	-36.90975871	174.8161806
7625	525 GREAT SOUTH RD	-36.90682269	174.8113073
7626	880 GREAT SOUTH RD	-36.91541721	174.8221855
7627	GREAT SOUTH RD NEAR PENROSE STATION	-36.90960099	174.8158851
7628	600 GREAT SOUTH RD	-36.8971117	174.8020662
7629	ARANUI RD OPPOSITE WHITFORD AVE	-36.91395635	174.8292672
7630	980 GREAT SOUTH RD	-36.9217858	174.8288818
7631	695 GREAT SOUTH RD	-36.91826844	174.8255087
7632	OPPOSITE 811 GREAT SOUTH RD	-36.92890719	174.8340816
7634	1096 GREAT SOUTH RD	-36.9321199	174.8349894
7637	809 GREAT SOUTH RD	-36.92783432	174.833517
7639	OPPOSITE 1100 GREAT SOUTH RD	-36.93301153	174.8350332
7640	152 BARRACK RD	-36.90432376	174.8361078
7644	178 BARRACK RD	-36.90594314	174.8351365
7666	199 PORTLAND RD	-36.86474257	174.7962576
7668	153 PORTLAND RD	-36.86767309	174.7961804
7670	123 PORTLAND RD	-36.87053508	174.795866
7671	19 SHORE RD	-36.8655643	174.7901856
7672	91 PORTLAND RD	-36.87288021	174.7945634
7673	OPPOSITE 195 PORTLAND RD	-36.86493264	174.7962059
7674	53 PORTLAND RD	-36.87554378	174.7936609
7675	OPPOSITE 161 PORTLAND RD	-36.86731336	174.7961271
7676	OPPOSITE 14 PORTLAND RD	-36.87774032	174.7926464
7677	106 PORTLAND RD	-36.87029113	174.7959051
7678	ST VINCENT AVENUE NEAR REMUERA INTERMEDIATE	-36.8849351	174.7984698
7679	74 PORTLAND RD	-36.87272704	174.7945598
7680	PANMURE PILKINGTON RD	-36.89849134	174.8541484
7681	36 PORTLAND RD	-36.87570748	174.7935637
7682	58 PILKINGTON RD	-36.89585598	174.8549487
7683	20 PORTLAND RD	-36.87708296	174.7932032
7684	3 COURT CRES	-36.89503378	174.8562306
7685	2 PORTLAND RD	-36.87902941	174.792037
7686	41 COURT CRES	-36.89341144	174.8591089
7687	15 PILKINGTON RD	-36.89819952	174.8543658
7688	182 PENROSE RD	-36.90731346	174.8304442
7689	51 PILKINGTON RD	-36.89551045	174.8551424
7691	6 COURT CRES	-36.8950748	174.8564897
7693	40 COURT CRES	-36.89337347	174.8592314

7698	232 PENROSE RD	-36.90711668	174.8356024
7699	121 TRAFALGAR ST	-36.91632916	174.7804834
7700	6 LADIES MILE	-36.88286979	174.8092376
7701	5 LADIES MILE	-36.88286231	174.8091365
7702	46 LADIES MILE	-36.88612175	174.8093593
7703	41 LADIES MILE	-36.88594342	174.8092316
7704	76 LADIES MILE	-36.88815845	174.8105631
7705	47 ABBOTTS WAY	-36.88795132	174.8158657
7706	58 ABBOTTS WAY	-36.8878493	174.8160541
7707	93 ABBOTTS WAY	-36.8872874	174.8197885
7708	90 ABBOTTS WAY	-36.88721772	174.8196298
7709	161 TRAFALGAR ST	-36.91603772	174.783687
7710	8 GRAND DRV	-36.88613556	174.8202549
7711	43 GRAND DRV	-36.88458264	174.8210147
7712	30 GRAND DRV	-36.88459337	174.8209027
7713	75 GRAND DRV	-36.88233452	174.8230258
7714	54 GRAND DRV	-36.88303862	174.8223693
7715	101 GRAND DRV	-36.88066823	174.8252974
7716	94 GRAND DRV	-36.88060602	174.8252398
7717	131 GRAND DRV	-36.87886481	174.8271057
7718	112 GRAND DRV	-36.87878441	174.8270589
7719	153 GRAND DRV	-36.87773052	174.8287728
7720	182 GRAND DRV	-36.87767853	174.828637
7721	11 NORMAN LESSER DRV	-36.87662518	174.831484
7722	20 NORMAN LESSER DRV	-36.87639578	174.8317477
7723	43 NORMAN LESSER DRV	-36.8748695	174.8336971
7724	16 MANAWA RD	-36.86828725	174.8020506
7725	79 NORMAN LESSER DRV	-36.87452989	174.8375931
7726	102 NORMAN LESSER DRV	-36.87470591	174.83845
7727	103 NORMAN LESSER DRV	-36.87607383	174.8397505
7728	132 NORMAN LESSER DRV	-36.87636803	174.8399595
7729	11 PANAPA DRV	-36.87688044	174.8383002
7730	10 PANAPA DRV	-36.87682862	174.8387365
7731	55 PANAPA DRV	-36.87911928	174.8351563
7732	42 PANAPA DRV	-36.87873757	174.8353603
7733	71 PANAPA DRV	-36.88181326	174.8340539
7734	58 PANAPA DR	-36.88115033	174.8343746
7735	97 PANAPA DRV	-36.88274007	174.8359049
7736	92 PANAPA DRV	-36.88278045	174.8356254
7737	26 COLLEGE RD	-36.87704732	174.8420739
7738	53 COLLEGE RD	-36.87716187	174.8416615
7739	207 ST HELIERS BAY RD	-36.86224866	174.8570523
7740	222 ST HELIERS BAY RD	-36.86261536	174.8566573
7741	257 ST HELIERS BAY RD	-36.86434223	174.8540069
7742	260 ST HELIERS BAY RD	-36.86433996	174.8541527
7743	7 UPLAND RD	-36.87988845	174.8114673
7744	286 ST HELIERS BAY RD	-36.86568636	174.8521997
7745	47 UPLAND RD	-36.87697769	174.809065
7746	12 UPLAND RD	-36.87968822	174.8110026
7747	103 UPLAND RD	-36.87316	174.8105792
7748	72 UPLAND RD	-36.87663142	174.8087202
7750	106 UPLAND RD	-36.87377393	174.8099205
7751	UPLAND RD NEAR DARWIN LANE	-36.87099928	174.810416
7752	138 UPLAND RD	-36.87237424	174.810684
7753	187 UPLAND RD	-36.8672283	174.8076795

7754	UPLAND RD AND DELL AVE	-36.87097447	174.8102696
7755	23 MARTIN AVE	-36.87266708	174.8133498
7756	26 BENSON RD	-36.872664	174.8070448
7757	41 ORAKEI RD	-36.87718568	174.8036846
7758	44 LUCERNE RD	-36.87522588	174.8140049
7759	69 ORAKEI RD	-36.87489813	174.8035634
7760	60 LUCERNE RD	-36.87390596	174.8142654
7761	83 ORAKEI RD	-36.87358704	174.8044301
7762	12 ORAKEI RD	-36.88057759	174.8029004
7763	103 ORAKEI RD	-36.87198339	174.8049757
7764	28 ORAKEI RD	-36.87908053	174.8035496
7765	133 ORAKEI RD	-36.86975957	174.8054058
7766	52 ORAKEI RD	-36.87709796	174.8035254
7767	ORAKEI RD BY UPLAND RD	-36.86732286	174.8067956
7768	90 ORAKEI RD	-36.87484577	174.80345
7769	OPPOSITE 234 ORAKEI RD	-36.86339709	174.810674
7770	108 ORAKEI RD	-36.87357056	174.8043287
7771	19 MANAWA RD	-36.86838992	174.802412
7772	128 ORAKEI RD	-36.87202079	174.8048869
7773	45 VICTORIA AVE	-36.87765167	174.7985121
7774	180 ORAKEI RD	-36.86918989	174.805527
7775	97 VICTORIA AVE	-36.87581563	174.7983344
7776	202 ORAKEI RD	-36.86734412	174.8065829
7777	121 VICTORIA AVE	-36.87390617	174.7988394
7778	234 ORAKEI RD	-36.8633716	174.8105725
7779	143 VICTORIA AVE	-36.87212369	174.7992912
7780	40 VICTORIA AVE	-36.87755409	174.7984089
7781	183 VICTORIA AVE	-36.86973618	174.7998185
7782	84 VICTORIA AVE	-36.87587156	174.7982123
7783	VICTORIA AVE NEAR BARADENE COLLEGE	-36.86552146	174.8001796
7784	136 VICTORIA AVE	-36.87400834	174.7986398
7785	125 CHURCH ST	-36.92270982	174.7883329
7786	160 VICTORIA AVE	-36.87182704	174.7992394
7787	VICTORIA AVE NEAR SONIA AVE	-36.86704418	174.8002153
7788	190 VICTORIA AVE	-36.86974672	174.7997178
7790	290 VICTORIA AVE	-36.86488378	174.80003
7791	25 BENSON RD	-36.87265632	174.8075494
7792	44 RUAWAI RD	-36.91040132	174.8324373
7794	60 BOAKES RD	-36.90256181	174.8340567
7795	133 ARTHUR STREET	-36.92082818	174.7845956
7796	58 ARANUI RD	-36.91571406	174.8321828
7798	74 RUAWAI RD	-36.9124892	174.8326444
7804	8 HARWOOD RD	-36.90077905	174.8333519
7805	586 MT WELLINGTON HWY	-36.92834319	174.8425668
7806	OPPOSITE 590 MT WELLINGTON HWY	-36.92874967	174.8425092
7807	OPPOSITE 503 MT WELLINGTON HWY	-36.92403394	174.8414639
7808	503 MT WELLINGTON HIGHWAY	-36.92409166	174.8412295
7809	MT WELLINGTON HWY OPP SYLVIA PARK RD	-36.92071264	174.840587
7810	MT WELLINGTON HWY NEAR LONGFORD ST	-36.9136786	174.8384985
7811	OPPOSITE 277 MT WELLINGTON HWY	-36.91307459	174.8385064
7812	MT WELLINGTON HWY NEAR PENROSE RD	-36.90792939	174.8390002
7813	190 MT WELLINGTON HWY	-36.90779769	174.8393562
7814	133 MT WELLINGTON HWY	-36.90503469	174.8408387
7815	144 MT WELLINGTON HWY	-36.90548762	174.8406925
7816	57 MT WELLINGTON HWY	-36.90143231	174.8429743

7817	MT WELLINGTON HWY NEAR WILLIAM HARVEY PL	-36.90105699	174.8433468
7818	235 TANIWHA ST	-36.87759219	174.8551351
7819	MT WELLINGTON HWY NEAR ELLERSLIE/PANMURE HIGHWAY	-36.8982078	174.8451524
7820	39 HEATHERBANK ST	-36.87754469	174.8599021
7821	250 TANIWHA ST	-36.87807033	174.8545296
7822	3 HEATHERBANK ST	-36.87441236	174.8607798
7823	208 TANIWHA ST	-36.87805906	174.8575585
7824	11 FARRINGDON ST	-36.87291287	174.8592625
7825	60 HEATHERBANK ST	-36.87796002	174.8598561
7826	21 LINE RD	-36.87131028	174.858573
7827	18 HEATHERBANK ST	-36.8745468	174.8608279
7828	83 WEST TAMAKI RD	-36.86959167	174.8583855
7829	22 FARRINGDON ST	-36.87255037	174.8593884
7830	43 WEST TAMAKI RD	-36.86770492	174.8556924
7831	OPPOSITE 27 LINE RD	-36.87170689	174.8585714
7832	3 WEST TAMAKI RD	-36.86629544	174.8518667
7833	8 LINE RD	-36.87025899	174.8589402
7834	320 ST HELIERS BAY RD	-36.86735594	174.8497497
7835	54 WEST TAMAKI RD	-36.86793427	174.856012
7836	358 ST HELIERS BAY RD	-36.86824706	174.8463497
7837	4 WEST TAMAKI RD	-36.86634251	174.8523165
7838	299 KOHIMARAMA ROAD	-36.86541916	174.8438811
7839	289 ST HELIERS BAY RD	-36.86620507	174.8513036
7840	255 KOHIMARAMA RD	-36.86321188	174.8409115
7841	305 ST HELIERS BAY RD	-36.86710017	174.8499679
7842	KOHIMARAMA RD OPPOSITE SOUTHERN CROSS RD	-36.86178039	174.83906
7843	OPPOSITE 366 ST HELIERS BAY RD	-36.86812196	174.8462794
7844	OPPOSITE 198 KOHIMARAMA RD	-36.86076298	174.8378242
7845	OPPOSITE 307 KOHIMARAMA RD	-36.86582283	174.8445863
7846	255 KEPA RD	-36.8603658	174.83261
7848	EASTRIDGE KEPA RD	-36.86015928	174.8290494
7850	197 KEPA RD	-36.86159247	174.8255277
7851	288 KEPA RD	-36.86005328	174.836506
7852	Kepa Rd opp Kupe St	-36.86164832	174.8242391
7853	254 KEPA RD	-36.86032803	174.8327213
7854	OPPOSITE 116 PATTESON AVE	-36.85923024	174.8296778
7855	230 KEPA RD	-36.85982442	174.8303089
7856	OPPOSITE 82 PATTESON AVE	-36.85579345	174.8298538
7857	220 KEPA RD	-36.85997058	174.8290112
7858	PATTESON AVE NEAR CODRINGTON CRES	-36.85344534	174.83074
7859	180 KEPA RD	-36.8614412	174.8254007
7860	21 NIHILL CRES	-36.85179685	174.8306782
7861	100 PATTESON AVE	-36.85799918	174.8300186
7862	OPPOSITE 20 NIHILL CRES	-36.85228722	174.8280991
7863	82 PATTESON AVE	-36.85583694	174.8299558
7864	AOTEA ST OPP RUKUTAI ST	-36.85429431	174.827115
7865	56 PATTESON AVE	-36.85321681	174.8309476
7866	74 RUKUTAI ST	-36.85358591	174.8262906
7867	NIHILL CRES NEAR PATTESON AVE	-36.85167747	174.8308212
7868	OPPOSITE 28 TE ARAWA ST	-36.85313823	174.8249228
7869	2 NIHILL CRES	-36.85216474	174.8284438
7870	23 TE ARAWA ST	-36.85447086	174.8250106
7871	83 RUKUTAI ST	-36.85360083	174.8264928
7872	111 KUPE ST	-36.85562403	174.8238715
7873	30 TE ARAWA ST	-36.85294087	174.8248621

7874	81 KUPE ST	-36.85725365	174.8239888
7875	12 TE ARAWA ST	-36.85442667	174.8249535
7876	45 KUPE ST	-36.85934243	174.8241394
7877	OPPOSITE 3 TE ARAWA ST	-36.85518294	174.8244219
7878	KUPE ST NEAR KEPA RD	-36.86127856	174.8242527
7879	88 KUPE ST	-36.85731827	174.8238894
7880	COATES AVE NEAR NEHU ST	-36.86105033	174.8209159
7881	46 KUPE ST	-36.85927224	174.8240143
7882	113 COATES AVE	-36.8591064	174.8183684
7883	16 KUPE ST	-36.86076705	174.824106
7884	OPPOSITE 108 COATES AVE	-36.8577813	174.8166097
7886	53 COATES AVE	-36.85628806	174.8146451
7887	158 COATES AVE	-36.86060618	174.8204903
7888	30 NGAIWI STREET	-36.85731567	174.8116858
7889	128 COATES AVE	-36.85911335	174.8185032
7890	9 NGAPIPI RD	-36.85670717	174.8102133
7891	112 COATES AVE	-36.8578146	174.8167899
7892	30 NGAPIPI RD	-36.85705789	174.8102665
7893	82 COATES AVE	-36.85642725	174.8149737
7895	31 NGAIWI ST	-36.85725226	174.8117068
7898	88 PANORAMA RD	-36.90128495	174.8309398
7899	NGAPIPI RD NEAR TAMAKI DR (EAST SIDE)	-36.85301545	174.8058194
7900	OPPOSITE 5 PANAMA RD	-36.92751179	174.8432877
7901	5 PANAMA RD	-36.92759236	174.8433233
7902	72 PANAMA RD	-36.92677844	174.8475586
7903	OPPOSITE 72 PANAMA RD	-36.92686075	174.847482
7905	79 PANAMA RD	-36.92637593	174.8502545
7907	126 CARBINE RD	-36.925064	174.8523109
7909	OPPOSITE 3 FISHER CRES	-36.92398272	174.8528685
7911	16 FISHER CRES	-36.92237693	174.8546931
7913	14 GABADOR PL	-36.92069544	174.8532828
7914	127 CARBINE RD	-36.9252539	174.8522706
7915	4 GABADOR PL	-36.92116231	174.8505101
7916	3 FISHER CRES	-36.92386087	174.8531686
7918	OPPOSITE 16 FISHER CRES	-36.92224388	174.8545552
7919	68B CARBINE RD	-36.91687336	174.8469491
7920	7 GABADOR PL	-36.92077758	174.8532175
7921	22 CARBINE RD	-36.91161434	174.8454866
7922	113 CARBINE RD	-36.92106887	174.8495649
7923	64 COURT CRES	-36.89135545	174.8591712
7924	69 CARBINE RD	-36.91684878	174.8467914
7925	84 COURT CRES	-36.89000291	174.8574777
7926	OPPOSITE 26 CARBINE RD	-36.91138322	174.845279
7927	154 PILKINGTON RD	-36.88831116	174.857302
7928	55 COURT CRES	-36.89134802	174.8590701
7929	176 PILKINGTON RD	-36.88636475	174.8578496
7930	81 COURT CRES	-36.89004919	174.8574003
7931	198 PILKINGTON RD	-36.88386645	174.8585296
7932	OPPOSITE 158 PILKINGTON RD	-36.88786898	174.8573362
7933	OPPOSITE 249 PILKINGTON RD	-36.8825265	174.8589122
7934	201 PILKINGTON RD	-36.88422082	174.8583474
7935	176 TANIWHA ST	-36.878424	174.85976
7936	231 PILKINGTON RD	-36.88275438	174.8587494
7937	142 TANIWHA ST	-36.87858735	174.8618123
7938	163 TANIWHA ST	-36.87844889	174.8602943

7939	OPPOSITE 117 TANIWHA ST	-36.87828817	174.865945
7940	141 TANIWHA ST	-36.87816908	174.8626212
7941	92 TANIWHA ST	-36.87698046	174.8705804
7942	117 TANIWHA ST	-36.8781986	174.8659092
7943	74 TANIWHA ST	-36.87592949	174.8726415
7944	OPPOSITE 92 TANIWHA ST	-36.87686262	174.8706224
7945	52 TANIWHA ST	-36.87416108	174.8738997
7946	71 TANIWHA ST	-36.8756182	174.872948
7947	20 TANIWHA ST	-36.87158266	174.8750819
7948	51 TANIWHA ST	-36.87387276	174.8738927
7949	1 INGLEWOOD ST	-36.87026971	174.8748928
7950	29 TANIWHA ST	-36.87203492	174.8749808
7951	29 INGLEWOOD ST	-36.87153276	174.8771
7953	43 INGLEWOOD ST	-36.87031157	174.8790894
7954	4 INGLEWOOD ST	-36.87014021	174.8751028
7955	272 WEST TAMAKI RD	-36.86856693	174.8777005
7956	38 INGLEWOOD ST	-36.87138223	174.8775002
7957	OPPOSITE 243 WEST TAMAKI RD	-36.86903995	174.8751432
7958	54 INGLEWOOD ST	-36.87025768	174.8790769
7959	OPPOSITE 211 WEST TAMAKI RD	-36.86915518	174.8724088
7960	271 WEST TAMAKI RD	-36.8687019	174.8777151
7961	CROSSFIELD RD OPPOSITE ARAGON AVE	-36.86800933	174.8696212
7962	249 WEST TAMAKI RD	-36.86895143	174.8756122
7963	OPPOSITE 127 CROSSFIELD RD	-36.8667271	174.8691973
7964	199 WEST TAMAKI RD	-36.8689075	174.8709668
7965	24 CROSSFIELD RD	-36.86168459	174.8688838
7966	137 CROSSFIELD RD	-36.86770317	174.8696025
7967	MT TAYLOR DRIVE NEAR CROSSFIELD ROAD.	-36.86409439	174.866957
7968	127 CROSSFIELD RD	-36.86685288	174.8692228
7969	MT TAYLOR DRIVE OPPOSITE ROMOLA ST	-36.86541974	174.8617619
7971	4 MT TAYLOR DRIVE	-36.86645583	174.8594874
7972	MT TAYLOR DRIVE NEAR CROSSFIELD ROAD	-36.86416028	174.8667791
7973	30 ASHBY AVE	-36.86484838	174.8579565
7974	OPPOSITE 28 MT TAYLOR DRIVE	-36.86566296	174.8611957
7975	162 LONG DRV	-36.86239905	174.85608
7976	51 ASHBY AVE	-36.86635099	174.8586996
7977	134 LONG DRV	-36.86078716	174.8548296
7978	31 ASHBY AVE	-36.86461657	174.8577939
7979	106 LONG DRV	-36.85882126	174.8537389
7980	177 LONG DRV	-36.86217888	174.8557494
7981	74 LONG DRV	-36.85691788	174.8526835
7982	OPPOSITE 136 LONG DRV	-36.86092266	174.8548104
7983	52 LONG DRV	-36.85487104	174.8515798
7984	123 LONG DRV	-36.8588405	174.8536609
7985	68 MELANESIA RD	-36.8543449	174.8477424
7986	93 LONG DRV	-36.85680285	174.8525461
7987	50 MELANESIA RD	-36.85336075	174.8455316
7988	63 LONG DRV	-36.85494416	174.8515142
7989	22 MELANESIA RD	-36.85280837	174.8427929
7990	85 MELANESIA RD	-36.85439187	174.8476202
7991	4 AVERILL AVE	-36.85080871	174.8421281
7992	59 MELANESIA RD	-36.85334848	174.8451612
7994	19 MELANESIA RD	-36.85279644	174.8424001
7995	373 CHURCH ST	-36.92030998	174.8122662
7996	11 AVERILL AVE	-36.85041227	174.8421185

7997	77 STATION RD	-36.91098287	174.8151097
7998	98 RUAWAI RD	-36.91393807	174.8327913
8069	170 GREENLANE WEST	-36.89090799	174.793897
8070	175 GREENLANE WEST	-36.89119865	174.7931519
8071	52 GREENLANE EAST	-36.8850347	174.8037907
8072	39 GREENLANE EAST	-36.88476898	174.8040762
8073	18 GREENLANE EAST	-36.88349013	174.8063799
8074	13 GREENLANE EAST	-36.88334443	174.8064774
8152	142 NEILSON ST	-36.92631549	174.7918974
8154	NEILSON ST OPPOSITE WAIKARAKA PARK	-36.92643926	174.7968288
8155	OPPOSITE 140 NEILSON ST	-36.926486	174.7919463
8156	170 CHURCH ST	-36.92225351	174.7928912
8157	WAIKARAKA NEILSON ST	-36.92660671	174.7964847
8158	192 CHURCH ST	-36.92204739	174.7951989
8159	273A NEILSON ST	-36.92576867	174.8042001
8160	228 CHURCH ST	-36.921659	174.798827
8161	189 CHURCH ST	-36.92213561	174.7947295
8162	278 CHURCH ST	-36.92109262	174.8040786
8163	225 CHURCH ST	-36.92174417	174.7985596
8164	322 CHURCH ST	-36.92064968	174.8083115
8165	OPPOSITE 258 CHURCH ST	-36.92146875	174.8012698
8166	83 ORORKE RD	-36.91900304	174.819341
8167	289 CHURCH ST	-36.92109157	174.8047409
8168	67 ORORKE RD	-36.91735526	174.8180558
8169	343 CHURCH ST	-36.92073008	174.8083583
8170	45 ORORKE RD	-36.9152526	174.8164568
8171	OPPOSITE 67 ORORKE RD	-36.91703211	174.8179696
8172	1 ORORKE RD	-36.9133017	174.8149514
8173	16 ORORKE RD	-36.91497431	174.8163829
8174	176 STATION RD	-36.91430843	174.8086332
8175	OPPOSITE 1 ORORKE RD	-36.91295271	174.8147859
8176	171 ROCKFIELD RD	-36.91416618	174.805543
8177	133 STATION RD	-36.91285913	174.8126511
8178	139 ROCKFIELD RD	-36.91206768	174.8054374
8179	161 STATION RD	-36.91415402	174.809303
8180	109 ROCKFIELD RD	-36.90960131	174.8052221
8181	OPPOSITE 171 ROCKFIELD RD	-36.91418928	174.8058017
8182	77 ROCKFIELD RD	-36.90653313	174.8048692
8183	154 ROCKFIELD RD	-36.91147182	174.8055019
8184	55 ROCKFIELD RD	-36.9052039	174.8045573
8185	124 ROCKFIELD RD	-36.90947363	174.8053201
8186	29 ROCKFIELD RD	-36.9034444	174.8040894
8187	100 ROCKFIELD RD	-36.90761926	174.8051642
8188	12 ALIFORD AVE	-36.90432743	174.8029205
8189	ROCKFIELD ROAD NEAR GREENPARK ROAD	-36.90483415	174.8045711
8190	RANGIPAWA RD NEAR MAROA RD	-36.9065154	174.8000987
8191	17 ALIFORD AVE	-36.90418224	174.8029844
8192	5 RANGIPAWA RD	-36.9084218	174.7986059
8193	38 RANGIPAWA RD	-36.9066718	174.7998892
8194	48 RAWHITI RD	-36.90758479	174.7949497
8195	10 RANGIPAWA RD	-36.90838627	174.7985714
8196	68 RAWHITI RD	-36.90664901	174.7930534
8197	49 RAWHITI RD	-36.90744317	174.794778
8198	TAWA RD NEAR HOROTUTU RD	-36.90363459	174.7945092
8199	71 TAWA RD	-36.90606894	174.7926694

8244	1 HOROTUTU RD	-36.9022277	174.7921755
8245	16 HOROTUTU RD	-36.90324936	174.7943543
8246	42 WHETURANGI RD	-36.89528097	174.7937973
8247	2 HOROTUTU RD	-36.90222583	174.7922989
8248	76 WHETURANGI RD	-36.89209134	174.7907377
8249	195 CAMPBELL RD	-36.89991304	174.7938497
8251	33 WHETURANGI RD	-36.89558376	174.7940401
8253	73 WHETURANGI RD	-36.89179789	174.7904728
8261	17 APIRANA AVE	-36.86898627	174.8492393
8264	70 TAWA RD	-36.90663552	174.7921552
8302	44 CHURCH ST	-36.92328603	174.7805778
8304	64 PRINCES ST	-36.92495199	174.7866788
8374	150 ARTHUR ST	-36.92064298	174.7855231
8375	OPPOSITE 150 ARTHUR ST	-36.92069373	174.7863437
8376	178 ARTHUR ST	-36.92035349	174.7891871
8377	175 ARTHUR ST	-36.92039871	174.7891769
8378	106 VICTORIA ST	-36.91876652	174.7916196
8379	113 VICTORIA ST	-36.91872046	174.7916859
8380	128 VICTORIA ST	-36.91650853	174.7913311
8381	143 VICTORIA ST	-36.91608489	174.7913324
8382	186 MT SMART RD	-36.91515451	174.7956435
8383	187 MT SMART RD	-36.91525497	174.795556
8384	224 MT SMART RD	-36.91489208	174.7992854
8385	213 MT SMART RD	-36.91505834	174.798425
8386	30 WAITANGI RD	-36.91241854	174.8007314
8387	19 WAITANGI RD	-36.91309209	174.8008931
8388	OPPOSITE 73 WAITANGI RD	-36.90941172	174.8004923
8389	69 WAITANGI RD	-36.90991492	174.8005939
8390	31 ORANGA AVE	-36.91007524	174.7983416
8391	28 ORANGA AVE	-36.91010532	174.7981403
8392	50 NAMATA RD	-36.91102973	174.7954233
8393	51 NAMATA RD	-36.91095748	174.7954328
8394	17 HOHERIA RD	-36.9101572	174.7935172
8395	14 HOHERIA RD	-36.91015856	174.7934274
8396	58 ATHENS RD	-36.91079597	174.7918036
8397	65 ATHENS RD	-36.91056302	174.7911134
8398	41 TAWA RD	-36.90937388	174.7892785
8399	40 TAWA RD	-36.9093477	174.7892218
8464	626 GREAT SOUTH RD	-36.89911887	174.8040324
8470	7 TAWA RD	-36.91036069	174.7853955
8472	449 ONEHUNGA MALL	-36.91129382	174.7838796
8473	16 TAWA RD	-36.91024464	174.7859204
8474	404 ONEHUNGA MALL	-36.91446186	174.7841891
8475	444 ONEHUNGA MALL	-36.91154661	174.7838518
8477	12 CHURCH ST	-36.92352814	174.7776534
8479	160 TRAFALGAR ST	-36.91594695	174.7837298
8535	MORRIN RD BY UNIVERSITY OF AUCKLAND TAMAKI CAMPUS	-36.88297018	174.8495429
8538	320 REMUERA RD	-36.88052977	174.7965376
8559	EASTVIEW RD OPPOSITE CASTLEDINE CRES	-36.87252086	174.8537783
8574	OPPOSITE 47 EASTVIEW RD	-36.87435261	174.8571098
8581	PLATFORM 1A ONEHUNGA	-36.92345114	174.7845894
8585	PLATFORM 1B ONEHUNGA	-36.92382923	174.7846207
8587	PLATFORM 1C ONEHUNGA	-36.92399091	174.7846581
8589	PLATFORM 2A ONEHUNGA	-36.92418745	174.784775
8591	PLATFORM 2B ONEHUNGA	-36.92392649	174.7847464

8593	PLATFORM 2C ONEHUNGA	-36.92368339	174.7847295
8661	14 CHURCH CRES	-36.903335	174.8562297
8692	OPPOSITE 41 STATION RD	-36.90980341	174.8150256
8723	651 MANUKAU RD	-36.90722786	174.774918
8725	OPPOSITE 728 MANUKAU RD	-36.91022755	174.7756385
8727	823 MANUKAU RD	-36.91277454	174.7764946
8728	MANUKAU RD NEAR HAYDN AVE	-36.90781885	174.7751786
8729	853 MANUKAU RD	-36.91459035	174.7774234
8730	754 MANUKAU RD	-36.91085424	174.7759225
8731	883 MANUKAU RD	-36.9160486	174.7781533
8732	850 MANUKAU RD	-36.91459751	174.7775471
8736	264 ONEHUNGA MALL	-36.92029968	174.7849762
8737	11 CHURCH ST	-36.92359854	174.7777673
8738	OPPOSITE 329 ONEHUNGA MALL	-36.91821287	174.7846918
8739	317 ONEHUNGA MALL	-36.91902091	174.7849015
8740	136 TRAFALGAR ST	-36.91614181	174.7815566
8742	110 TRAFALGAR ST	-36.91635018	174.7790807
8743	7 VESTEY DRV	-36.92797846	174.8352718
8745	OPPOSITE 632 MT WELLINGTON HWY	-36.93104662	174.843182
8782	16 POLYGON RD	-36.85111193	174.8585436
8784	12 APIRANA AVE	-36.86922605	174.8494695
8796	10 VESTEY DRV	-36.92782944	174.8355826
8799	APIRANA AVE NEAR GLEN INNES STATION	-36.87864889	174.8544201
8850	696 MT ALBERT RD	-36.91124457	174.7727213
8851	693 MT ALBERT RD	-36.91139406	174.7729717
8852	OPPOSITE 713 MT ALBERT RD	-36.91171496	174.775022
8853	713 MT ALBERT RD	-36.91182291	174.7750357
8858	956 GREAT SOUTH RD	-36.9194277	174.8269059
8860	44 RIDDELL RD	-36.85954841	174.8654443
8975	85 ARANUI RD	-36.91439075	174.8297378
8977	213 PENROSE RD	-36.9073845	174.8305132
8981	NGAPIPI RD NEAR TAMAKI DR (WEST SIDE)	-36.85320603	174.8057341
8987	57 ARANUI RD	-36.91566935	174.8321593
9012	GALWAY ST (ARRIVE)	-36.844519	174.76783
9015	CUSTOMS ST NEAR QUEENS ARCADE (ARRIVE)	-36.844864	174.76714
9821	250 TANIWHA ST (ARRIVE)	-36.878053	174.85461
9914	Ronwood Ave	-36.99009	174.8795047
100	Papatoetoe	-36.977596	174.84936
102	Penrose	-36.910414	174.81586
103	Glen Innes	-36.878801	174.85412
108	Puhinui	-36.989756	174.85608
112	Ellerslie	-36.89873	174.808186
113	Greenlane	-36.889642	174.79743
116	Orakei	-36.862427	174.8095
117	Meadowbank	-36.86632	174.82075
130	Panmure	-36.898108	174.84934
133	Britomart	-36.844263	174.76804
244	SYLVIA PARK	-36.914637	174.8426
605	Onehunga	-36.925942	174.78636
606	Te Papapa	-36.920117	174.801451
9218	Manukau	-36.993894	174.87738
9600	Downtown Pier 1 A/B	-36.842603	174.76758
9601	Downtown Pier 1C(a)	-36.842603	174.76758
9610	Downtown pier 2	-36.842422	174.766707
9620	Downtown pier 3 A/B	-36.842791	174.766128

9625	Downtown pier 3 C/D	-36.842791	174.766128
9631	Downtown Pier 4B	-36.842668	174.765866
9632	Downtown Pier 4C	-36.842668	174.765866
9700	Half Moon Bay	-36.879195	174.89724

Grand Total

Product	Indicative Price	Indicative Quantity
Ladies Jacket	\$ 75.00	0
Mens Jacket	\$ 75.00	0
Ladies Vest	\$ 60.00	0
Mens Vest	\$ 60.00	0
Unisex Pullover	\$ 80.00	0
Unisex Vest	\$ 70.00	0
Ladies Long Sleeve Shirt	\$ 55.00	0
Mens Long Sleeve Shirt	\$ 55.00	0
Ladies Short Sleeve Shirt	\$ 55.00	0
Mens Short Sleeve Shirt	\$ 55.00	0
Ladies Pant	\$ 50.00	0
Mens Pant	\$ 45.00	0
Skirt	\$ 40.00	0
Mens short	\$ 30.00	0
Ties	\$ 20.00	0
Scarf	\$ 35.00	0
Ladies Summer Scarf	\$ 35.00	0
Beanie	\$ 30.00	0
Flat Hat	\$ 30.00	0

Austrics trips report

route	105	106	105	105	105	106	105	105	105	105	106	105	105	105	105	106	105	105	105	105	105	20
path	10501	10601	10501	10502	10501	10601	10502	10501	10502	10501	10601	10501	10502	10501	10501	10601	10502	10501	10501	10502	10501	2055
days	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday
CUST1 [BRITOMART] [Terminus]	06:15	06:05	06:35	06:20	06:55	06:35	06:40	07:15	07:00	07:33	07:05	07:43	07:20	07:53	08:03	07:35	07:40	08:13	08:23	08:00	08:33	
281PO [281 PONSONBY RD] [Terminus]																						08:05
127GA [WESTMERE] [Terminus]	05:50		06:10		06:30			06:50		07:00		07:10		07:20	07:30			07:40	07:50		08:00	
481R0 [RICHMOND RD SHOPS] [TimePoint]	05:53		06:13		06:33			06:53		07:03		07:13		07:23	07:33			07:43	07:53		08:03	
75HOW [75 HOWE ST] [Terminus]		06:15				06:45					07:20					07:50						
486R0 [RICHMOND RD SHOPS] [TimePoint]				06:42			07:02		07:22				07:42				08:02			08:22		
108GA [WESTMERE] [Terminus]				06:45			07:05		07:25				07:45				08:05			08:25		
CUST0 [CUSTOMS ST WEST (LAYUP AREA)] [Terminus]																						
CUST7 [CUSTOMS ST WEST NEAR QUEEN ST] [Terminus]																						
NEWST [NEW ST OUTSIDE ST MARYS COLLEGE] [Terminus]																						
WEST0 [WESTERN SPRINGS COLLEGE BUS BAY] [Terminus]																						08:25
REDMO [REDMOND ST NEAR SHEEHAN ST] [Terminus]																						
CUST1/2 [BRITOMART] [Terminus]		06:25				06:55					07:35					08:05						
distance	7.103	5.303	7.103	7.15	7.103	5.303	7.15	7.103	7.15	7.103	5.303	7.103	7.15	7.103	7.103	5.303	7.15	7.103	7.103	7.15	7.103	5.083
running time	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:33	00:30	00:33	00:25	00:33	00:33	00:30	00:25	00:33	00:33	00:25	00:33	00:20
start time	05:50	06:05	06:10	06:20	06:30	06:35	06:40	06:50	07:00	07:00	07:05	07:10	07:20	07:20	07:30	07:35	07:40	07:40	07:50	08:00	08:00	08:05

106	105	12	105	106	105	105	106	105	105	105	105	105	106	105	105	105	106	105	105	105	106	105	105	105	106	105
10601	10501	1251	10502	10601	10501	10501	10601	10502	10501	10501	10502	10501	10601	10501	10502	10501	10601	10502	10501	10502	10601	10501	10502	10501	10601	10502
Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday
08:05	08:43		08:20	08:20	08:53	09:03	08:35	08:40	09:13	09:23	09:00	09:30	09:05	09:35	09:20	09:55	09:35	09:40	10:15	10:00	10:05	10:35	10:20	10:55	10:35	10:40
	08:10				08:20	08:30			08:40	08:50		09:00		09:10		09:30			09:50			10:10		10:30		
	08:13				08:23	08:33			08:43	08:53		09:03		09:13		09:33			09:53			10:13		10:33		
08:20				08:35			08:50						09:15				09:45			10:15					10:45	
			08:42					09:02			09:22			09:42			10:02		10:22			10:42				11:02
			08:45					09:05			09:25			09:45			10:05		10:25			10:45				11:05
		08:20																								
		08:35																								
08:35				08:50			09:05						09:25				09:55			10:25					10:55	
5.303	7.103	2.251	7.15	5.303	7.103	7.103	5.303	7.15	7.103	7.103	7.15	7.103	5.303	7.103	7.15	7.103	5.303	7.15	7.103	7.15	5.303	7.103	7.15	7.103	5.303	7.15
00:30	00:33	00:15	00:25	00:30	00:33	00:33	00:30	00:25	00:33	00:33	00:25	00:30	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25
08:05	08:10	08:20	08:20	08:20	08:20	08:30	08:35	08:40	08:40	08:50	09:00	09:00	09:05	09:10	09:20	09:30	09:35	09:40	09:50	10:00	10:05	10:10	10:20	10:30	10:35	10:40

105	105	106	105	105	105	106	105	105	105	106	105	105	105	106	105	105	105	106	105	105	105	106	105	105	105	106
10501	10502	10601	10501	10502	10501	10601	10502	10501	10502	10601	10501	10502	10501	10601	10502	10501	10502	10601	10501	10502	10501	10601	10502	10501	10502	10601
Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday
11:15	11:00	11:05	11:35	11:20	11:55	11:35	11:40	12:15	12:00	12:05	12:35	12:20	12:55	12:35	12:40	13:15	13:00	13:05	13:35	13:20	13:55	13:35	13:40	14:15	14:00	14:05
10:50			11:10		11:30			11:50			12:10		12:30			12:50			13:10		13:30			13:50		
10:53			11:13		11:33			11:53			12:13		12:33			12:53			13:13		13:33			13:53		
		11:15				11:45				12:15				12:45				13:15				13:45				14:15
	11:22			11:42			12:02		12:22			12:42			13:02		13:22			13:42			14:02		14:22	
	11:25			11:45			12:05		12:25			12:45			13:05		13:25			13:45			14:05		14:25	
		11:25				11:55				12:25				12:55				13:25				13:55				14:25
7.103	7.15	5.303	7.103	7.15	7.103	5.303	7.15	7.103	7.15	5.303	7.103	7.15	7.103	5.303	7.15	7.103	7.15	5.303	7.103	7.15	7.103	5.303	7.15	7.103	7.15	5.303
00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20
10:50	11:00	11:05	11:10	11:20	11:30	11:35	11:40	11:50	12:00	12:05	12:10	12:20	12:30	12:35	12:40	12:50	13:00	13:05	13:10	13:20	13:30	13:35	13:40	13:50	14:00	14:05

105	105	105	106	105	105	105	106	105	12	105	20	105	105	106	105	105	105	105	106	105	105	105	105	105	106	105	
10501	10502	10501	10601	10502	10501	10502	10601	10501	1262	10502	2056	10501	10502	10601	10502	10501	10502	10502	10601	10501	10502	10502	10501	10502	10601	10502	
Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	
14:35	14:20	14:55	14:35	14:40	15:15	15:00	15:05	15:35		15:20		15:55	15:30	15:35	15:40	16:15	15:50	16:00	16:05	16:35	16:10	16:20	16:55	16:30	16:35	16:40	
14:10		14:30			14:50			15:10				15:30				15:50				16:10			16:30				
14:13		14:33			14:53			15:13				15:33				15:53				16:13			16:33				
			14:45				15:20							15:50					16:20						16:50		
	14:42			15:02		15:22				15:42			16:02		16:10		16:20	16:30			16:40	16:50		17:00		17:10	
	14:45			15:13		15:33				15:53			16:05		16:13		16:23	16:33			16:43	16:53		17:03		17:13	
									15:30																		
									15:15																		
											15:25																
											15:45																
			14:55				15:35							16:05					16:35						17:05		
7.103	7.15	7.103	5.303	7.15	7.103	7.15	5.303	7.103	2.284	7.15	5.222	7.103	7.15	5.303	7.15	7.103	7.15	7.15	5.303	7.103	7.15	7.15	7.103	7.15	5.303	7.15	
00:25	00:25	00:25	00:20	00:33	00:25	00:33	00:30	00:25	00:15	00:33	00:20	00:25	00:35	00:30	00:33	00:25	00:33	00:33	00:30	00:25	00:33	00:33	00:25	00:33	00:30	00:33	
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105	105	105	106	105	105	105	105	105	106	105	105	105	105	106	105	105	105	105	105	106	105	105	105	106	105	105	
10501	10502	10502	10601	10501	10502	10502	10501	10502	10601	10502	10501	10502	10502	10601	10501	10502	10502	10501	10502	10601	10502	10501	10502	10601	10501	10502	
Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	
17:15	16:50	17:00	17:05	17:35	17:10	17:20	17:55	17:30	17:35	17:40	18:15	17:50	18:00	18:05	18:35	18:10	18:20	18:55	18:30	18:35	18:45	19:15	19:00	19:05	19:35	19:20	
16:50				17:10			17:30				17:50				18:10			18:30				18:50			19:10		
16:53				17:13			17:33				17:53				18:13			18:33				18:53			19:13		
			17:20						17:50					18:20					18:45				19:15				
	17:20	17:30			17:40	17:50		18:00		18:10		18:20	18:30			18:40	18:50		19:00		19:15		19:30			19:42	
	17:23	17:33			17:43	17:53		18:03		18:13		18:23	18:33			18:43	18:53		19:03		19:18		19:33			19:45	
			17:35						18:05						18:35					18:55					19:25		
7.103	7.15	7.15	5.303	7.103	7.15	7.15	7.103	7.15	5.303	7.15	7.103	7.15	7.15	5.303	7.103	7.15	7.15	7.103	7.15	5.303	7.15	7.103	7.15	5.303	7.103	7.15	
00:25	00:33	00:33	00:30	00:25	00:33	00:33	00:25	00:33	00:30	00:33	00:25	00:33	00:33	00:30	00:25	00:33	00:33	00:25	00:33	00:20	00:33	00:25	00:33	00:20	00:25	00:25	
16:50	16:50	17:00	17:05	17:10	17:10	17:20	17:30	17:30	17:35	17:40	17:50	17:50	18:00	18:05	18:10	18:10	18:20	18:30	18:30	18:35	18:45	18:50	19:00	19:05	19:10	19:20	

105	106	105	105	105	106	105	105	105	106	105	105	105	106	105	105	105	106	105	105	106	105	105	106	105	105	106
10501	10601	10502	10501	10502	10601	10501	10502	10501	10601	10502	10501	10502	10601	10501	10501	10502	10601	10501	10502	10601	10501	10502	10601	10501	10502	10601
Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday	Wkday
19:55	19:35	19:40	20:15	20:00	20:05	20:35	20:20	20:55	20:35	20:40	21:15	21:00	21:05	21:35	21:55	21:30	21:35	22:25	22:00	22:05	22:55	22:30	22:35	23:25	23:00	23:05
19:30			19:50			20:10		20:30			20:50			21:10	21:30			22:00			22:30			23:00		
19:33			19:53			20:13		20:33			20:53			21:13	21:33			22:03			22:33			23:03		
	19:45				20:15				20:45				21:15				21:45			22:15			22:45			23:15
		20:02		20:22			20:42			21:02		21:22				21:52			22:22			22:52			23:22	
		20:05		20:25			20:45			21:05		21:25				21:55			22:25			22:55			23:25	
	19:55				20:25				20:55				21:25				21:55			22:25			22:55			23:25
7.103	5.303	7.15	7.103	7.15	5.303	7.103	7.15	7.103	5.303	7.15	7.103	7.15	5.303	7.103	7.103	7.15	5.303	7.103	7.15	5.303	7.103	7.15	5.303	7.103	7.15	5.303
00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:20	00:25	00:25	00:20	00:25	00:25	00:20
19:30	19:35	19:40	19:50	20:00	20:05	20:10	20:20	20:30	20:35	20:40	20:50	21:00	21:05	21:10	21:30	21:30	21:35	22:00	22:00	22:05	22:30	22:30	22:35	23:00	23:00	23:05

105
10502
Wkday
23:30
23:52
23:55
7.15
00:25
23:30

Austrics trips report

route	106	105	105	106	105	105	105	106	105	105	105	106	105	105	105	106	105	105	105	106	105	105
path	10601	10501	10501	10601	10502	10501	10502	10601	10501	10502	10501	10601	10502	10501	10502	10601	10501	10502	10501	10601	10502	10501
days	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su
127GA [WESTMERE] [Terminus]		06:10	06:30			06:50			07:10		07:30			07:50			08:10		08:30			08:50
481R0 [RICHMOND RD SHOPS] [TimePoint]		06:13	06:33			06:53			07:13		07:33			07:53			08:13		08:33			08:53
CUST1 [BRITOMART] [Terminus]	06:05	06:35	06:55	06:35	06:40	07:15	07:00	07:05	07:35	07:20	07:55	07:35	07:40	08:15	08:00	08:05	08:35	08:20	08:55	08:35	08:40	09:15
75HOW [75 HOWE ST] [Terminus]	06:15			06:45				07:15				07:45				08:15				08:45		
CUST1/2 [BRITOMART] [Terminus]	06:25			06:55				07:25				07:55				08:25				08:55		
486R0 [RICHMOND RD SHOPS] [TimePoint]						07:02		07:22			07:42			08:02		08:22			08:42			09:02
108GA [WESTMERE] [Terminus]					07:05		07:25			07:45			08:05		08:25			08:45			09:05	
distance	5.303	7.103	7.103	5.303	7.15	7.103	7.15	5.303	7.103	7.15	7.103	5.303	7.15	7.103	7.15	5.303	7.103	7.15	7.103	5.303	7.15	7.103
running time	00:20	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25
start time	06:05	06:10	06:30	06:35	06:40	06:50	07:00	07:05	07:10	07:20	07:30	07:35	07:40	07:50	08:00	08:05	08:10	08:20	08:30	08:35	08:40	08:50

105	106	105	105	105	106	105	105	105	106	105	105	105	106	105	105	105	106	105	105	105	106	105	105	105	106	105
10502	10601	10501	10502	10501	10601	10502	10501	10502	10601	10501	10502	10501	10601	10502	10501	10502	10601	10501	10502	10501	10601	10502	10501	10502	10601	10501
Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su
		09:10		09:30			09:50			10:10		10:30			10:50			11:10		11:30			11:50			12:10
		09:13		09:33			09:53			10:13		10:33			10:53			11:13		11:33			11:53			12:13
09:00	09:05	09:35	09:20	09:55	09:35	09:40	10:15	10:00	10:05	10:35	10:20	10:55	10:35	10:40	11:15	11:00	11:05	11:35	11:20	11:55	11:35	11:40	12:15	12:00	12:05	12:35
	09:15				09:45				10:15				10:45				11:15				11:45				12:15	
	09:25				09:55				10:25				10:55				11:25				11:55				12:25	
09:22			09:42			10:02		10:22			10:42			11:02		11:22			11:42			12:02		12:22		
09:25			09:45			10:05		10:25			10:45			11:05		11:25			11:45			12:05		12:25		
7.15	5.303	7.103	7.15	7.103	5.303	7.15	7.103	7.15	5.303	7.103	7.15	7.103	5.303	7.15	7.103	7.15	5.303	7.103	7.15	7.103	5.303	7.15	7.103	7.15	5.303	7.103
00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25
09:00	09:05	09:10	09:20	09:30	09:35	09:40	09:50	10:00	10:05	10:10	10:20	10:30	10:35	10:40	10:50	11:00	11:05	11:10	11:20	11:30	11:35	11:40	11:50	12:00	12:05	12:10

105	105	106	105	105	105	106	105	105	105	106	105	105	105	106	105	105	105	106	105	105	105	106	105	105	105	106
10502	10501	10601	10502	10501	10502	10601	10501	10502	10501	10601	10502	10501	10502	10601	10501	10502	10501	10601	10502	10501	10502	10601	10501	10502	10501	10601
Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su
	12:30			12:50			13:10		13:30			13:50			14:10		14:30			14:50			15:10		15:30	
	12:33			12:53			13:13		13:33			13:53			14:13		14:33			14:53			15:13		15:33	
12:20	12:55	12:35	12:40	13:15	13:00	13:05	13:35	13:20	13:55	13:35	13:40	14:15	14:00	14:05	14:35	14:20	14:55	14:35	14:40	15:15	15:00	15:05	15:35	15:20	15:55	15:35
		12:45				13:15				13:45				14:15				14:45				15:15				15:45
		12:55				13:25				13:55				14:25				14:55				15:25				15:55
12:42			13:02		13:22			13:42			14:02		14:22			14:42			15:02		15:22			15:42		
12:45			13:05		13:25			13:45			14:05		14:25			14:45			15:05		15:25			15:45		
7.15	7.103	5.303	7.15	7.103	7.15	5.303	7.103	7.15	7.103	5.303	7.15	7.103	7.15	5.303	7.103	7.15	7.103	5.303	7.15	7.103	7.15	5.303	7.103	7.15	7.103	5.303
00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20
12:20	12:30	12:35	12:40	12:50	13:00	13:05	13:10	13:20	13:30	13:35	13:40	13:50	14:00	14:05	14:10	14:20	14:30	14:35	14:40	14:50	15:00	15:05	15:10	15:20	15:30	15:35

105	105	105	106	105	105	105	106	105	105	105	106	105	105	105	106	105	105	105	106	105	105	105	106	105	105	105
10502	10501	10502	10601	10501	10502	10501	10601	10502	10501	10502	10601	10501	10502	10501	10601	10502	10501	10502	10601	10501	10502	10501	10601	10502	10501	10502
Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su
	15:50			16:10		16:30			16:50			17:10		17:30			17:50			18:10		18:30			18:50	
	15:53			16:13		16:33			16:53			17:13		17:33			17:53			18:13		18:33			18:53	
15:40	16:15	16:00	16:05	16:35	16:20	16:55	16:35	16:40	17:15	17:00	17:05	17:35	17:20	17:55	17:35	17:40	18:15	18:00	18:05	18:35	18:20	18:55	18:35	18:40	19:15	19:00
			16:15				16:45				17:15				17:45				18:15				18:45			
			16:25				16:55				17:25				17:55				18:25				18:55			
16:05		16:25			16:45			17:05		17:25			17:45			18:05		18:25			18:45			19:05		19:25
16:05		16:25			16:45			17:05		17:25			17:45			18:05		18:25			18:45			19:05		19:25
7.15	7.103	7.15	5.303	7.103	7.15	7.103	5.303	7.15	7.103	7.15	5.303	7.103	7.15	7.103	5.303	7.15	7.103	7.15	5.303	7.103	7.15	7.103	5.303	7.15	7.103	7.15
00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25
15:40	15:50	16:00	16:05	16:10	16:20	16:30	16:35	16:40	16:50	17:00	17:05	17:10	17:20	17:30	17:35	17:40	17:50	18:00	18:05	18:10	18:20	18:30	18:35	18:40	18:50	19:00

106	105	105	105	106	105	105	105	106	105	105	105	106	105	105	105	106	105	105	105	106	105	105	106	105	105	106
10601	10501	10502	10501	10601	10502	10501	10502	10601	10501	10502	10501	10601	10502	10501	10502	10601	10501	10501	10502	10601	10501	10502	10601	10501	10502	10601
Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su	Sat/Su
	19:10		19:30			19:50			20:10		20:30			20:50			21:10	21:30			22:00			22:30		
	19:13		19:33			19:53			20:13		20:33			20:53			21:13	21:33			22:03			22:33		
19:05	19:35	19:20	19:55	19:35	19:40	20:15	20:00	20:05	20:35	20:20	20:55	20:35	20:40	21:15	21:00	21:05	21:35	21:55	21:30	21:35	22:25	22:00	22:05	22:55	22:30	22:35
19:15				19:45				20:15				20:45				21:15				21:45			22:15			22:45
19:25				19:55				20:25				20:55				21:25				21:55			22:25			22:55
		19:42			20:02		20:22				20:42			21:02		21:22				21:52			22:22			22:52
		19:45			20:05		20:25				20:45			21:05		21:25				21:55			22:25			22:55
5.303	7.103	7.15	7.103	5.303	7.15	7.103	7.15	5.303	7.103	7.15	7.103	5.303	7.15	7.103	7.15	5.303	7.103	7.103	7.15	5.303	7.103	7.15	5.303	7.103	7.15	5.303
00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:25	00:20	00:25	00:25	00:20	00:25	00:25	00:20
19:05	19:10	19:20	19:30	19:35	19:40	19:50	20:00	20:05	20:10	20:20	20:30	20:35	20:40	20:50	21:00	21:05	21:10	21:30	21:30	21:35	22:00	22:00	22:05	22:30	22:30	22:35

105	105	106	105
10501	10502	10601	10502
Sat/Su	Sat/Su	Sat/Su	Sat/Su
23:00			
23:03			
23:25	23:00	23:05	23:30
		23:15	
		23:25	
	23:22		23:52
	23:25		23:55
7.103	7.15	5.303	7.15
00:25	00:25	00:20	00:25
23:00	23:00	23:05	23:30

Austrics trips report

route	298	729	729	752	723	323	298	298	766	725	723	729	729	752	323	752	298	298	723	725	723	323	725	323	298
path	29801	72901	72902	75201	72301	32301	29801	29802	76601	72501	72301	72901	72902	75201	32301	75202	29801	29802	72302	72501	72301	32302	72502	32301	29801
days	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay	Weekd ay
OP559 [ST HELIERS BAY] [Terminus]									06:00							06:20									
287RI [GLENDOWIE] [TimePoint]									06:07																
EASTR [EASTRIDGE KEPA RD] [TimePoint]									06:20																
OP120 [MISSION BAY] [TimePoint]									06:30																
OP559/2 [ST HELIERS BAY] [Terminus]									06:40																
250TA [250 TANIWHA ST] [Terminus]		05:40	06:26		06:37						06:55	06:10	06:56			06:33			06:20		07:10		06:35		
COLLO [COLLEGE RD NEAR SEARLE ST] [TimePoint]																								06:47	
PANM1 [PANMURE INTERCHANGE] [Terminus]					05:50	06:25					06:43			06:20							06:58		06:57		
PANM0 [PANMURE INTERCHANGE] [Terminus]										06:05						06:45			06:30	06:25					
SYLV1 [SYLVIA PARK] [Terminus]					06:15						06:33								06:40		06:48				
PLAT6 [PLATFORM 2C ONEHUNGA] [Terminus]						05:55					06:10								07:00		06:25				
COLLE [STONEFIELDS] [Terminus]										06:15										06:35					
235T0 [235 TANIWHA ST] [Terminus]					06:00						06:27				06:30					06:47					
405TA [ST HELIERS BAY] [Terminus]					06:13										06:43										
8PATT [8 PATTESON AVE] [Terminus]																									
220KE [220 KEPA RD] [TimePoint]																									
OP323 [OPPOSITE 287 RIDDELL RD] [TimePoint]																									
405TA/2 [ST HELIERS BAY] [Terminus]																									
45STJ [MEADOWBANK] [TimePoint]					06:06										06:36										
95MAI [ELLERSLIE] [Terminus]					05:55										06:25										
OP45J [MEADOWBANK] [TimePoint]		05:55											06:25												
138MA [ELLERSLIE] [Terminus]		06:11											06:41												
SYLV0 [SYLVIA PARK.] [Terminus]																							06:30		
5PANA [5 PANAMA RD] [TimePoint]																							06:40		
PLA11 [OTAHUHU TOWN CENTRE] [Terminus]								06:04								06:24							06:50		06:44
OTAH1 [OTAHUHU INTERCHANGE] [Terminus]								06:00								06:20							06:54		06:40
OP519 [OPP 5 PANAMA RD] [TimePoint]								06:14								06:34									06:54
SYLVI [SYLVIA PARK] [Terminus]	06:15	06:26	05:40			06:24	06:35	06:00					06:56	06:10		06:44		06:55	06:20					07:04	07:15
53MAI [ELLERSLIE] [TimePoint]																									
69WAI [69 WAITANGI RD] [TimePoint]																									
PLAT5 [PLATFORM 1A ONEHUNGA] [Terminus]	05:40							06:00	06:35									06:20	06:55						06:40
OP448 [OPP 73 WAITANGI RD] [TimePoint]	05:48							06:08										06:28							06:48
98MAI [ELLERSLIE] [TimePoint]	06:00							06:20										06:40							07:00
distance	12.69	15.635	15.564	8.735	13.808	8.663	12.69	12.706	15.541	6.699	13.808	15.635	15.564	8.735	8.663	8.744	12.69	12.706	13.475	6.699	13.808	8.476	6.646	8.663	12.69
running time	00:35	00:46	00:46	00:23	00:42	00:24	00:35	00:35	00:40	00:22	00:45	00:46	00:46	00:23	00:24	00:25	00:35	00:35	00:40	00:22	00:45	00:24	00:22	00:24	00:35
start time	05:40	05:40	05:40	05:50	05:55	06:00	06:00	06:00	06:00	06:05	06:10	06:10	06:10	06:20	06:20	06:20	06:20	06:20	06:20	06:25	06:25	06:30	06:35	06:40	06:40

298	723	729	729	725	752	323	752	723	766	725	723	323	298	298	766	725	323	723	729	729	725	723	752	323	752	298	298	725	723	
29802	72301	72901	72902	72501	75201	32302	75202	72302	76602	72502	72301	32301	29801	29802	76601	72501	32302	72301	72901	72902	72502	72302	75201	32301	75202	29801	29802	72501	72301	
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday
							06:50								07:00										07:20					
															07:07															
															07:20															
															07:30															
															07:40															
	07:25	06:40	07:26				07:03	06:50		06:55	07:40							07:55	07:10	07:56	07:15	07:15			07:33				08:10	
										07:07												07:27								
	07:13				06:50					07:17	07:28						07:43				07:37		07:20						07:58	
				06:45			07:15	07:00							07:05							07:25			07:45			07:25		
	07:03							07:10			07:18						07:33					07:35							07:48	
	06:40							07:30			06:55						07:10					08:00							07:25	
				06:55											07:15													07:35		
				07:07	07:00										07:27								07:30			07:47				
					07:13					06:50													07:43							
										07:00																				
										07:10																				
										07:23																				
										07:30																				
			07:06																			07:36								
			06:55																			07:25								
		06:55																		07:25										
		07:11																		07:41										
						06:50											07:10													
						07:00											07:20													
								07:10				07:04						07:30							07:24					
								07:14				07:00					07:34							07:20						
												07:14												07:34						
06:40		07:26	06:40									07:24	07:35	07:00					07:56	07:10			07:44		07:55	07:20				
06:55																											07:35			
07:07																											07:47			
07:15														07:00	07:35											07:20	07:55			
														07:08													07:28			
														07:20													07:40			
12.706	13.808	15.635	15.564	6.699	8.735	8.476	8.744	13.475	15.568	6.646	13.808	8.663	12.69	12.706	15.541	6.699	8.476	13.808	15.635	15.564	6.646	13.475	8.735	8.663	8.744	12.69	12.706	6.699	13.808	
00:35	00:45	00:46	00:46	00:22	00:23	00:24	00:25	00:40	00:40	00:22	00:45	00:24	00:35	00:35	00:40	00:22	00:24	00:45	00:46	00:46	00:22	00:45	00:23	00:24	00:25	00:35	00:35	00:22	00:45	
06:40	06:40	06:40	06:40	06:45	06:50	06:50	06:50	06:50	06:50	06:55	06:55	07:00	07:00	07:00	07:00	07:05	07:10	07:10	07:10	07:10	07:15	07:15	07:20	07:20	07:20	07:20	07:20	07:25	07:25	

323	725	323	298	298	723	729	729	725	723	752	323	752	766	725	723	323	298	298	766	725	323	723	729	729	725	723	752	323	752	
32302	72502	32301	29801	29802	72301	72901	72902	72501	72302	75201	32302	75202	76602	72502	72301	32301	29801	29802	76601	72501	32302	72301	72901	72902	72502	72302	75201	32301	75202	
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday
												07:50								08:00										08:20
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																				08:30										
																				08:40										
	07:35				08:25	07:40	08:26		07:45			08:03		07:55	08:40							08:55	08:10	08:56	08:15	08:15			08:33	
	07:47														08:07											08:27				
	07:57				08:13					07:50				08:17	08:28							08:43			08:37		08:20			
									07:45	07:57			08:15							08:05						08:27			08:45	
					08:03					08:07					08:18							08:33				08:37				
					07:40					08:30					07:55							08:10				09:00				
										07:55											08:15									
										08:07		08:00									08:27						08:30			
											08:13			07:50													08:43			
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07:54		07:40									08:14					08:00						08:34						08:20		
		07:54														08:14											08:34			
		08:04	08:15	07:40		08:26	07:40								08:24	08:35	08:00					08:56	08:10				08:44			
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			07:48															08:08												
			08:00															08:20												
8.476	6.646	8.663	12.69	12.706	13.808	15.635	15.564	6.699	13.475	8.735	8.476	8.744	15.568	6.646	13.808	8.663	12.69	12.706	15.541	6.699	8.476	13.808	15.635	15.564	6.646	13.475	8.735	8.663	8.744	
00:24	00:22	00:24	00:35	00:35	00:45	00:46	00:46	00:22	00:45	00:23	00:24	00:25	00:40	00:22	00:45	00:24	00:35	00:35	00:40	00:22	00:24	00:45	00:46	00:46	00:22	00:45	00:23	00:24	00:25	
07:30	07:35	07:40	07:40	07:40	07:40	07:40	07:40	07:45	07:45	07:50	07:50	07:50	07:50	07:55	07:55	08:00	08:00	08:00	08:00	08:05	08:10	08:10	08:10	08:10	08:15	08:15	08:20	08:20	08:20	

298	298	725	723	323	725	323	298	298	723	729	725	723	752	323	752	766	725	323	298	298	766	725	323	723	729	729	725	723	752		
29801	29802	72501	72301	32302	72502	32301	29801	29802	72301	72901	72501	72302	75201	32302	75202	76602	72502	32301	29801	29802	76601	72501	32302	72301	72901	72902	72502	72302	75201		
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	
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			09:10		08:35				09:25	08:40		08:45			09:03		08:55							09:55	09:10	09:56	09:15	09:15			
					08:47													09:07										09:27			
			08:58		08:57				09:13				08:50				09:17						09:43				09:37		09:20		
		08:25										08:45	08:57			09:15						09:05						09:27			
			08:48						09:03				09:07											09:33				09:37			
			08:25						08:40				09:30											09:10				10:00			
		08:35										08:55											09:15								
		08:47										09:07		09:00									09:27						09:30		
														09:13		08:50													09:43		
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			08:50		08:44									09:10					09:04				09:30								
			08:54		08:40									09:14					09:00				09:34								
					08:54														09:14												
08:55	08:20					09:04	09:15	08:40		09:26									09:24	09:35	09:00				09:56	09:10					
	08:35							08:55													09:15										
	08:47							09:07													09:27										
08:20	08:55						08:40	09:15												09:00	09:35										
08:28							08:48													09:08											
08:40							09:00													09:20											
12.69	12.706	6.699	13.808	8.476	6.646	8.663	12.69	12.706	13.808	15.635	6.699	13.475	8.735	8.476	8.744	15.568	6.646	8.663	12.69	12.706	15.541	6.699	8.476	13.808	15.635	15.564	6.646	13.475	8.735		
00:35	00:35	00:22	00:45	00:24	00:22	00:24	00:35	00:35	00:45	00:46	00:22	00:45	00:23	00:24	00:25	00:40	00:22	00:24	00:35	00:35	00:40	00:22	00:24	00:45	00:46	00:46	00:22	00:45	00:23		
08:20	08:20	08:25	08:25	08:30	08:35	08:40	08:40	08:40	08:40	08:40	08:45	08:45	08:50	08:50	08:50	08:50	08:55	09:00	09:00	09:00	09:00	09:05	09:10	09:10	09:10	09:10	09:15	09:15	09:20		

298	766	323	323	298	766	725	725	723	729	729	723	752	752	298	323	323	298	725	725	723	723	752	752	298	766	323	323	298	766	
29802	76602	32301	32302	29801	76601	72501	72502	72301	72901	72902	72302	75201	75202	29802	32301	32302	29801	72501	72502	72301	72302	75201	75202	29802	76602	32301	32302	29801	76601	
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday
					12:00								12:20										12:50						13:00	
					12:07																								13:07	
					12:20																								13:20	
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							12:05	12:55	12:10	12:56	12:15		12:33						12:35	13:25	12:45		13:03							
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							12:27	12:43				12:20								12:57	13:13		12:50							
					12:05						12:27		12:45					12:35			12:57		13:15							
							12:33				12:37									13:03	13:07									
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		12:04	12:20																12:34	12:50						13:04	13:20			
		12:00	12:24																12:30	12:54						13:00	13:24			
		12:14																	12:44							13:14				
11:50		12:24		12:35					12:56	12:10				12:20	12:54		13:05							12:50	13:24	13:35				
12:05														12:35										13:05						
12:17														12:47										13:17						
12:25				12:00										12:55			12:30							13:25				13:00		
				12:08																								13:08		
				12:20																								13:20		
12.706	15.568	8.663	8.476	12.69	15.541	6.699	6.646	13.808	15.635	15.564	13.475	8.735	8.744	12.706	8.663	8.476	12.69	6.699	6.646	13.808	13.475	8.735	8.744	12.706	15.568	8.663	8.476	12.69	15.541	
00:35	00:40	00:24	00:24	00:35	00:40	00:22	00:22	00:45	00:46	00:46	00:45	00:23	00:25	00:35	00:24	00:24	00:35	00:22	00:22	00:45	00:45	00:23	00:25	00:35	00:40	00:24	00:24	00:35	00:40	
11:50	11:50	12:00	12:00	12:00	12:00	12:05	12:05	12:10	12:10	12:10	12:15	12:20	12:20	12:20	12:30	12:30	12:30	12:35	12:35	12:40	12:45	12:50	12:50	12:50	12:50	13:00	13:00	13:00	13:00	

Austrics trips report

timetable	i562w	o545w	i567w	i543w	i589w	o589w	i566w	i563w	i562w	i562w	i567w	i543w	o545w	o543w	i545w	o566w	o567w	i562w	i566w	i563w	i543w	i562w	i567w	o545w	i562w	i545w	o566w	o567w	i543w	o589w	i589w
path	56201	54502	56701	54301	58901	58902	56601	56301	56201	56202	56701	54301	54502	54302	54503	56602	56702	56201	56601	56301	54301	56203	56701	54502	56201	54503	56602	56702	54301	58902	58901
days	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110
OP110 [OPPOSITE 115 WHITFORD RD] [Terminus]																															
OWAIR [OWAIROA SCHOOL] [Terminus]																															
111W1 [111 WHITFORD RD] [Terminus]																															
BURSW [BURSWOOD DRIVE OPPOSITE TORRENS ROAD] [Terminus]																															
PAKU2 [PAKURANGA PLAZA OUTSIDE FARMERS] [Terminus]																															
FARMC [FARM COVE INTERMEDIATE] [Terminus]																															
BURSO [BURSWOOD DRIVE OPPOSITE TORRENS ROAD (ARRIVE)] [Terminus]																															
REDCA [REDCASTLE CRESCENT] [Terminus]																															
259KI [259 KILKENNY DR] [Terminus]																															
OP501 [OPPOSITE 96 STANCOMBE ROAD] [Terminus]																															
BOTA1 [Botany Town Centre] [Terminus]			05:50				06:05				06:18				06:30				06:35				06:48					07:00			
MACLE [MACLEANS COLLEGE] [Terminus]																															
HIGH0 [HIGHLAND PARK] [Terminus]															06:40														07:10		
PANM2 [PANMURE INTERCHANGE PLATFORM 5 (southbound)] [Terminus]	06:10			06:25				06:40	06:15		06:45		06:20					07:05			07:15	06:45			07:25				07:40		
111PI [111 PICTON ST] [Terminus]			06:10							06:40			06:50										07:10								
OPP28 [OPPOSITE 134 CLOVELLY RD] [Terminus]	05:40	05:50						06:07	06:10	06:40			06:20		06:50			06:30		06:36		07:10		06:50	06:50	07:20					
HALFM [HALF MOON BAY] [Terminus]			06:25				06:25	06:25			06:55				06:30	06:30		06:30		06:55	06:55		07:10	07:25			07:00	07:00			
49THE [49 THE PARADE] [Terminus]	05:45								06:15	06:45												07:15		06:55							
PANM2/2 [PANMURE INTERCHANGE PLATFORM 5 (southbound)] [Terminus]																							07:40								
PICT0 [PICTON ST NEAR UXBRIDGE RD] [Terminus]				06:00							06:20					06:45					06:40							07:15	07:00		
HIGHL [HIGHLAND PARK.] [Terminus]		06:05											06:35											07:05							
BUCKL [BUCKLANDS BEACH INTERMEDIATE] [Terminus]																															
HOWI0 [HOWICK COLLEGE BUS BAY] [Terminus]																															
BOTA3 [Botany Town Centre (arr)] [Terminus]		06:15					06:00						06:45		06:50									07:15		07:20			07:00		
OP109 [Opp 265 Maraetai Dr] [Terminus]					06:00	06:48																							07:50	07:00	
OP555 [OPPOSITE 63 SHELLY BAY RD] [Terminus]					06:10	06:34																							07:33	07:10	
BOTA4 [BOTANY TOWN CENTRE (ARRIVE)] [Terminus]					06:47												07:00										07:30		07:52		
86STA [86 STANCOMBE ROAD] [Terminus]																															
SOMER [SOMERVILLE INTERMEDIATE] [Terminus]																															
KILKE [KILKENNY DR NEAR CHAPEL RD] [Terminus]																															
REDCO [REDCASTLE CRESCENT] [Terminus]																															
running time	00:30	00:25	00:35	00:25	00:47	00:48	00:20	00:18	00:30	00:30	00:37	00:25	00:25	00:30	00:20	00:20	00:30	00:35	00:20	00:19	00:35	00:55	00:37	00:25	00:35	00:20	00:20	00:30	00:40	00:50	00:52
speed	27.774	28.137	23.184	32.26	38.054	37.287	25.833	22.026	27.774	27.836	21.93	32.26	28.137	26.4	28.059	25.914	27.236	23.806	25.833	20.867	23.043	27.03	21.93	28.137	23.806	28.059	25.914	27.236	20.163	35.796	34.395
distance	13.887	11.724	13.524	13.442	29.809	29.83	8.611	6.608	13.887	13.918	13.524	13.442	11.724	13.2	9.353	8.638	13.618	13.887	8.611	6.608	13.442	24.778	13.524	11.724	13.887	9.353	8.638	13.618	13.442	29.83	29.809

o545w	i562w	o563w	i566w	o566w	i543w	i545w	o543w	o567w	i589w	o589w	i563w	i562w	i567w	o545w	o543w	o563w	i566w	o566w	i545w	o567w	i562w	i563w	o543w	i567w	o545w	i562w	o563w	o566w	i543w	i545w	o543w	o567w	i589w	o589w	i566w			
54502	56202	56302	56601	56602	54301	54501	54302	56702	58901	58902	56301	56203	56701	54502	54302	56302	56601	56602	54501	56702	56203	56301	54302	56701	54502	56202	56302	56602	54301	54501	54302	56702	58901	58902	56601			
111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110			
					</																																	

Austrics trips report

timetable	i543t	i562t	o543t	i566t	i562t	o545t	i543t	i589t	o589t	i563t	i562t	o543t	i567t	i545t
path	54301	56201	54302	56601	56203	54502	54301	58901	58902	56301	56203	54302	56701	54503
days	1	1	1	1	1	1	1	1	1	1	1	1	1	1
OP109 [Opp 265 Maraetai Dr] [Terminus]								07:00	07:48					
OP555 [OPPOSITE 63 SHELLY BAY RD] [Terminus]								07:10	07:33					
BOTA4 [BOTANY TOWN CENTRE (ARRIVE)] [Terminus]								07:47						
PICT0 [PICTON ST NEAR UXBRIDGE RD] [Terminus]	06:00						07:00							
PANM2 [PANMURE INTERCHANGE PLATFORM 5 (southbound)] [Terminus]	06:25	06:40	06:20		06:45		07:30				07:15	07:20		
BOTA1 [Botany Town Centre] [Terminus]				06:35									07:20	07:30
111PI [111 PICTON ST] [Terminus]			06:45									07:45	07:40	
HIGH0 [HIGHLAND PARK] [Terminus]														07:40
OPP28 [OPPOSITE 134 CLOVELLY RD] [Terminus]		06:10			07:10	06:50				07:08	07:40			07:50
HALFM [HALF MOON BAY] [Terminus]				06:55						07:25			07:55	
49THE [49 THE PARADE] [Terminus]		06:15			07:15						07:45			
PANM2/2 [PANMURE INTERCHANGE PLATFORM 5 (southbound)] [Terminus]					07:40						08:10			
HIGHL [HIGHLAND PARK.] [Terminus]						07:05								
BOTA3 [Botany Town Centre (arr)] [Terminus]						07:15			07:00					
running time	00:25	00:30	00:25	00:20	00:55	00:25	00:30	00:47	00:48	00:17	00:55	00:25	00:35	00:20
speed	32.26	27.774	31.68	25.833	27.03	28.137	26.884	38.054	37.287	23.322	27.03	31.68	23.184	28.059
distance	13.442	13.887	13.2	8.611	24.778	11.724	13.442	29.809	29.83	6.608	24.778	13.2	13.524	9.353

i566t	i562t	o545t	o566t	i543t	o567t	i589t	o589t	i562t	o543t	i567t	i545t	i566t	i563t	i562t	o545t	o563t	o566t	i543t
56601	56203	54502	56602	54301	56702	58901	58902	56203	54302	56701	54503	56601	56301	56203	54502	56302	56602	54301
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
						08:00	08:48											
						08:10	08:33											
					08:35	08:47												
				08:00	08:15													09:00
	07:45			08:30				08:15	08:20					08:45				09:30
07:35										08:20	08:30	08:35						
									08:50	08:40								
											08:40							
	08:10	07:50						08:40			08:50		08:38	09:10	08:50			
07:55			08:00		08:00					08:55		08:55	08:55			09:00	09:00	
	08:15								08:45					09:15		09:15		
	08:40								09:10					09:40				
		08:05													09:05			
		08:15	08:20				08:00								09:15		09:20	
00:20	00:55	00:25	00:20	00:30	00:35	00:47	00:48	00:55	00:30	00:35	00:20	00:20	00:17	00:55	00:25	00:15	00:20	00:30
25.833	27.03	28.137	25.914	26.884	23.345	38.054	37.287	27.03	26.4	23.184	28.059	25.833	23.322	27.03	28.137	27.14	25.914	26.884
8.611	24.778	11.724	8.638	13.442	13.618	29.809	29.83	24.778	13.2	13.524	9.353	8.611	6.608	24.778	11.724	6.785	8.638	13.442

o567t	i589t	o589t	i562t	o543t	i567t	i545t	i566t	i562t	o545t	o566t	i543t	o567t	i589t	o589t	i563t	i562t	o543t	i567t
56702	58901	58902	56203	54302	56701	54503	56601	56203	54502	56602	54301	56702	58901	58902	56301	56203	54302	56701
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	09:00	09:48											10:00	10:48				
	09:10	09:33											10:10	10:33				
09:35	09:47											10:35	10:47					
09:15											10:00	10:15						
			09:15	09:20				09:45			10:30					10:15	10:20	
					09:20	09:30	09:35											10:20
				09:50	09:40												10:50	10:40
						09:40												
			09:40			09:50		10:10	09:50						10:08	10:40		
09:00					09:55		09:55			10:00		10:00			10:25			10:55
			09:45					10:15								10:45		
			10:10					10:40								11:10		
									10:05									
		09:00							10:15	10:20				10:00				
00:35	00:47	00:48	00:55	00:30	00:35	00:20	00:20	00:55	00:25	00:20	00:30	00:35	00:47	00:48	00:17	00:55	00:30	00:35
23.345	38.054	37.287	27.03	26.4	23.184	28.059	25.833	27.03	28.137	25.914	26.884	23.345	38.054	37.287	23.322	27.03	26.4	23.184
13.618	29.809	29.83	24.778	13.2	13.524	9.353	8.611	24.778	11.724	8.638	13.442	13.618	29.809	29.83	6.608	24.778	13.2	13.524

o563t	i545t	i566t	i562t	o545t	o566t	i543t	o567t	i589t	o589t	i562t	o543t	i567t	i545t	i566t	i563t	i562t	o545t	o563t
56302	54503	56601	56203	54502	56602	54301	56702	58901	58902	56203	54302	56701	54503	56601	56301	56203	54502	56302
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
								11:00	11:48									
								11:10	11:33									
								11:35	11:47									
						11:00	11:15											
			10:45			11:30				11:15	11:20					11:45		
	10:30	10:35										11:20	11:30	11:35				
											11:50	11:40						
	10:40												11:40					
	10:50		11:10	10:50						11:40			11:50		11:38	12:10	11:50	
10:30		10:55			11:00		11:00					11:55		11:55	11:55			12:00
10:45			11:15							11:45						12:15		12:15
			11:40							12:10						12:40		
				11:05													12:05	
				11:15	11:20				11:00								12:15	
00:15	00:20	00:20	00:55	00:25	00:20	00:30	00:35	00:47	00:48	00:55	00:30	00:35	00:20	00:20	00:17	00:55	00:25	00:15
27.14	28.059	25.833	27.03	28.137	25.914	26.884	23.345	38.054	37.287	27.03	26.4	23.184	28.059	25.833	23.322	27.03	28.137	27.14
6.785	9.353	8.611	24.778	11.724	8.638	13.442	13.618	29.809	29.83	24.778	13.2	13.524	9.353	8.611	6.608	24.778	11.724	6.785

o566t	i543t	o567t	i589t	o589t	i562t	o543t	i567t	i545t	i566t	i562t	o545t	o566t	i543t	o567t	i589t	o589t	i563t	i562t
56602	54301	56702	58901	58902	56203	54302	56701	54503	56601	56203	54502	56602	54301	56702	58901	58902	56301	56203
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
			12:00	12:48											13:00	13:48		
			12:10	12:33											13:10	13:33		
		12:35	12:47											13:35	13:47			
	12:00	12:15											13:00	13:15				
	12:30				12:15	12:20				12:45			13:30					13:15
							12:20	12:30	12:35									
						12:50	12:40											
								12:40										
					12:40			12:50		13:10	12:50						13:08	13:40
12:00		12:00					12:55		12:55			13:00		13:00			13:25	
					12:45					13:15								13:45
					13:10					13:40								14:10
											13:05							
12:20				12:00								13:15	13:20			13:00		
00:20	00:30	00:35	00:47	00:48	00:55	00:30	00:35	00:20	00:20	00:55	00:25	00:20	00:30	00:35	00:47	00:48	00:17	00:55
25.914	26.884	23.345	38.054	37.287	27.03	26.4	23.184	28.059	25.833	27.03	28.137	25.914	26.884	23.345	38.054	37.287	23.322	27.03
8.638	13.442	13.618	29.809	29.83	24.778	13.2	13.524	9.353	8.611	24.778	11.724	8.638	13.442	13.618	29.809	29.83	6.608	24.778

o543t	i567t	o563t	i545t	i566t	i562t	o545t	o566t	i543t	o567t	i589t	o589t	i562t	o543t	i567t	i545t	i566t	i563t	i562t
54302	56701	56302	54503	56601	56203	54502	56602	54301	56702	58901	58902	56203	54302	56701	54503	56601	56301	56203
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
										14:00	14:48							
										14:10	14:33							
									14:35	14:47								
								14:00	14:15									
13:20					13:45			14:30				14:15	14:20					14:45
	13:20		13:30	13:35									14:20	14:30	14:35			
13:50	13:40												14:50	14:40				
			13:40												14:40			
			13:50		14:10	13:50						14:40			14:50		14:38	15:10
	13:55	13:30		13:55			14:00		14:00					14:55		14:55	14:55	
		13:45			14:15							14:45						15:15
					14:40							15:10						15:40
						14:05												
						14:15	14:20					14:00						
00:30	00:35	00:15	00:20	00:20	00:55	00:25	00:20	00:30	00:35	00:47	00:48	00:55	00:30	00:35	00:20	00:20	00:17	00:55
26.4	23.184	27.14	28.059	25.833	27.03	28.137	25.914	26.884	23.345	38.054	37.287	27.03	26.4	23.184	28.059	25.833	23.322	27.03
13.2	13.524	6.785	9.353	8.611	24.778	11.724	8.638	13.442	13.618	29.809	29.83	24.778	13.2	13.524	9.353	8.611	6.608	24.778

o545t	o563t	o566t	i543t	o567t	i589t	o589t	i562t	o543t	i567t	i545t	i566t	i562t	o545t	o566t	i543t	o567t	i589t	o589t
54502	56302	56602	54301	56702	58901	58902	56203	54302	56701	54503	56601	56203	54502	56602	54301	56702	58901	58902
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
					15:00	15:48											16:00	16:48
					15:10	15:33											16:10	16:33
				15:35	15:47											16:35	16:47	
			15:00	15:15											16:00	16:15		
			15:30				15:15	15:20				15:45			16:30			
									15:20	15:30	15:35							
								15:50	15:40									
										15:40								
14:50							15:40			15:50		16:10	15:50					
	15:00	15:00		15:00					15:55		15:55			16:00		16:00		
	15:15						15:45					16:15						
							16:10					16:40						
15:05													16:05					
15:15		15:20				15:00							16:15	16:20				16:00
00:25	00:15	00:20	00:30	00:35	00:47	00:48	00:55	00:30	00:35	00:20	00:20	00:55	00:25	00:20	00:30	00:35	00:47	00:48
28.137	27.14	25.914	26.884	23.345	38.054	37.287	27.03	26.4	23.184	28.059	25.833	27.03	28.137	25.914	26.884	23.345	38.054	37.287
11.724	6.785	8.638	13.442	13.618	29.809	29.83	24.778	13.2	13.524	9.353	8.611	24.778	11.724	8.638	13.442	13.618	29.809	29.83

i563t	i562t	o543t	i567t	o563t	i545t	i566t	i562t	o545t	o566t	i543t	o567t	i589t	o589t	i562t	o543t	i567t	i545t	i566t
56301	56203	54302	56701	56302	54503	56601	56203	54502	56602	54301	56702	58901	58902	56203	54302	56701	54503	56601
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
												17:00	17:48					
												17:10	17:33					
											17:35	17:47						
										17:00	17:15							
	16:15	16:20					16:45			17:30				17:15	17:20			
			16:20		16:30	16:35										17:20	17:30	17:35
		16:50	16:40												17:50	17:40		
					16:40												17:40	
16:08	16:40				16:50		17:10	16:50						17:40			17:50	
16:25			16:55	16:30		16:55			17:00		17:00					17:55		17:55
	16:45			16:45			17:15							17:45				
	17:10						17:40							18:10				
								17:05										
								17:15	17:20					17:00				
00:17	00:55	00:30	00:35	00:15	00:20	00:20	00:55	00:25	00:20	00:30	00:35	00:47	00:48	00:55	00:30	00:35	00:20	00:20
23.322	27.03	26.4	23.184	27.14	28.059	25.833	27.03	28.137	25.914	26.884	23.345	38.054	37.287	27.03	26.4	23.184	28.059	25.833
6.608	24.778	13.2	13.524	6.785	9.353	8.611	24.778	11.724	8.638	13.442	13.618	29.809	29.83	24.778	13.2	13.524	9.353	8.611

i563t	i562t	o545t	o563t	o566t	i543t	o567t	i589t	o589t	i562t	o543t	i567t	i545t	i566t	i562t	o545t	o566t	i543t	o567t
56301	56203	54502	56302	56602	54301	56702	58901	58902	56203	54302	56701	54503	56601	56203	54502	56602	54301	56702
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
							18:00	18:48										
							18:10	18:33										
						18:35	18:47											19:35
					18:00	18:15											19:00	19:15
	17:45				18:30				18:15	18:20				18:45			19:25	
											18:20	18:30	18:35					
										18:45	18:40							
												18:40						
17:38	18:10	17:50							18:40			18:50		19:10	18:50			
17:55			18:00	18:00		18:00					18:55		18:55			19:00		19:00
	18:15		18:15						18:45					19:15				
	18:40								19:10					19:40				
		18:05													19:05			
		18:15		18:20				18:00							19:15	19:20		
00:17	00:55	00:25	00:15	00:20	00:30	00:35	00:47	00:48	00:55	00:25	00:35	00:20	00:20	00:55	00:25	00:20	00:25	00:35
23.322	27.03	28.137	27.14	25.914	26.884	23.345	38.054	37.287	27.03	31.68	23.184	28.059	25.833	27.03	28.137	25.914	32.26	23.345
6.608	24.778	11.724	6.785	8.638	13.442	13.618	29.809	29.83	24.778	13.2	13.524	9.353	8.611	24.778	11.724	8.638	13.442	13.618

i589t	o589t	i563t	i562t	o543t	i567t	o563t	i545t	i566t	i562t	o545t	o566t	i543t	o567t	i589t	o543t	i567t	i545t	i566t
58901	58902	56301	56203	54302	56701	56302	54503	56601	56203	54502	56602	54301	56702	58901	54302	56701	54503	56601
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
19:00	19:48													20:00				
19:10	19:33													20:10				
19:47													20:35	20:47				
												20:00	20:15					
			19:15	19:20					19:45			20:25			20:20			
					19:20		19:30	19:35								20:20	20:30	20:35
				19:45	19:40										20:45	20:40		
							19:40										20:40	
		19:08	19:40				19:50		20:10	19:50							20:50	
		19:25			19:55	19:30		19:55			20:00		20:00			20:55		20:55
			19:45			19:45			20:15									
			20:10						20:40									
										20:05								
	19:00									20:15	20:20							
00:47	00:48	00:17	00:55	00:25	00:35	00:15	00:20	00:20	00:55	00:25	00:20	00:25	00:35	00:47	00:25	00:35	00:20	00:20
38.054	37.287	23.322	27.03	31.68	23.184	27.14	28.059	25.833	27.03	28.137	25.914	32.26	23.345	38.054	31.68	23.184	28.059	25.833
29.809	29.83	6.608	24.778	13.2	13.524	6.785	9.353	8.611	24.778	11.724	8.638	13.442	13.618	29.809	13.2	13.524	9.353	8.611

i563t	i562t	o545t	o563t	o566t	o567t	i545t	i562t	i563t	o563t	i545t	i562t	o563t
56301	56203	54502	56302	56602	56702	54501	56203	56301	56302	54501	56202	56302
1	1	1	1	1	1	1	1	1	1	1	1	1
					21:35							
					21:15							
	20:45						21:45				22:45	
						21:30				22:30		
						21:40				22:40		
20:38	21:10	20:50					22:10	22:08			23:10	
20:55			21:00	21:00	21:00			22:25	22:30			24:00:00
	21:15		21:15			21:55	22:15		22:45	22:55	23:15	24:15:00
	21:40						22:40					
		21:05										
		21:15		21:20								
00:17	00:55	00:25	00:15	00:20	00:35	00:25	00:55	00:17	00:15	00:25	00:30	00:15
23.322	27.03	28.137	27.14	25.914	23.345	28.444	27.03	23.322	27.14	28.444	27.836	27.14
6.608	24.778	11.724	6.785	8.638	13.618	11.852	24.778	6.608	6.785	11.852	13.918	6.785

Austrics trips report

timetable	i543s	i562s	o543s	i566s	i562s	o545s	i543s	i589s	o589s	i562s	o543s	i567s
path	54301	56201	54302	56601	56203	54502	54301	58901	58902	56203	54302	56701
days	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000
OP109 [Opp 265 Maraetai Dr] [Terminus]								07:00	07:48			
OP555 [OPPOSITE 63 SHELLY BAY RD] [Terminus]								07:10	07:33			
BOTA4 [BOTANY TOWN CENTRE (ARRIVE)] [Terminus]								07:47				
PICT0 [PICTON ST NEAR UXBRIDGE RD] [Terminus]	06:00						07:00					
PANM2 [PANMURE INTERCHANGE PLATFORM 5 (southbound)] [Terminus]	06:25	06:40	06:20		06:45		07:25			07:15	07:20	
BOTA1 [Botany Town Centre] [Terminus]				06:35								07:20
111PI [111 PICTON ST] [Terminus]			06:45								07:45	07:40
HIGH0 [HIGHLAND PARK] [Terminus]												
OPP28 [OPPOSITE 134 CLOVELLY RD] [Terminus]		06:10			07:10	06:50				07:40		
HALFM [HALF MOON BAY] [Terminus]				06:55								07:55
49THE [49 THE PARADE] [Terminus]		06:15			07:15					07:45		
PANM2/2 [PANMURE INTERCHANGE PLATFORM 5 (southbound)] [Terminus]					07:40					08:10		
HIGHL [HIGHLAND PARK.] [Terminus]						07:05						
BOTA3 [Botany Town Centre (arr)] [Terminus]						07:15			07:00			
running time	00:25	00:30	00:25	00:20	00:55	00:25	00:25	00:47	00:48	00:55	00:25	00:35
speed	32.26	27.774	31.68	25.833	27.03	28.137	32.26	38.054	37.287	27.03	31.68	23.184
distance	13.442	13.887	13.2	8.611	24.778	11.724	13.442	29.809	29.83	24.778	13.2	13.524

i545s	i566s	i562s	o545s	o566s	i543s	o567s	i589s	o589s	i562s	o543s	i567s	i545s	i566s	i563s	i562s
54503	56601	56203	54502	56602	54301	56702	58901	58902	56203	54302	56701	54503	56601	56301	56203
1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000
							08:00	08:48							
							08:10	08:33							
							08:35	08:47							
					08:00	08:15									
		07:45			08:30				08:15	08:20					08:45
07:30	07:35										08:20	08:30	08:35		
										08:50	08:40				
07:40												08:40			
07:50		08:10	07:50						08:40			08:50		08:38	09:10
	07:55			08:00		08:00					08:55		08:55	08:55	
		08:15							08:45						09:15
		08:40							09:10						09:40
			08:05												
			08:15	08:20				08:00							
00:20	00:20	00:55	00:25	00:20	00:30	00:35	00:47	00:48	00:55	00:30	00:35	00:20	00:20	00:17	00:55
28.059	25.833	27.03	28.137	25.914	26.884	23.345	38.054	37.287	27.03	26.4	23.184	28.059	25.833	23.322	27.03
9.353	8.611	24.778	11.724	8.638	13.442	13.618	29.809	29.83	24.778	13.2	13.524	9.353	8.611	6.608	24.778

o545s	o566s	i543s	o567s	i589s	o589s	i562s	o543s	i567s	i545s	i566s	i562s	o545s	o566s	i543s	o567s
54502	56602	54301	56702	58901	58902	56203	54302	56701	54503	56601	56203	54502	56602	54301	56702
1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000
				09:00	09:48										
				09:10	09:33										
			09:35	09:47											10:35
		09:00	09:15											10:00	10:15
		09:30				09:15	09:20				09:45			10:30	
								09:20	09:30	09:35					
							09:50	09:40							
									09:40						
08:50						09:40			09:50		10:10	09:50			
	09:00		09:00					09:55		09:55			10:00		10:00
						09:45					10:15				
						10:10					10:40				
09:05												10:05			
09:15	09:20				09:00							10:15	10:20		
00:25	00:20	00:30	00:35	00:47	00:48	00:55	00:30	00:35	00:20	00:20	00:55	00:25	00:20	00:30	00:35
28.137	25.914	26.884	23.345	38.054	37.287	27.03	26.4	23.184	28.059	25.833	27.03	28.137	25.914	26.884	23.345
11.724	8.638	13.442	13.618	29.809	29.83	24.778	13.2	13.524	9.353	8.611	24.778	11.724	8.638	13.442	13.618

i589s	o589s	i563s	i562s	o543s	i567s	o563s	i545s	i566s	i562s	o545s	o566s	i543s	o567s	i589s	o589s
58901	58902	56301	56203	54302	56701	56302	54503	56601	56203	54502	56602	54301	56702	58901	58902
1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000
10:00	10:48													11:00	11:48
10:10	10:33													11:10	11:33
10:47													11:35	11:47	
												11:00	11:15		
			10:15	10:20					10:45			11:30			
					10:20		10:30	10:35							
				10:50	10:40										
							10:40								
		10:08	10:40				10:50		11:10	10:50					
		10:25			10:55	10:30		10:55			11:00		11:00		
			10:45			10:45			11:15						
			11:10						11:40						
										11:05					
	10:00									11:15	11:20				11:00
00:47	00:48	00:17	00:55	00:30	00:35	00:15	00:20	00:20	00:55	00:25	00:20	00:30	00:35	00:47	00:48
38.054	37.287	23.322	27.03	26.4	23.184	27.14	28.059	25.833	27.03	28.137	25.914	26.884	23.345	38.054	37.287
29.809	29.83	6.608	24.778	13.2	13.524	6.785	9.353	8.611	24.778	11.724	8.638	13.442	13.618	29.809	29.83

i562s	o543s	i567s	i545s	i566s	i563s	i562s	o545s	o563s	o566s	i543s	o567s	i589s	o589s	i562s	o543s
56203	54302	56701	54503	56601	56301	56203	54502	56302	56602	54301	56702	58901	58902	56203	54302
1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000
												12:00	12:48		
												12:10	12:33		
											12:35	12:47			
										12:00	12:15				
11:15	11:20					11:45				12:30				12:15	12:20
		11:20	11:30	11:35											
	11:50	11:40													12:50
			11:40												
11:40			11:50		11:38	12:10	11:50							12:40	
		11:55		11:55	11:55			12:00	12:00		12:00				
11:45						12:15		12:15						12:45	
12:10						12:40								13:10	
							12:05								
							12:15		12:20				12:00		
00:55	00:30	00:35	00:20	00:20	00:17	00:55	00:25	00:15	00:20	00:30	00:35	00:47	00:48	00:55	00:30
27.03	26.4	23.184	28.059	25.833	23.322	27.03	28.137	27.14	25.914	26.884	23.345	38.054	37.287	27.03	26.4
24.778	13.2	13.524	9.353	8.611	6.608	24.778	11.724	6.785	8.638	13.442	13.618	29.809	29.83	24.778	13.2

i567s	i545s	i566s	i562s	o545s	o566s	i543s	o567s	i589s	o589s	i563s	i562s	o543s	i567s	o563s	i545s
56701	54503	56601	56203	54502	56602	54301	56702	58901	58902	56301	56203	54302	56701	56302	54503
1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000
								13:00	13:48						
								13:10	13:33						
							13:35	13:47							
						13:00	13:15								
			12:45			13:30					13:15	13:20			
12:20	12:30	12:35											13:20		13:30
12:40												13:50	13:40		
	12:40														13:40
	12:50		13:10	12:50						13:08	13:40				13:50
12:55		12:55			13:00		13:00			13:25			13:55	13:30	
			13:15								13:45			13:45	
			13:40								14:10				
				13:05											
				13:15	13:20				13:00						
00:35	00:20	00:20	00:55	00:25	00:20	00:30	00:35	00:47	00:48	00:17	00:55	00:30	00:35	00:15	00:20
23.184	28.059	25.833	27.03	28.137	25.914	26.884	23.345	38.054	37.287	23.322	27.03	26.4	23.184	27.14	28.059
13.524	9.353	8.611	24.778	11.724	8.638	13.442	13.618	29.809	29.83	6.608	24.778	13.2	13.524	6.785	9.353

i566s	i562s	o545s	o566s	i543s	o567s	i589s	o589s	i562s	o543s	i567s	i545s	i566s	i563s	i562s	o545s
56601	56203	54502	56602	54301	56702	58901	58902	56203	54302	56701	54503	56601	56301	56203	54502
1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000
						14:00	14:48								
						14:10	14:33								
					14:35	14:47									
				14:00	14:15										
	13:45			14:30				14:15	14:20					14:45	
13:35										14:20	14:30	14:35			
									14:50	14:40					
											14:40				
	14:10	13:50						14:40			14:50		14:38	15:10	14:50
13:55			14:00		14:00					14:55		14:55	14:55		
	14:15							14:45						15:15	
	14:40							15:10						15:40	
		14:05													15:05
		14:15	14:20				14:00								15:15
00:20	00:55	00:25	00:20	00:30	00:35	00:47	00:48	00:55	00:30	00:35	00:20	00:20	00:17	00:55	00:25
25.833	27.03	28.137	25.914	26.884	23.345	38.054	37.287	27.03	26.4	23.184	28.059	25.833	23.322	27.03	28.137
8.611	24.778	11.724	8.638	13.442	13.618	29.809	29.83	24.778	13.2	13.524	9.353	8.611	6.608	24.778	11.724

o563s	o566s	i543s	o567s	i589s	o589s	i562s	o543s	i567s	i545s	i566s	i562s	o545s	o566s	i543s	o567s
56302	56602	54301	56702	58901	58902	56203	54302	56701	54503	56601	56203	54502	56602	54301	56702
1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000
				15:00	15:48										
				15:10	15:33										
			15:35	15:47											16:35
		15:00	15:15											16:00	16:15
		15:30				15:15	15:20				15:45			16:30	
								15:20	15:30	15:35					
							15:50	15:40							
									15:40						
						15:40			15:50		16:10	15:50			
15:00	15:00		15:00					15:55		15:55			16:00		16:00
15:15						15:45					16:15				
						16:10					16:40				
												16:05			
	15:20				15:00							16:15	16:20		
00:15	00:20	00:30	00:35	00:47	00:48	00:55	00:30	00:35	00:20	00:20	00:55	00:25	00:20	00:30	00:35
27.14	25.914	26.884	23.345	38.054	37.287	27.03	26.4	23.184	28.059	25.833	27.03	28.137	25.914	26.884	23.345
6.785	8.638	13.442	13.618	29.809	29.83	24.778	13.2	13.524	9.353	8.611	24.778	11.724	8.638	13.442	13.618

i589s	o589s	i563s	i562s	o543s	i567s	o563s	i545s	i566s	i562s	o545s	o566s	i543s	o567s	i589s	o589s
58901	58902	56301	56203	54302	56701	56302	54503	56601	56203	54502	56602	54301	56702	58901	58902
1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000
16:00	16:48													17:00	17:48
16:10	16:33													17:10	17:33
16:47													17:35	17:47	
												17:00	17:15		
			16:15	16:20					16:45			17:30			
					16:20		16:30	16:35							
				16:50	16:40										
							16:40								
		16:08	16:40				16:50		17:10	16:50					
		16:25			16:55	16:30		16:55			17:00		17:00		
			16:45			16:45			17:15						
			17:10						17:40						
										17:05					
	16:00									17:15	17:20				17:00
00:47	00:48	00:17	00:55	00:30	00:35	00:15	00:20	00:20	00:55	00:25	00:20	00:30	00:35	00:47	00:48
38.054	37.287	23.322	27.03	26.4	23.184	27.14	28.059	25.833	27.03	28.137	25.914	26.884	23.345	38.054	37.287
29.809	29.83	6.608	24.778	13.2	13.524	6.785	9.353	8.611	24.778	11.724	8.638	13.442	13.618	29.809	29.83

i562s	o543s	i567s	i545s	i566s	i563s	i562s	o545s	o563s	o566s	i543s	o567s	i589s	o589s	i562s	o543s
56203	54302	56701	54503	56601	56301	56203	54502	56302	56602	54301	56702	58901	58902	56203	54302
1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000
												18:00	18:48		
												18:10	18:33		
											18:35	18:47			
										18:00	18:15				
17:15	17:20					17:45				18:30				18:15	18:20
		17:20	17:30	17:35											
	17:50	17:40													18:45
			17:40												
17:40			17:50		17:38	18:10	17:50							18:40	
		17:55		17:55	17:55			18:00	18:00		18:00				
17:45						18:15		18:15						18:45	
18:10						18:40								19:10	
							18:05								
							18:15		18:20				18:00		
00:55	00:30	00:35	00:20	00:20	00:17	00:55	00:25	00:15	00:20	00:30	00:35	00:47	00:48	00:55	00:25
27.03	26.4	23.184	28.059	25.833	23.322	27.03	28.137	27.14	25.914	26.884	23.345	38.054	37.287	27.03	31.68
24.778	13.2	13.524	9.353	8.611	6.608	24.778	11.724	6.785	8.638	13.442	13.618	29.809	29.83	24.778	13.2

i567s	i545s	i566s	i562s	o545s	o566s	i543s	o567s	i589s	o589s	i563s	i562s	o543s	i567s	o563s	i545s
56701	54503	56601	56203	54502	56602	54301	56702	58901	58902	56301	56203	54302	56701	56302	54503
1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000
								19:00	19:48						
								19:10	19:33						
							19:35	19:47							
						19:00	19:15								
			18:45			19:25					19:15	19:20			
18:20	18:30	18:35											19:20		19:30
18:40												19:45	19:40		
	18:40														19:40
	18:50		19:10	18:50						19:08	19:40				19:50
18:55		18:55			19:00		19:00			19:25			19:55	19:30	
			19:15								19:45			19:45	
			19:40								20:10				
				19:05											
				19:15	19:20				19:00						
00:35	00:20	00:20	00:55	00:25	00:20	00:25	00:35	00:47	00:48	00:17	00:55	00:25	00:35	00:15	00:20
23.184	28.059	25.833	27.03	28.137	25.914	32.26	23.345	38.054	37.287	23.322	27.03	31.68	23.184	27.14	28.059
13.524	9.353	8.611	24.778	11.724	8.638	13.442	13.618	29.809	29.83	6.608	24.778	13.2	13.524	6.785	9.353

i566s	i562s	o545s	o566s	i543s	o567s	i589s	o543s	i567s	i545s	i566s	i562s	o545s	o563s	o566s	o567s
56601	56203	54502	56602	54301	56702	58901	54302	56701	54503	56601	56203	54502	56302	56602	56702
1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000
						20:00									
						20:10									
					20:35	20:47									21:35
				20:00	20:15										21:15
	19:45			20:25			20:20				20:45				
19:35								20:20	20:30	20:35					
							20:45	20:40							
								20:40							
	20:10	19:50							20:50		21:10	20:50			
19:55			20:00		20:00			20:55		20:55			21:00	21:00	21:00
	20:15										21:15		21:15		
	20:40										21:40				
		20:05										21:05			
		20:15	20:20									21:15		21:20	
00:20	00:55	00:25	00:20	00:25	00:35	00:47	00:25	00:35	00:20	00:20	00:55	00:25	00:15	00:20	00:35
25.833	27.03	28.137	25.914	32.26	23.345	38.054	31.68	23.184	28.059	25.833	27.03	28.137	27.14	25.914	23.345
8.611	24.778	11.724	8.638	13.442	13.618	29.809	13.2	13.524	9.353	8.611	24.778	11.724	6.785	8.638	13.618

i545s	i562s	i545s	i562s
54501	56203	54501	56202
1000000	1000000	1000000	1000000
	21:45		22:45
21:30		22:30	
21:40		22:40	
	22:10		23:10
21:55	22:15	22:55	23:15
	22:40		
00:25	00:55	00:25	00:30
28.444	27.03	28.444	27.836
11.852	24.778	11.852	13.918

Austrics trips report

timetable	i35w	o35w	i355w	o355w	i35w	o35w	i355w	o355w	i35w	i355w	o355w	o35w	i355w	o355w	i35w	o35w	i35w	o35w	o355w	i355w	i35w	o35w
path	35003	35002	35503	35502	35003	35002	35501	35502	35001	35501	35502	35002	35501	35502	35001	35002	35001	35002	35502	35501	35001	35002
days	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110
PICT0 [PICTON ST NEAR UXBRIDGE RD] [Terminus]																						
HIGHL [HIGHLAND PARK.] [Terminus]																						
216BU [216 BUCKLANDS BEACH RD] [Terminus]																						
SANCT [SANCTA MARIA BUS BAY] [Terminus]																						
HIGH0 [HIGHLAND PARK] [Terminus]																						
203BU [203 BUCKLANDS BEACH RD] [Terminus]																						
111PI [111 PICTON ST] [Terminus]																						
BOTA1 [Botany Town Centre] [Terminus]		05:30		05:40		06:00		06:00			06:20	06:30		06:40		06:45		07:00	07:00			07:15
Ha02 [Haddington Dr] [Terminus]				06:00				06:20			06:40			07:00					07:22			
OTC2 [Ormiston Town Centre Westbound] [Terminus]		05:47				06:17						06:47				07:02		07:17				07:32
PUTN1 [Putney Way near MIT] [Terminus]		06:03		06:20		06:33	06:00	06:40	06:15	06:20	07:00	07:05	06:40	07:20	06:45	07:22	07:00	07:37	07:44	07:00	07:15	07:52
Had01 [Haddington Dr] [Terminus]			05:40				06:15			06:35			06:55							07:20		
OTC1 [Ormiston Town Centre Eastbound] [Terminus]	05:30				06:00				06:30						07:00		07:18					07:33
BOTA3 [Botany Town Centre (arr)] [Terminus]	05:45		06:04		06:15		06:40		06:45	07:00			07:20		07:17		07:35			07:46	07:51	
running time	00:15	00:33	00:24	00:40	00:15	00:33	00:40	00:40	00:30	00:40	00:40	00:35	00:40	00:40	00:32	00:37	00:35	00:37	00:44	00:46	00:36	00:37
speed	29.02	26.263	26.5	24.382	29.02	26.263	24.445	24.382	25.884	24.445	24.382	24.762	24.445	24.382	24.266	23.424	22.186	23.424	22.165	21.256	21.57	23.424
distance	7.255	14.445	10.6	16.255	7.255	14.445	16.297	16.255	12.942	16.297	16.255	14.445	16.297	16.255	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445

i355w	o355w	i35w	o35w	iS440w	i355w	o355w	i35w	o35w	iS441w	iS442w	i35w	o35w	i355w	o355w	i35w	o35w	i355w	o355w	i35w	o35w	i355w	o355w	i35w	o35w	i35w	o35w
35501	35502	35001	35002	44051	35501	35502	35001	35002	44151	44251	35001	35002	35501	35502	35001	35002	35501	35502	35001	35002	35501	35502	35001	35002	35001	35002
111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110
										07:50																
									07:50																	
				07:40																						
				08:25					08:25	08:25																
	07:20		07:30			07:40		07:45				08:00		08:00		08:15		08:20		08:30		08:40		08:45		09:00
	07:42					08:02								08:22				08:42				09:02				
			07:47					08:02				08:17				08:32				08:47				09:02		09:17
07:20	08:06	07:30	08:11		07:40	08:26	07:45	08:26			08:00	08:41	08:00	08:46	08:15	08:56	08:20	09:06	08:30	09:11	08:40	09:24	08:45	09:26	09:00	09:40
07:40					08:00								08:20				08:40				09:00					
		07:48					08:03				08:18			08:33				08:48					09:03		09:18	
08:06		08:08			08:26		08:25				08:40		08:46		08:55		09:06		09:10		09:24		09:25		09:39	
00:46	00:46	00:38	00:41	00:45	00:46	00:46	00:40	00:41	00:35	00:35	00:40	00:41	00:46	00:46	00:40	00:41	00:46	00:46	00:40	00:41	00:44	00:44	00:40	00:41	00:39	00:40
21.256	21.202	20.434	21.139	20.522	21.256	21.202	19.413	21.139	20.053	21.116	19.413	21.139	21.256	21.202	19.413	21.139	21.256	21.202	19.413	21.139	22.223	22.165	19.413	21.139	19.91	21.667
16.297	16.255	12.942	14.445	15.392	16.297	16.255	12.942	14.445	11.698	12.318	12.942	14.445	16.297	16.255	12.942	14.445	16.297	16.255	12.942	14.445	16.297	16.255	12.942	14.445	12.942	14.445

o355w	i355w	i35w	o35w	i35w	o35w	o355w	i355w	i35w	o35w	i35w	o35w	o355w	i355w	i35w	o35w	i35w	o35w	o355w	i355w	i35w	o35w	i35w	o35w	o355w	i355w	i35w
35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001
111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110
09:00			09:15		09:30	09:30			09:45		10:00	10:00			10:15		10:30	10:30			10:45		11:00	11:00		
09:22						09:52						10:22						10:52						11:22		
			09:32		09:47				10:02		10:17				10:32		10:47				11:02		11:17			
09:42	09:00	09:15	09:55	09:30	10:07	10:12	09:30	09:45	10:22	10:00	10:37	10:42	10:00	10:15	10:52	10:30	11:07	11:12	10:30	10:45	11:22	11:00	11:37	11:42	11:00	11:15
	09:20						09:50						10:20						10:50						11:20	
		09:33		09:48				10:03		10:18				10:33		10:48				11:03		11:18			11:33	
	09:44	09:54		10:06			10:14	10:20		10:35			10:44	10:47		11:02			11:14	11:17		11:32		11:44	11:47	
00:42	00:44	00:39	00:40	00:36	00:37	00:42	00:44	00:35	00:37	00:35	00:37	00:42	00:44	00:32	00:37	00:32	00:37	00:42	00:44	00:32	00:37	00:32	00:37	00:42	00:44	00:32
23.221	22.223	19.91	21.667	21.57	23.424	23.221	22.223	22.186	23.424	22.186	23.424	23.221	22.223	24.266	23.424	24.266	23.424	23.221	22.223	24.266	23.424	24.266	23.424	23.221	22.223	24.266
16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942

o35w	i35w	o35w	o355w	i355w	i35w	o35w	i35w	o35w	o355w	i355w	i35w	o35w	i35w	o35w	o355w	i355w	i35w	o35w	i35w	o35w	o355w	i355w	i35w	o35w	i35w	o35w
35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002
111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110
11:15		11:30	11:30			11:45		12:00	12:00				12:15		12:30	12:30			12:45		13:00	13:00			13:15	13:30
			11:52						12:22							12:52						13:22				
11:32		11:47				12:02		12:17					12:32		12:47				13:02		13:17				13:32	13:47
11:52	11:30	12:07	12:12	11:30	11:45	12:22	12:00	12:37	12:42	12:00	12:15	12:52	12:30	13:07	13:12	12:30	12:45	13:22	13:00	13:37	13:42	13:00	13:15	13:52	13:30	14:07
				11:50							12:20						12:50						13:20			
	11:48				12:03		12:18				12:33		12:48				13:03		13:18				13:33		13:48	
	12:02			12:14	12:17		12:32			12:44	12:47		13:02			13:14	13:17		13:32			13:44	13:47		14:02	
00:37	00:32	00:37	00:42	00:44	00:32	00:37	00:32	00:37	00:42	00:44	00:32	00:37	00:32	00:37	00:42	00:44	00:32	00:37	00:32	00:37	00:42	00:44	00:32	00:37	00:32	00:37
23.424	24.266	23.424	23.221	22.223	24.266	23.424	24.266	23.424	23.221	22.223	24.266	23.424	24.266	23.424	23.221	22.223	24.266	23.424	24.266	23.424	23.221	22.223	24.266	23.424	24.266	23.424
14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445

i355w	o355w	i35w	o35w	i35w	i355w	o355w	o35w	i35w	o35w	i355w	o355w	i35w	o35w	i355w	o355w	i35w	o35w	i35w	i355w	o355w	o35w	i35w	o35w	i355w	o355w	i35w
35501	35502	35001	35002	35001	35501	35502	35002	35001	35002	35501	35502	35001	35002	35501	35502	35001	35002	35001	35501	35502	35002	35001	35002	35501	35502	35001
111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110

o35w	i355w	o355w	i35w	o35w	i35w	i355w	o355w	o35w	i35w	o35w	o355w	i355w	i35w	o35w	o355w	i355w	i35w	o35w	i35w	o35w	o355w	i355w	i35w	o35w	i35w	o35w
35002	35501	35502	35001	35002	35001	35501	35502	35002	35001	35002	35502	35501	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002
111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110	111110
17:30		17:40		17:45			18:00	18:00		18:15	18:20			18:30	18:40			18:45		19:00	19:00			19:15	19:30	
		18:02					18:22				18:42				19:02						19:22					
17:47				18:02				18:17		18:32				18:47				19:02		19:17				19:32	19:47	
18:19	17:40	18:26	17:45	18:34	18:00	18:00	18:44	18:46	18:15	18:59	19:02	18:20	18:30	19:14	19:22	18:40	18:45	19:27	19:00	19:40	19:42	19:00	19:15	19:53	19:30	20:08
	18:00					18:20						18:40				19:00						19:20				
			18:03		18:18				18:33				18:48				19:03		19:18				19:30		19:45	
	18:26		18:22		18:36	18:44			18:51			19:04	19:05			19:24	19:15		19:30			19:44	19:45		20:00	
00:49	00:46	00:46	00:37	00:49	00:36	00:44	00:44	00:46	00:36	00:44	00:42	00:44	00:35	00:44	00:42	00:44	00:30	00:42	00:30	00:40	00:42	00:44	00:30	00:38	00:30	00:38
17.687	21.256	21.202	20.987	17.687	21.57	22.223	22.165	18.841	21.57	19.697	23.221	22.223	22.186	19.697	23.221	22.223	25.884	20.635	25.884	21.667	23.221	22.223	25.884	22.807	25.884	22.807
14.445	16.297	16.255	12.942	14.445	12.942	16.297	16.255	14.445	12.942	14.445	16.255	16.297	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445

i355w	o355w	i35w	o35w	i35w
35501	35502	35001	35002	35001
111110	111110	111110	111110	111110
	23:30		24:00:00	
	23:50			
			24:17:00	
23:30	24:10:00	23:45	24:33:00	24:15:00
23:45				
		24:00:00		24:30:00
24:09:00		24:15:00		24:45:00
00:39	00:40	00:30	00:33	00:30
25.072	24.382	25.884	26.263	25.884
16.297	16.255	12.942	14.445	12.942

Austrics trips report

route	35	35	35	355	355	35	35	35	355	355	35	35	35
path	35002	35001	35002	35502	35501	35001	35001	35002	35502	35501	35001	35002	35001
days	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat
BOTA1 [Botany Town Centre] [Terminus]	06:00		06:30	06:30				07:00	07:00			07:15	
Ha02 [Haddington Dr] [Terminus]				06:50					07:20				
OTC2 [Ormiston Town Centre Westbound] [Terminus]	06:17		06:47					07:17				07:32	
PUTN1 [Putney Way near MIT] [Terminus]	06:33	06:15	07:03	07:10	06:30	06:45	07:00	07:33	07:40	07:00	07:15	07:48	07:30
Had01 [Haddington Dr] [Terminus]					06:48					07:20			
OTC1 [Ormiston Town Centre Eastbound] [Terminus]		06:30				07:00	07:15				07:30		07:45
BOTA3 [Botany Town Centre (arr)] [Terminus]		06:45			07:12	07:15	07:30			07:44	07:45		08:00
distance	14.445	12.942	14.445	16.255	16.297	12.942	12.942	14.445	16.255	16.297	12.942	14.445	12.942
running time	00:33	00:30	00:33	00:40	00:42	00:30	00:30	00:33	00:40	00:44	00:30	00:33	00:30
speed	26.263	25.884	26.263	24.382	23.281	25.884	25.884	26.263	24.382	22.223	25.884	26.263	25.884

35	355	355	35	35	35	35	355	355	35	35	35	35	355	355	35	35	35
35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001
Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat
07:30	07:30			07:45		08:00	08:00			08:15		08:30	08:30			08:45	
	07:52						08:22						08:52				
07:47				08:02		08:17				08:32		08:47				09:02	
08:03	08:12	07:30	07:45	08:18	08:00	08:33	08:42	08:00	08:15	08:48	08:30	09:03	09:12	08:30	08:45	09:18	09:00
		07:50						08:20						08:50			
			08:00		08:15				08:30		08:45				09:00		09:15
		08:14	08:15		08:30			08:44	08:45		09:00			09:14	09:15		09:30
14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942
00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30
26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884

35	355	355	35	35	35	35	355	355	35	35	35	35	355	355	35	35	35
35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001
Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat
09:00	09:00			09:15		09:30	09:30			09:45		10:00	10:00			10:15	
	09:22						09:52						10:22				
09:17				09:32		09:47				10:02		10:17				10:32	
09:33	09:42	09:00	09:15	09:48	09:30	10:03	10:12	09:30	09:45	10:18	10:00	10:33	10:42	10:00	10:15	10:48	10:30
		09:20						09:50						10:20			
			09:30		09:45				10:00		10:15				10:30		10:45
		09:44	09:45		10:00			10:14	10:15		10:30			10:44	10:45		11:00
14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942
00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30
26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884

35	355	355	35	35	35	35	355	355	35	35	35	35	355	355	35	35	35
35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001
Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat
10:30	10:30			10:45		11:00	11:00			11:15		11:30	11:30			11:45	
	10:52						11:22						11:52				
10:47				11:02		11:17				11:32		11:47				12:02	
11:03	11:12	10:30	10:45	11:18	11:00	11:33	11:42	11:00	11:15	11:48	11:30	12:03	12:12	11:30	11:45	12:18	12:00
		10:50						11:20						11:50			
			11:00		11:15				11:30		11:45				12:00		12:15
		11:14	11:15		11:30			11:44	11:45		12:00			12:14	12:15		12:30
14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942
00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30
26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884

35	355	355	35	35	35	35	355	355	35	35	35	35	355	355	35	35	35
35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001
Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat
12:00	12:00			12:15		12:30	12:30			12:45		13:00	13:00			13:15	
	12:22						12:52						13:22				
12:17				12:32		12:47				13:02		13:17				13:32	
12:33	12:42	12:00	12:15	12:48	12:30	13:03	13:12	12:30	12:45	13:18	13:00	13:33	13:42	13:00	13:15	13:48	13:30
		12:20						12:50						13:20			
			12:30		12:45				13:00		13:15				13:30		13:45
		12:44	12:45		13:00			13:14	13:15		13:30			13:44	13:45		14:00
14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942
00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30
26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884

35	355	355	35	35	35	35	355	355	35	35	35	35	355	355	35	35	35
35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001
Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat
13:30	13:30			13:45		14:00	14:00			14:15		14:30	14:30			14:45	
	13:52						14:22						14:52				
13:47				14:02		14:17				14:32		14:47				15:02	
14:03	14:12	13:30	13:45	14:18	14:00	14:33	14:42	14:00	14:15	14:48	14:30	15:03	15:12	14:30	14:45	15:18	15:00
		13:50						14:20						14:50			
			14:00		14:15				14:30		14:45				15:00		15:15
		14:14	14:15		14:30			14:44	14:45		15:00			15:14	15:15		15:30
14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942
00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30
26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884

35	355	355	35	35	35	35	355	355	35	35	35	35	355	355	35	35	35
35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001
Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat
15:00	15:00			15:15		15:30	15:30			15:45		16:00	16:00			16:15	
	15:22						15:52						16:22				
15:17				15:32		15:47				16:02		16:17				16:32	
15:33	15:42	15:00	15:15	15:48	15:30	16:03	16:12	15:30	15:45	16:18	16:00	16:33	16:42	16:00	16:15	16:48	16:30
		15:20						15:50						16:20			
			15:30		15:45				16:00		16:15				16:30		16:45
		15:44	15:45		16:00			16:14	16:15		16:30			16:44	16:45		17:00
14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942
00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30
26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884

35	355	355	35	35	35	35	355	355	35	35	35	35	355	355	35	35	35
35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001
Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat
16:30	16:30			16:45		17:00	17:00			17:15		17:30	17:30			17:45	
	16:52						17:22						17:52				
16:47				17:02		17:17				17:32		17:47				18:02	
17:03	17:12	16:30	16:45	17:18	17:00	17:33	17:42	17:00	17:15	17:48	17:30	18:03	18:12	17:30	17:45	18:18	18:00
		16:50						17:20						17:50			
			17:00		17:15				17:30		17:45				18:00		18:15
		17:14	17:15		17:30			17:44	17:45		18:00			18:14	18:15		18:30
14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942
00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30
26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884

35	355	355	35	35	35	35	355	355	35	35	35	35	355	355	35	35	35
35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001
Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat
18:00	18:00			18:15		18:30	18:30			18:45		19:00	19:00			19:15	
	18:22						18:52						19:22				
18:17				18:32		18:47				19:02		19:17				19:32	
18:33	18:42	18:00	18:15	18:48	18:30	19:03	19:12	18:30	18:45	19:18	19:00	19:33	19:42	19:00	19:15	19:48	19:30
		18:20						18:50						19:20			
			18:30		18:45				19:00		19:15				19:30		19:45
		18:44	18:45		19:00			19:14	19:15		19:30			19:44	19:45		20:00
14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942
00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30
26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884

35	355	355	35	35	35	35	35	35	355	355	35	35	35	35	355	355	35
35002	35502	35501	35001	35002	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001
Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat
19:30	19:30			19:45		20:00		20:30	20:30			21:00		21:30	21:30		
	19:50								20:50						21:50		
19:47				20:02		20:17		20:47				21:17		21:47			
20:03	20:10	19:30	19:45	20:18	20:00	20:33	20:15	20:58	21:10	20:30	20:45	21:33	21:15	21:58	22:10	21:30	21:45
		19:48								20:48						21:48	
			20:00		20:15		20:30				21:00		21:30				22:00
		20:12	20:15		20:30		20:45			21:12	21:15		21:45			22:12	22:15
14.445	16.255	16.297	12.942	14.445	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942
00:33	00:40	00:42	00:30	00:33	00:30	00:33	00:30	00:28	00:40	00:42	00:30	00:33	00:30	00:28	00:40	00:42	00:30
26.263	24.382	23.281	25.884	26.263	25.884	26.263	25.884	30.953	24.382	23.281	25.884	26.263	25.884	30.953	24.382	23.281	25.884

35	35	35	355	355	35	35	35	35	355	355	35	35	35
35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001
Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat
22:00		22:30	22:30			23:00		23:30	23:30			24:00:00	
			22:50						23:50				
22:17		22:47				23:17		23:47				24:17:00	
22:33	22:15	22:58	23:10	22:30	22:45	23:33	23:15	23:58	24:10:00	23:30	23:45	24:33:00	24:15:00
				22:48						23:48			
	22:30				23:00		23:30				24:00:00		24:30:00
	22:45			23:12	23:15		23:45			24:12:00	24:15:00		24:45:00
14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942
00:33	00:30	00:28	00:40	00:42	00:30	00:33	00:30	00:28	00:40	00:42	00:30	00:33	00:30
26.263	25.884	30.953	24.382	23.281	25.884	26.263	25.884	30.953	24.382	23.281	25.884	26.263	25.884

Austrics trips report

route	35	35	35	355	355	35	35	35	355	355	35
path	35002	35001	35002	35502	35501	35001	35001	35002	35502	35501	35001
days	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun
BOTA1 [Botany Town Centre] [Terminus]	06:00		06:30	06:30				07:00	07:00		
Ha02 [Haddington Dr] [Terminus]				06:50					07:20		
OTC2 [Ormiston Town Centre Westbound] [Terminus]	06:17		06:47					07:17			
PUTN1 [Putney Way near MIT] [Terminus]	06:33	06:15	07:03	07:10	06:30	06:45	07:00	07:33	07:40	07:00	07:15
Had01 [Haddington Dr] [Terminus]					06:48					07:20	
OTC1 [Ormiston Town Centre Eastbound] [Terminus]		06:30				07:00	07:15				07:30
BOTA3 [Botany Town Centre (arr)] [Terminus]		06:45			07:12	07:15	07:30			07:44	07:45
distance	14.445	12.942	14.445	16.255	16.297	12.942	12.942	14.445	16.255	16.297	12.942
running time	00:33	00:30	00:33	00:40	00:42	00:30	00:30	00:33	00:40	00:44	00:30
speed	26.263	25.884	26.263	24.382	23.281	25.884	25.884	26.263	24.382	22.223	25.884

35	35	35	355	355	35	35	35	35	355	355	35	35	35	35	355
35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502
Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun
07:15		07:30	07:30			07:45		08:00	08:00			08:15		08:30	08:30
			07:52						08:22						08:52
07:32		07:47				08:02		08:17				08:32		08:47	
07:48	07:30	08:03	08:12	07:30	07:45	08:18	08:00	08:33	08:42	08:00	08:15	08:48	08:30	09:03	09:12
				07:50						08:20					
	07:45				08:00		08:15				08:30		08:45		
	08:00			08:14	08:15		08:30			08:44	08:45		09:00		
14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255
00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42
26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221

355	35	35	35	35	355	355	35	35	35	35	355	355	35	35	35
35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001
Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun
		08:45		09:00	09:00			09:15		09:30	09:30			09:45	
					09:22						09:52				
		09:02		09:17				09:32		09:47				10:02	
08:30	08:45	09:18	09:00	09:33	09:42	09:00	09:15	09:48	09:30	10:03	10:12	09:30	09:45	10:18	10:00
08:50						09:20						09:50			
	09:00		09:15				09:30		09:45				10:00		10:15
09:14	09:15		09:30			09:44	09:45		10:00			10:14	10:15		10:30
16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942
00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30
22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884

35	355	355	35	35	35	35	355	355	35	35	35	35	355	355	35
35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001
Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun
10:00	10:00			10:15		10:30	10:30			10:45		11:00	11:00		
	10:22						10:52						11:22		
10:17				10:32		10:47				11:02		11:17			
10:33	10:42	10:00	10:15	10:48	10:30	11:03	11:12	10:30	10:45	11:18	11:00	11:33	11:42	11:00	11:15
		10:20						10:50						11:20	
			10:30		10:45				11:00		11:15				11:30
		10:44	10:45		11:00			11:14	11:15		11:30			11:44	11:45
14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942
00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30
26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884

35	35	35	355	355	35	35	35	35	355	355	35	35	35	35	355
35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502
Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun
11:15		11:30	11:30			11:45		12:00	12:00			12:15		12:30	12:30
			11:52						12:22						12:52
11:32		11:47				12:02		12:17				12:32		12:47	
11:48	11:30	12:03	12:12	11:30	11:45	12:18	12:00	12:33	12:42	12:00	12:15	12:48	12:30	13:03	13:12
				11:50						12:20					
	11:45				12:00		12:15				12:30		12:45		
	12:00			12:14	12:15		12:30			12:44	12:45		13:00		
14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255
00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42
26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221

355	35	35	35	35	355	355	35	35	35	35	355	355	35	35	35
35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001
Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun
		12:45		13:00	13:00			13:15		13:30	13:30			13:45	
					13:22						13:52				
		13:02		13:17				13:32		13:47				14:02	
12:30	12:45	13:18	13:00	13:33	13:42	13:00	13:15	13:48	13:30	14:03	14:12	13:30	13:45	14:18	14:00
12:50						13:20						13:50			
	13:00		13:15				13:30		13:45				14:00		14:15
13:14	13:15		13:30			13:44	13:45		14:00			14:14	14:15		14:30
16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942
00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30
22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884

35	355	355	35	35	35	35	355	355	35	35	35	35	355	355	35
35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001
Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun
14:00	14:00			14:15		14:30	14:30			14:45		15:00	15:00		
	14:22						14:52						15:22		
14:17				14:32		14:47				15:02		15:17			
14:33	14:42	14:00	14:15	14:48	14:30	15:03	15:12	14:30	14:45	15:18	15:00	15:33	15:42	15:00	15:15
		14:20						14:50						15:20	
			14:30		14:45				15:00		15:15				15:30
		14:44	14:45		15:00			15:14	15:15		15:30			15:44	15:45
14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942
00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30
26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884

35	35	35	355	355	35	35	35	35	355	355	35	35	35	35	355
35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502
Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun
15:15		15:30	15:30			15:45		16:00	16:00			16:15		16:30	16:30
			15:52						16:22						16:52
15:32		15:47				16:02		16:17				16:32		16:47	
15:48	15:30	16:03	16:12	15:30	15:45	16:18	16:00	16:33	16:42	16:00	16:15	16:48	16:30	17:03	17:12
				15:50						16:20					
	15:45				16:00		16:15				16:30		16:45		
	16:00			16:14	16:15		16:30			16:44	16:45		17:00		
14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255
00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42
26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221

355	35	35	35	35	355	355	35	35	35	35	355	355	35	35	35
35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001
Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun
		16:45		17:00	17:00			17:15		17:30	17:30			17:45	
					17:22						17:52				
		17:02		17:17				17:32		17:47				18:02	
16:30	16:45	17:18	17:00	17:33	17:42	17:00	17:15	17:48	17:30	18:03	18:12	17:30	17:45	18:18	18:00
16:50						17:20						17:50			
	17:00		17:15				17:30		17:45				18:00		18:15
17:14	17:15		17:30			17:44	17:45		18:00			18:14	18:15		18:30
16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942
00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30
22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884

35	355	355	35	35	35	35	355	355	35	35	35	35	355	355	35
35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35002	35502	35501	35001
Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun
18:00	18:00			18:15		18:30	18:30			18:45		19:00	19:00		
	18:22						18:52						19:22		
18:17				18:32		18:47				19:02		19:17			
18:33	18:42	18:00	18:15	18:48	18:30	19:03	19:12	18:30	18:45	19:18	19:00	19:33	19:42	19:00	19:15
		18:20						18:50						19:20	
			18:30		18:45				19:00		19:15				19:30
		18:44	18:45		19:00			19:14	19:15		19:30			19:44	19:45
14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942
00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30	00:33	00:30	00:33	00:42	00:44	00:30
26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884	26.263	25.884	26.263	23.221	22.223	25.884

35	35	35	355	355	35	35	35	35	35	35	355	355	35	35	35
35002	35001	35002	35502	35501	35001	35002	35001	35002	35001	35002	35502	35501	35001	35002	35001
Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun
19:15		19:30	19:30			19:45		20:00		20:30	20:30			21:00	
			19:50								20:50				
19:32		19:47				20:02		20:17		20:47				21:17	
19:48	19:30	20:03	20:10	19:30	19:45	20:18	20:00	20:33	20:15	20:58	21:10	20:30	20:45	21:33	21:15
				19:48								20:48			
	19:45				20:00		20:15		20:30				21:00		21:30
	20:00			20:12	20:15		20:30		20:45			21:12	21:15		21:45
14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942
00:33	00:30	00:33	00:40	00:42	00:30	00:33	00:30	00:33	00:30	00:28	00:40	00:42	00:30	00:33	00:30
26.263	25.884	26.263	24.382	23.281	25.884	26.263	25.884	26.263	25.884	30.953	24.382	23.281	25.884	26.263	25.884

35	355	355	35	35	35	35	355	355	35	35	35	355	355
35002	35502	35501	35001	35002	35001	35002	35502	35501	35001	35002	35001	35502	35501
Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun
21:30	21:30			22:00		22:30	22:30			23:00		23:30	
	21:50						22:50					23:50	
21:47				22:17		22:47				23:17			
21:58	22:10	21:30	21:45	22:33	22:15	22:58	23:10	22:30	22:45	23:33	23:15	24:10:00	23:30
		21:48						22:48					23:48
			22:00		22:30				23:00		23:30		
		22:12	22:15		22:45			23:12	23:15		23:45		24:12:00
14.445	16.255	16.297	12.942	14.445	12.942	14.445	16.255	16.297	12.942	14.445	12.942	16.255	16.297
00:28	00:40	00:42	00:30	00:33	00:30	00:28	00:40	00:42	00:30	00:33	00:30	00:40	00:42
30.953	24.382	23.281	25.884	26.263	25.884	30.953	24.382	23.281	25.884	26.263	25.884	24.382	23.281

Submission summary:

The Unit '*Please indicate Unit #*' document is fully inclusive of all documentation requirements. This is the reference document to which this and other Units should refer to where documentation is common. The following table provides a guide to where and which documents can be referred to.

SUBMISSION NAME	NON-PRICE ATTRIBUTES RESPONSE*	NON-PRICE RESPONSE APPENDICES**	BUSINESS PLAN***	BUSINESS PLAN APPENDICES
<i>e.g. Unit 03</i>	<i>e.g Full response</i>	<i>e.g Full response</i>	<i>e.g Full response</i>	<i>e.g Full response</i>
<i>e.g. Unit 04</i>	<i>e.g Same as Unit 03</i>	<i>e.g Full response</i>	<i>e.g Full response</i>	<i>e.g Same as Unit 03</i>
<i>e.g. Unit 52</i>	<i>e.g Same as Unit 03</i>	<i>e.g Full response</i>	<i>e.g Full response</i>	<i>e.g Same as Unit 03</i>
<i>e.g. Unit 53</i>	<i>e.g Same as Unit 03</i>	<i>e.g Full response</i>	<i>e.g Full response</i>	<i>e.g Same as Unit 03</i>
<i>e.g. Group 04-52-53</i>	<i>e.g Same as Unit 03</i>	<i>e.g Full response</i>	<i>e.g Full response</i>	<i>e.g Same as Unit 03</i>
<i>e.g. Group 03-52-53</i>	<i>e.g Same as Unit 03</i>	<i>e.g Full response</i>	<i>e.g Full response</i>	<i>e.g Same as Unit 03</i>
<i>e.g. Group 03-04-52-53</i>	<i>e.g Same as Unit 03</i>	<i>e.g Full response</i>	<i>e.g Full response</i>	<i>e.g Same as Unit 03</i>
<i>e.g. Alternative Unit 04</i>	<i>e.g Same as Unit 03</i>	<i>e.g Full response</i>	<i>e.g Full response</i>	<i>e.g Same as Unit 03</i>

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- A1 Relevant Experience
 - A1.1 Operations Manager Relevant Experience
 - A1.2 Company Relevant Experience
- A2 Track Record
- A3 Relevant Skills
- 3. Acknowledgement of notices to participants
- 4. Tenderer's and subcontractor's conflicts of interest
- 5. Certificate of intent to execute contract insurances
- 6. Certificate of intent to execute a contractor's bond
- 7. Subcontractors
- 8. Declaration of existing advertising contracts
- 9. Certificate of intent to secure resources required to operate the unit
- 10. Checklist for tender response

**The Non-Price response appendix 'change outs' are '*Please identify*'. All other parts remain the same.

***The Business Plan 'change outs' per unit are '*Please identify*'. All other parts remain the same.