



GREATER WELLINGTON REGIONAL COUNCIL

Annual Report Summary 2013/14

Chair's report

The past year has seen the Greater Wellington Regional Council (GWRC) deliver a number of significant initiatives which impact on both our natural environment and our resilience as a region. We continued to engage with our diverse communities and received a clear message about the activities they believe the regional council should be focused on over the next 10 years. Communities said they want reassurance that our infrastructure is resilient and the quality of our environment is protected.



In 2014 the Government made changes to the Local Government Act (2002) which impacted on the way councils consulted on their Long Term Plans. This resulted in GWRC producing a standalone consultation document which highlighted the changes in priorities and spending over the next 10 years. The Council actively promoted the consultation document within the region and was very pleased with the engagement it received. By going into the communities and asking people what they thought our priorities should be, rather than just relying on written submissions, GWRC was able to develop a plan which resonates with communities and helps future proof our region. The Long Term Plan was signed off on 30 June 2015.

Once again this year the Wellington Region witnessed the havoc that nature can cause through storms and heavy rain, all of which confirmed the importance of our investment in resilience. In May and June this year we experienced record rainfall that affected the Wellington Region from the Kapiti Coast to Wellington City and resulted in significant surface and river flooding. The Wellington Region Emergency Management Office (WREMO) demonstrated a high level of competence as it guided the region through these events, and helped coordinate responses from across the regional council including our public transport operations provided by Metlink. The effort to keep our customers updated as the weather events unfolded was extraordinary, including responding to 3,000 calls. Flood protection warnings were managed superbly and I would like to make a special mention of thanks to our field staff who were often working in atrocious conditions.

In June 2015 we worked with the Masterton District Council to agree a collaborative approach to flood protection in Masterton, with the long-term objective of achieving a 100-year level of protection, plus allowance for climate change.

And in Hutt City, where flooding poses a threat to the central business district and could cost more than a billion dollars in damage and put lives at risk, we worked collaboratively with Hutt City Council around options for public consultation on the Hutt City Centre Reach flood protection upgrade.

At GWRC we work in partnership with our communities on a number of initiatives. In the year under review a diverse and talented group of people was chosen to help the Porirua community decide how it wants to care for and manage its rivers, harbours and coastal water into the future. The 13 members of Te Awarua o Porirua Whaitua (catchment) Committee were confirmed in December 2014 and will be instrumental in setting a direction for managing natural resources in the Porirua watershed. People in Te Awarua o Porirua Whaitua

have the opportunity to be involved in the project as it is being developed. The Whaitua committee's job is to make sure the community fully understands the issues and feel confident to be involved in finding solutions.

Another major achievement signed off on 30 June 2015, and now out for consultation, was the ground-breaking new Proposed Natural Resources Plan for the Wellington Region that sets out objectives, rules and guidelines for protecting and sustainably using natural resources in the region. The Plan sets limits for natural resource use and quality, without compromising opportunities for sustainable economic growth. The proposed Plan is the result of five years of collaboration with mana whenua, business and the community, starting with an award winning partnership with the region's six mana whenua iwi. We believe the Plan provides certainty for users of natural resources so they can confidently invest in technologies and practices to limit harmful discharges, and more efficiently use our precious natural capital. The Plan is based on extensive research as well as an in-depth understanding of the values the community holds and the places which are most special.

Much of our work is around regional infrastructure and planning. In 2014/15 the Regional Land Transport Plan 2015 was approved by the Regional Transport Committee and adopted by GWRC in April. This is a complex piece of work, signalling investment in roading and freight networks to help unlock the region's growth potential and supporting new cycleways and better public transport.

Finally I want to acknowledge the work and commitment of Councillor Fran Wilde who resigned as Chair after almost eight years in the role. Fran joined the Regional Council in 2004 and under her leadership the Council has led many changes that have been extremely important and beneficial to the whole region. Fran continues as a councillor, and on behalf of the councillors and staff I thank her for her dedication and leadership during her time as Chair, and look forward to working with her in the future.

Chris Laidlaw

Chief Executive's report

I am pleased to present my first annual report.

I have appreciated the welcome and support from councillors, staff, our strategic partners and the community during these initial months, especially at a time of such change and complexity. I also acknowledge the former Chief Executive, David Benham, who left a legacy of stability and good management.

The Council has been operating in a fast changing environment in all its key activities.

We lead several major programmes of work, which have the capability of transforming our performance in public transport, flood protection, environmental management and resilience. Many of these are large, complex programmes undertaken in conjunction with key strategic partners.

For example, our new Public Transport Operating Model (PTOM) is designed to encourage more competition for transport contracts, grow patronage and give customers value for money. PTOM introduces significant opportunity, applying different disciplines and activities and increased complexity. Once fully implemented, our organisation will be very different.

New resource management aspirations, particularly in fresh water, are demanding sharp focus and we are working closely with our stakeholders and communities.

My early objectives on arriving at the Council were to listen, learn and assess. My initial focus was on two fronts:

First, our relationships with key partners. The Council operates with a range of partners, ranging from commercial service providers to local authorities and central government agencies. These relationships are integral to our success – including many being funding partners.

The debate on local government reform during the year caused uncertainty and presented unique challenges in relationships with other councils. I prioritised key relationships in the public transport, environment management and local authority areas and am pleased to report strengthening in all of these.

This has facilitated substantial progress in a range of complex areas:

- Transition arrangements to move to new rail contracts in 2016
- A refocus on improving our customers' experiences on our rail network
- Agreement on bus route classification, as required by PTOM
- NZTA and GWRC alignment on major public transport activities and strategies
- Joint work and progress on Bus Rapid Transit
- Flood protection plans in Masterton and the Hutt Valley
- Bringing together key parties in the Transmission Gully work
- Working with other local councils and Local Government Commission on local government reform options
- Economic development and bulk water activities.

Second, our capability to successfully lead and manage the wide range of changes in our external environment. In May, we launched an internal initiative, 'Making Greater Wellington even greater'. This focused on building new specialised capability in areas critical to our success, such as programme management, finance and community engagement. It also aims to drive a vision of greater cohesion and collaboration, supported by a 'one organisation' approach to our work.

We have a strong executive team. Not only does the team boast deep competence and commitment, but there is a strong sense of unity and common purpose.

It is a tribute to the senior leadership team that alongside all these internal and external changes, staff engagement lifted over the period. We have very strong capability and commitment throughout the organisation, to a level that would be the envy of private enterprise.

Across all functions of the Council it has been a very busy and successful year:

- The Long Term Plan was approved
- A Proposed Natural Resources Plan for the Wellington Region was approved for consultation
- The second of the five Whaitua (catchment) Committees was established and work is well advanced on a third
- Public transport is on a transformational path. Rail Procurement is well advanced and the complex range of initiatives leading us to new bus contracts and fleet, are on track. We made unprecedented progress on new park and ride facilities with excellent support from NZTA and invested in improving local rail infrastructure. This will lift the on-time performance of our trains.
- We are refocusing and investing on lifting our customer experience on public transport and are already seeing good improvements in patronage on rail (4.2 percent)
- The integration of both bulk water and our economic development activities into regional bodies was successfully completed
- Health and safety was a major focus and I am very positive about Council progress in this area- I see the disciplines becoming increasingly entrenched in our organisation's culture
- Substantial progress was made in flood protection, particularly in Hutt Valley and Masterton. Consultation on Hutt City Centre upgrade is now underway and drawing strong community support
- Farm management plans are working well and growing in number, with record plantings in erosion-prone land in Wairarapa
- An executive level appointment was made to Pou Whakarae and new approaches developed in conjunction with mana whenua
- We made excellent progress in the Wairarapa Water Use Project, working now to two preferred sites
- We managed a range of resilience challenges, most notably the floods in May, which disrupted our public transport services and caused damage to some of our assets.



We look forward to a very busy and successful year and are motivated to tackle future challenges together. We have the right team, capabilities and approaches.

Thank you to Councillors and the community for their ongoing support. In particular, I would like to record my appreciation to both the outgoing and incoming Chairs, for their confidence in me and the executive team.

Greg Campbell

Executive Leadership Team

Chief Executive Officer

Greg Campbell

General Manager, Environment Management
Nigel Corry

General Manager, Public Transport
Wayne Hastie

General Manager, Catchment Management
Wayne O'Donnell

General Manager, Corporate Services / Chief Financial Officer
Dave Humm

General Manager, Strategy
Luke Troy

General Manager, People and Customer
Leigh-Anne Buxton

Te Pou Whakarae
Rawiri Faulkner

Key achievements for 2014/15

Regional leadership



The Regional Land Transport Plan was completed, bringing together the former transport strategy, programme and a series of corridor and action plans into a single integrated plan. The Plan provides a strong programme of funded projects over the next six years to make significant improvements to the regional transport network.

The Wellington Region Emergency Management Office (WREMO) won the International Association of Emergency Managers (IAEM) Global Technology & Innovation Award for use of social media as an engagement tool to help build strong communities, promote disaster preparedness, and communicate official emergency management information during and after an event. They also won the IAEM Oceania Partners in Preparedness Award for the partnership between WREMO and the private sector in the development of the 200litre emergency rainwater tank.

The Wellington Region Genuine Progress Index was updated, providing a holistic measurement tool that assesses whether the region's growth, increased production of goods, and expanding services have resulted in the improvement of the welfare (or well-being) of the people in the region.

The Wellington Regional Economic Development Agency (WREDA), the new regional economic development agency, was established merging various economic and tourism related agencies. WREDA will provide a more co-ordinated delivery approach to supporting regional economic growth.

The Wellington Water Committee (a joint committee of the Wellington Regional Council, Hutt City Council, Porirua City Council, Upper Hutt City Council and Wellington City Council) held its first meeting. The Committee provides oversight of Wellington Water Limited and of the network infrastructure for the delivery of bulk water, water reticulation, wastewater and stormwater services in the areas of Lower Hutt City, Porirua City, Upper Hutt City and Wellington City.

Public transport



GWRC funded 1.3 million bus, rail and ferry services, and 36.4 million passenger trips, which equates to a 1.7 percent increase from 2013/14. Annual rail patronage exceeded 12 million trips for the first time in recent history, reaching 12.1 million trips.

There was progress in the investigation phase and business case for the Integrated Fares and Ticketing (IFT) project, confirming that there is a strong strategic and economic basis for progressing with integrated fares and ticketing. The next stage of IFT will focus on development of technical specifications, and planning for procurement of an integrated ticketing solution, along with fares policy development.

Three parties were selected to respond to the Public Transport Operating Model (PTOM) Rail Request for Tender, and good progress is being made on future bus fleet requirements and the PTOM bus contracting process. PTOM and IFT are fundamental contributors to achieving the direction for public transport in the region set out in the Regional Public Transport Plan.

Five of the six stages of the Matangi 1 upgrade were completed, and five new Matangi 2 trains were shipped from South Korea.

Water supply



GWRC Bulk Water Group was integrated with Capacity Infrastructure Services Ltd in August 2014 to form the new council controlled organisation Wellington Water Ltd. In March 2015 the structure went live and the new company moved into new offices which feature an open plan environment to encourage collaboration and workflow communication.

The first Regional Asset Management Plan (RAMP) covering the three waters services for five councils was completed, describing how water supply, wastewater and stormwater services are delivered across the Wellington metropolitan region, as well as issues and responses. This was a significant achievement that GWRC contributed to through its involvement in Wellington Water.

All water treatment plant buildings were strengthened, or confirmed compliance, to 100 percent of the new building standard.

A new high availability data network was constructed and put into service, which uses microwave technology to connect water treatment plants with GWRC's main office in Pipitea, IBM Petone and Masterton through a dedicated resilient network. This will minimise data outages and provide a critical alternative to commercially operated infrastructure in the event of an emergency.

Key achievements for 2014/15

Environment



The Porirua Harbour and Wairarapa Moana Collaborative Restoration projects progressed on a number of fronts, including governance, management, volunteer coordination, community engagement and ecological restoration.

The Fish Passage Restoration programme and Wetland Protection Support programme were established in line with the direction set by the Proposed Natural Resources Plan.

29,000 poplar and willow poles were planted on erosion-prone land through the extensive Farm Plan programme operating primarily in Wairarapa hill country. The Ministry of Primary Industries (MPI) provided further funding for the Wellington Regional Erosion Control Initiative (WRECI). Over the next four years a total of \$3.5million will be spent on protecting 1,500 hectares of erosion-prone land.

GWRC planned and coordinated management actions to reduce threats to the ecological health of 61 key native ecosystem sites on public and private land.

All dairy farms in the Mangatarere catchment have now completed development of operative Farm Environment Plans.

2014/15 was the first year of operational activity following the sale of forestry cutting rights. This included the preparation of an asset management plan and a key operational document relating to health and safety.

Pest control works were completed to over 68,000 ha in North Wairarapa, Kapiti, Porirua and Wellington, and staff deployed to the Auckland fruit fly response as part of the National Response Team for the National Biosecurity Capability Network led by MPI.

Council sign-off on 30 June 2015 of the Proposed Natural Resources Plan for the Wellington Region.

Flood protection and control works



Floodplain management plans for Te Kāuru (Upper Ruamahanga Catchment), Waiohine and Pinehaven were progressed, and land acquisition for the implementation of the Hutt, Pinehaven and Waiohine floodplain management plans was accelerated.

GWRC agreed, with Hutt City Council, options for public consultation on the Hutt City Centre Reach upgrade. The consultation process commences in the first quarter of 2015/16.

The Hutt and Wairarapa river maintenance programmes were completed, and resource consent applications were lodged for renewal of all maintenance activities in the region's rivers. A code of practice and an environmental monitoring plan were also developed as part of the renewal process to highlight the actions that flood protection staff would take to minimise environmental effects.

Parks



New tracks - from the Korokoro Forks to Belmont Trig (in Belmont Regional Park), Point Howard and the Kowhai track to Butterfly Creek (East Harbour Regional Park) - were completed, providing improved visitor access to popular destinations in the regional parks network. Community feedback was very positive on the level of engagement, quality of workmanship and environmental protection demonstrated on the Kowhai track upgrade.

The Great Outdoors Summer Events programme was successful, drawing a record 18,917 people across 57 events. Other activities in the parks network included a two week filming stint for Pete's Dragon at Battle Hill and working with the Department of Conservation to tender complementary farm licences at Queen Elizabeth Park and Whareroa.

GWRC continued joint planning and funding bids with parks 'friends' group, resulting in an improved sense of ownership by these groups, and record volunteer hours spent on the parks.

The farm hub at Belmont Regional Park was relocated as part of an agreement with NZ Transport Agency (NZTA) around sale of land for the Transmission Gully Motorway. The new woolshed, yards and associated facilities opened in January 2015.

Te Ara o Whareroa (Queen Elizabeth Park Cycleway) was launched in October 2014, with the opening due in January 2016. A project steering group representing the partners GWRC, NZTA and the Kāpiti Coast District Council is guiding project planning and implementation.

Financial overview

for the year ended 30 June 2015

Council – Statement of comprehensive income

	2015 Actual \$000s	2015 Budget \$000s	2014 Actual \$000s
Operational revenue	212,789	207,851	215,101
Finance costs	(10,248)	(10,760)	(9,424)
Operational expenditure	(202,874)	(203,390)	(203,604)
Operational surplus / (deficit) for the year before transport improvements	(333)	(6,299)	2,073
Transport improvement grants and subsidies revenue	9,872	9,279	4,152
Transport improvement expenditure	(5,374)	(5,492)	(2,882)
Net revenue / (expenditure) for transport improvements	4,498	3,787	1,270
Surplus / (deficit) for the year before tax and fair value gains / (losses)	4,165	(2,512)	3,343
Fair value gains / (losses) in profit and loss*	(19,518)	159	19,642
Tax	-	-	-
Surplus / (deficit) after tax	(15,353)	(2,353)	22,985
Other comprehensive income			
Increases / (decreases) in revaluations	919	-	27,681
Fair value movements in other comprehensive income	-	-	-
Total comprehensive income / (deficit) for the year	(14,434)	(2,353)	50,666

*Fair value gains and losses are non-cash adjustments made to the value of assets and liabilities to better reflect market value at balance date.

Greater Wellington's net operating surplus for the 2014/15 year before fair value gains and losses was \$4.165 million, compared with a budgeted deficit of \$2.512 million. Including fair value movements of (\$19.518 million) and tax the net deficit was \$15.353 million, which is \$13,000 million below budget.

Asset revaluations resulted in a \$0.919 million increase, mostly due to the five yearly revaluations of Harbours Navigational Aids assets.

Significant components of variance are:

Grants and subsidies - Revenue and expenditure

Greater Wellington receives grant revenue to fund various transport programmes and projects. Revenue is only received when expenditure is incurred and grant revenue is \$4.9 million lower due to the lower transport expenditure including:

- Lower trolley bus infrastructure renewals expenditure of \$1.2 million due to less work carried out than anticipated.
- Lower rail contract expenditure of \$3.5 million because of higher than budgeted fare revenue and savings in rail operating costs.
- Lower diesel bus operations expenditure of \$1.4 million as contractual inflation payments have been lower than expected.

Other revenue

Interest revenue from investments was \$1.7 million higher due to higher cash balances being held during the year and favourable deposit rates.

- Additional revenue was received from Ministry for the Environment (MfE) for the Wairarapa Moana Clean-up project of \$650k.

- Revenue of \$567k was received for additional pest control work.
- Additional consents revenue of \$741k, primarily from the Roads of National Significance (RONS) projects.

Operational Costs

- Additional costs were incurred, including for the Wairarapa Moana Clean-up project of \$650k, funded by MfE.
- Additional consents costs associated with the RONS programme, these were recovered from NZTA.
- Additional costs for the timing of the Whaitua programme, which progressed at an accelerated pace, including significant research and monitoring costs being brought forward.

Fair value adjustments

The main adjustment is the non-cash \$18.5 million reduction on Swap valuations. These swaps provide long term certainty of the costs of our borrowing.

This unfavourable movement is due to our contract swap rates being higher than the equivalent actual market rates, and reflects the downward trend in interest rates with rates at close to historical lows. GWRC's average swap rate at June is 4.80%.

Asset revaluations

Asset revaluations are typically done every five years. The revaluation this year of the Harbours Navigational aids resulted in a \$1 million increase in the value of these assets. The changes in current replacement costs over time emphasise the on-going financial challenge of building and replacing key infrastructure for the region.

Financial overview (continued)

Council - Statement of financial position

	2015 Actual \$000s	2015 Budget \$000s	2014 Actual \$000s
Current assets	108,667	63,590	121,164
Non-current assets	1,015,611	1,033,646	990,531
Total assets	1,124,278	1,097,236	1,111,695
Ratepayers' equity	863,859	859,573	878,293
Current liabilities	62,151	23,663	108,775
Non-current liabilities	198,268	214,000	124,627
Net equity and liabilities	1,124,278	1,097,236	1,111,695

Total Assets

The assets variance is primarily due to a movement between current financial assets and non-current financial assets, as funds held have shorter maturity times and the continued investment in GW Rail Limited primarily for the Matangi 2 purchase and on-going station upgrades.

Debt

Overall, debt increased by \$6.0 million as the funds from the previous year's Forestry Cutting rights disposal were utilised to offset funding for capital expenditure. There has also been a shift between current and non-current debt reflecting the change in maturity dates.

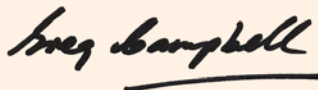
Council – Statement of cash flows

	2015 Actual \$000s	2015 Budget \$000s	2014 Actual \$000s
Cashflows from operating activities	13,958	16,126	30,072
Cashflows from investing activities	(37,191)	(70,137)	(45,379)
Cashflows from financing activities	9,942	59,419	26,488
Net increase (decrease) in cash, cash equivalents and bank overdraft	(13,291)	5,408	11,181
Opening cash equivalents	19,516	22,287	8,335
Closing cash equivalents	6,225	27,695	19,516

The overall decrease in cash equivalents is mostly due to a greater level of contingency deposits of more than 90 days. Financial assets overall increased by \$15m.



Chris Laidlaw
Chair
30 September 2015



Greg Campbell
Chief Executive
30 September 2015



Chief Financial Officer
30 September 2015

Dave Humm

Financial overview (continued)

During 2014 central Government introduced additional financial and reporting requirements which are included in this overview.

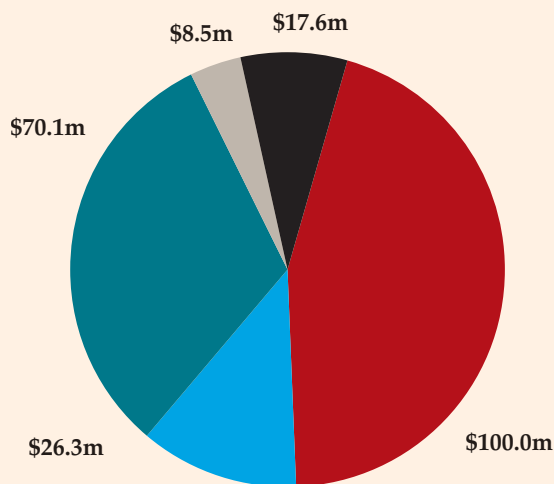
The following graphs need to be read collectively and in conjunction with the attached financial statements. Individually these graphs show a particular view on one aspect of the financial health and management of the GWRC.

It is also important to keep in mind the overall strategy and policies GWRC has also adopted when reading these graphs. These are included within the Long Term Plan.

Rates

this pie chart illustrates GWRC's sources of revenue. Rates made up 45% of revenue in 2015. Grant and subsidies, predominately from central Government for public transport, makes up the next largest share at 32%.

Council Revenue



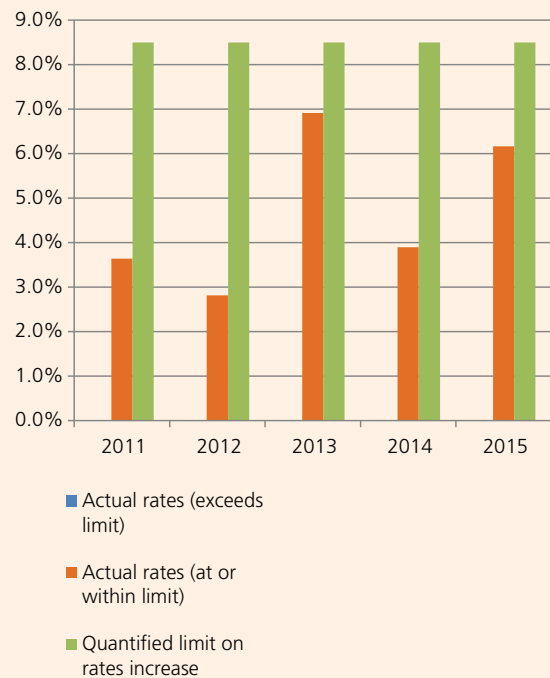
■ Rates	45%
■ Water Supply Levy	12%
■ Grants and Subsidies	32%
■ Investment Revenue	4%
■ Other Revenue	8%

These next graphs indicate whether GWRC has kept within the rates limit it adopted in the LTP.

Rates (increases) affordability

GWRC adopted an average increase of 8.5% per annum (around \$31 per year for the average residential ratepayer) in its 2012/22 LTP as it continues to significantly invest in improving the public transport network and the on-going flood protection programme.

It is pleasing to report that the increases have been lower than forecast in the LTP.

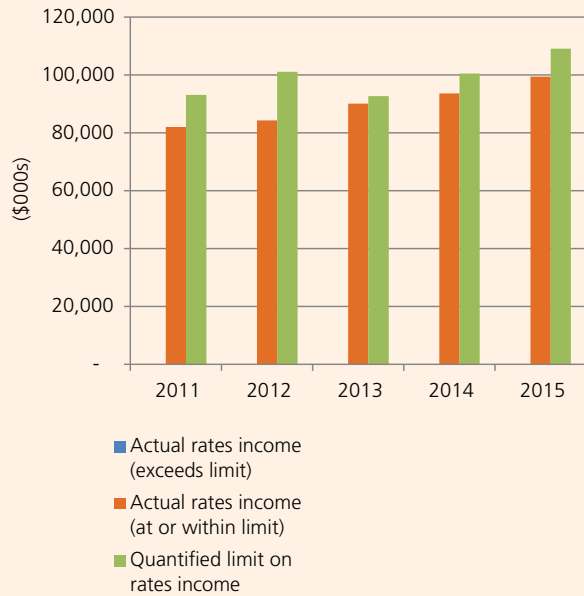


Financial overview (continued)

Rates income affordability

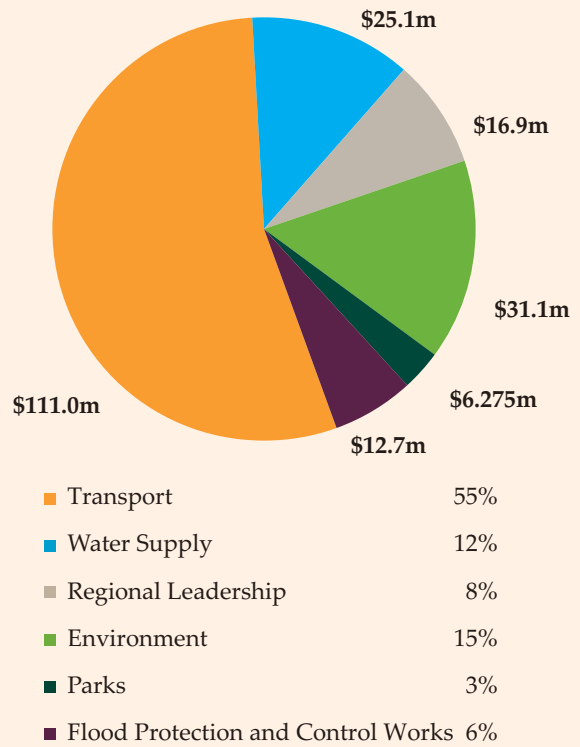
This graph shows the total rates actually received compared to the LTP rates limits.

Rates (income) affordability



GWRC Groups of Activities Operational Expenditure

This pie chart illustrates GWRC's operational expenditure by group of activities. The largest portion is for public transport, at \$111 million equates to 55% of operational expenditure in 2014/15.

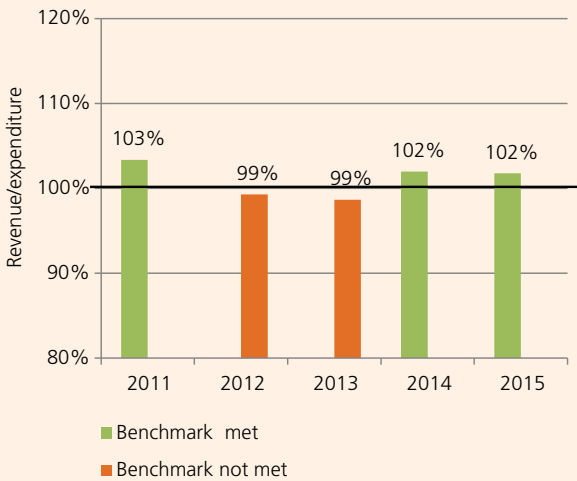


Financial overview (continued)

Balanced budget

This graph shows whether GWRC has been receiving revenue greater or less than its operational expenditure, i.e. whether GWRC has raised adequate revenue to meet its on-going operational costs including depreciation and other non-cash adjustments.

Over time GWRC is meeting this benchmark test.

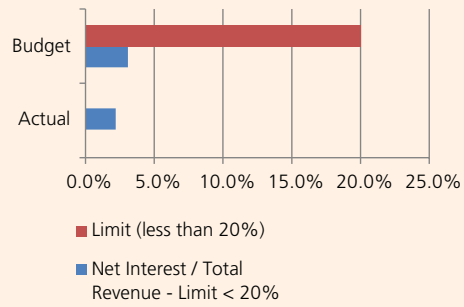


Financial strategy financial limits and debt

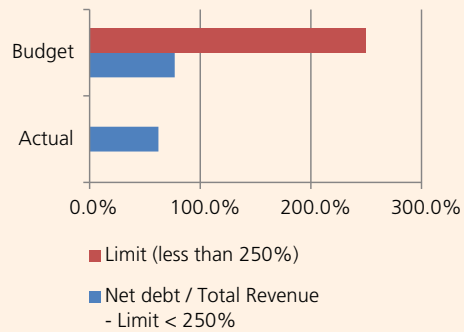
The goal of GWRC's financial strategy is to ensure GWRC delivers good value for ratepayers' investment by delivering the right services at the best cost. The strategy encompasses three key financial limits that GWRC adopted in its 2012-22 long term plan.

These next graphs show that GWRC is being managed within these financial prudential limits.

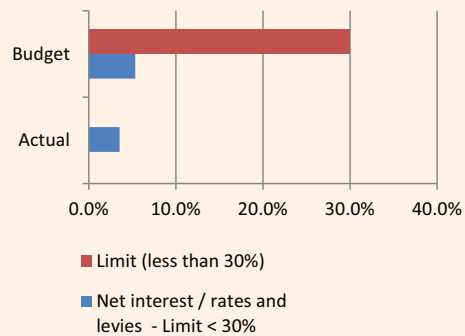
Net interest / Total revenue – Limit < 20%



Net debt / Total revenue - Limit < 250%



Net interest / Rates and levies - Limit < 30%

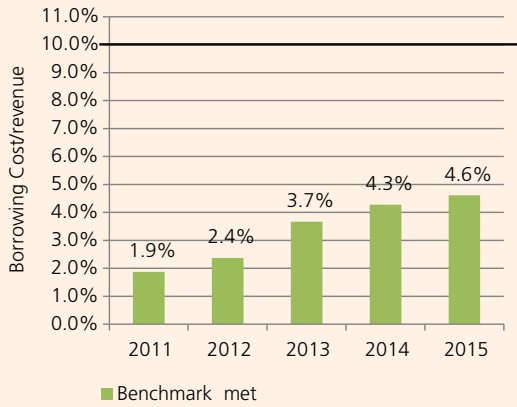


Financial overview (continued)

Debt affordability – Debt servicing

This graph shows the percentage of borrowing costs to revenue. A higher percentage indicates a higher exposure to shifts in interest rates. The benchmark prudential limit is set by central Government at 10% for non-high population growth regions.

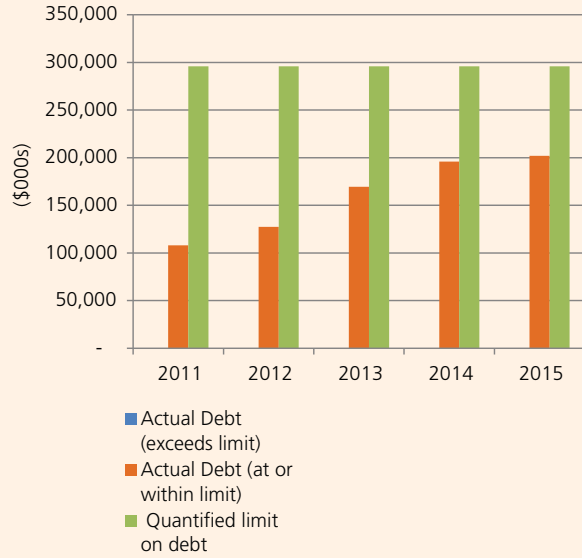
Over time GWRC is meeting this benchmark test.



Debt affordability – Debt benchmark

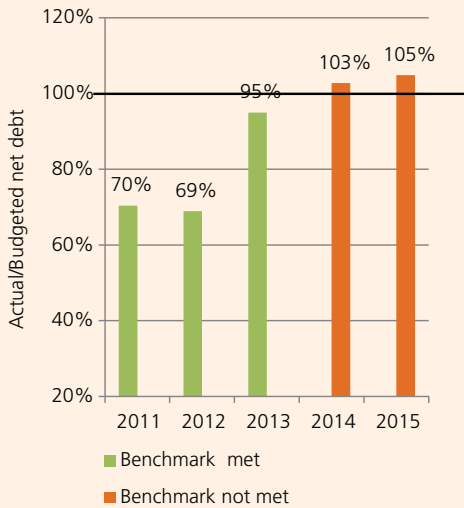
This graph shows the actual debt compared to the debt limit adopted in the 2012-22 LTP. In the LTP the debt projection was for it to peak at \$296 million in 2017/18 as the full impact of the investment in upgrading the rail network would be in place.

Over time GWRC is meeting this benchmark test.



Debt affordability – Debt control

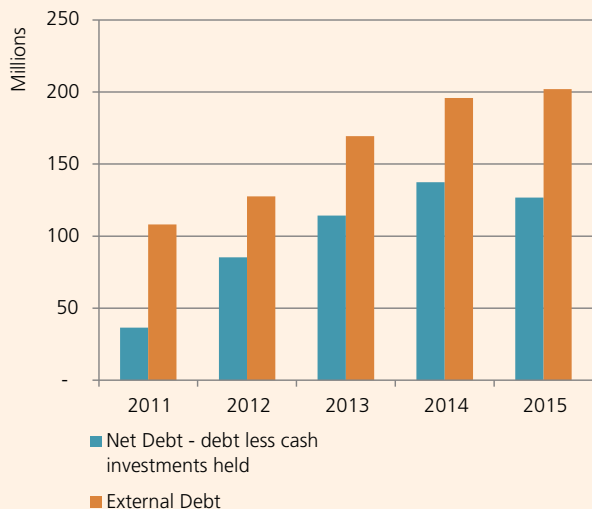
This graph indicates whether actual net debt is less than the budgeted net debt position. Percentages close to 100% indicate that our actual result is close to what we planned.



Financial overview (continued)

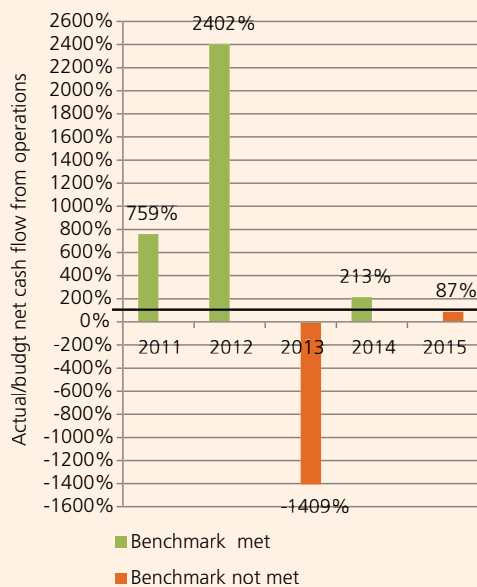
Debt affordability – Net debt

This graph shows that cash investments significantly lower the overall outstanding debt position



Operational cash control

This graph shows whether our actual cashflow from operations was close to our budgeted position. With infrastructure projects, there are often variations in timing that cause large differences between budget and actual in a given period.

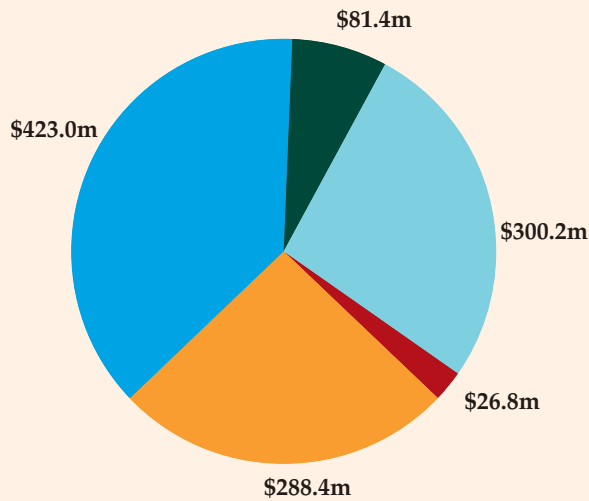


Financial overview (continued)

GWRC property, plant & equipment

This pie chart shows the breakdown of our assets at the year end.

GWRC looks after many important community assets. Our asset base consists of regional water supply, regional parks and forests, flood protection and public transport. The new Matangi trains, the Ganz Mavag trains, and all stations excluding Wellington station are owned by the 100% owned GWRC subsidiary, Greater Wellington Rail Limited (GWRL).

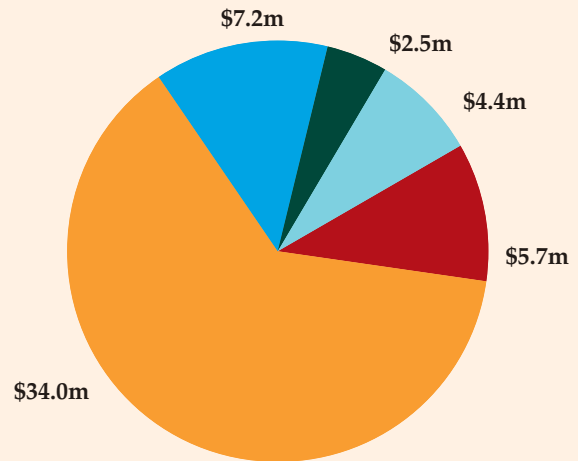


Other assets	2.4%
Regional transport*	25.8%
Regional water supply	37.8%
Parks and forests	7.3%
Flood protection	26.7%

* Includes \$274.8m of rail rolling stock and railway station infrastructure owned by Greater Wellington Rail Limited, a GWRC subsidiary

GWRC capital expenditure

This pie chart shows the breakdown of the \$54 million in capital and improvement expenditure for the year ended 30 June 2015. The transport number includes \$23 million invested in GWRL for rail rolling stock and infrastructure improvements. It is included in the above graph to illustrate the extent of the continued investment in public transport.



Other assets	10.6%
Regional transport	63.2%
Regional water supply	13.4%
Parks and forests	4.7%
Flood protection	8.1%

Continued management and investment in these assets is essential. GWRC and GWRL maintain and updates detailed asset management plans to ensure the assets

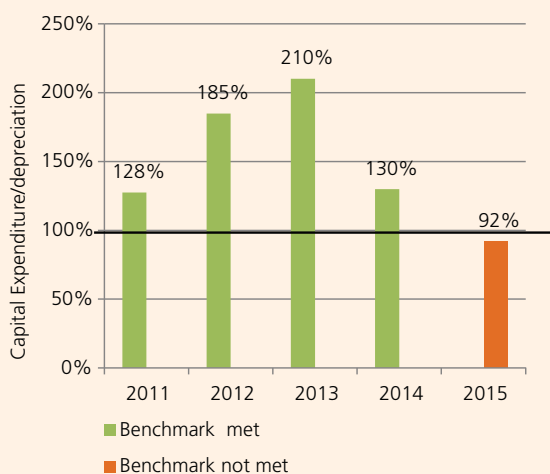
Financial overview (continued)

Essential services - Flood protection and water

This graph compares actual capital expenditure with depreciation. The general concept is that over time capital expenditure will be similar to depreciation indicating that assets are being replaced in an appropriate and timely manner. As a requirement of the legislation this benchmark only includes flood protection and water assets.

Over time we are meeting this benchmark due to the ongoing new flood protection assets being built.

As is the case this year with very long life assets it is expected to have periods where the results are below this benchmark.



Financial overview (continued)

Group - Statement of comprehensive income

The Group results include subsidiaries CentrePort Limited, WRC Holdings Limited, Pringle House Limited, Port Investments Limited and Greater Wellington Rail Limited and associates, Wellington Water Limited and WREDA. During 2014/15 Grow Wellington was transitioned to WREDA which Greater Wellington owns 20% of with Wellington City Council owning 80%..

	2015 Actual \$000s	2014 Actual \$000s
Operational revenue	296,804	277,092
Finance costs	(20,282)	(19,135)
Operational expenditure	(288,668)	(277,492)
Operational surplus / (deficit) for the year before transport improvements	(12,146)	(19,535)
Transport improvement grants and subsidies revenue	9,872	4,152
Transport improvement expenditure	(5,374)	(2,882)
Net revenue / (expenditure) for transport improvements	4,498	1,270
Surplus / (deficit) for the year before tax and fair value gains / (losses)	(7,648)	(18,265)
Share of Equity accounted investments surplus / (deficit)	7,711	1,806
Fair value gains / (losses) in profit and loss	(20,047)	7,961
Tax	4,284	3,560
Surplus / (deficit) after tax	(15,700)	(4,938)
Other comprehensive income		
Increases / (decreases) in revaluations	564	29,505
Fair value movements in other comprehensive income	-	425
Total comprehensive income / (deficit) for the year	(15,136)	24,992

Group - Statement of financial position

	2015 Actual \$000s	2014 Actual \$000s
Current assets	133,270	147,229
Non-current assets	1,532,630	1,522,543
Total assets	1,665,900	1,669,772
Equity	1,163,666	1,181,395
Current liabilities	67,580	119,028
Non-current liabilities	434,654	369,349
Net equity and liabilities	1,665,900	1,669,772

Group - Statement of cash flows

	2015 Actual \$000s	2014 Actual \$000s
Cash flow from operating activities	29,092	41,620
Cash flow from investing activities	(36,959)	(58,274)
Cash flow from financing activities	(7,237)	29,751
Net increase (decrease) in cash, cash equivalents and bank overdraft	(15,104)	13,097
Opening cash equivalents	22,217	9,120
Closing cash equivalents	7,113	22,217

The Group results include subsidiaries CentrePort Limited, WRC Holdings Limited, Pringle House Limited, Port Investments Limited and Greater Wellington Rail Limited and associates, Wellington Water Limited and WREDA. During 2014/15 Grow Wellington was transitioned to WREDA which Greater Wellington owns 20% of with Wellington City Council owning 80%

Events occurring after the balance date

CentrePort has declared a final dividend post balance date of \$0.7million (2014: 1.25 million).

No dividend was declared post balance date by WRC Holdings (2014: Nil).

The investment property is at 142 146 Wakefield Street, Wellington which was reclassified as Assets held for sale has now been disposed of. The property settled on 31 August 2015 and ownership has been changed.

There were no other subsequent events up to the date of these financial statements which would affect the amounts or disclosures in the financial statements.

Independent Auditor's Report

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