

Gail Wilson

From: Gail Wilson
Sent: Thursday, 19 July 2012 3:11 p.m.
To: Gail Wilson
Subject: FW: Capital connection meeting

From: Dave Brash
Sent: Monday, 16 April 2012 2:46 p.m.
To: 'Wayne Hastie'; David Benham
Cc: Jenny Chetwynd; Lyndon Hammond; ged.shirley@horizons.govt.nz; David Benham
Subject: RE: Capital connection meeting

David - I am not trying to be difficult around this issue. You will recall in the past you have suggested we don't need meetings because they are not going to add any value - I think this is a case in point. It seems to me that you have not put any new information on the table that could lead us to any other conclusion than we have already advised ie: the policy is clear. If you have business case that will fly under the NLTP then lets see that first. Alternatively, if the issue is really about how to manage the politics from stopping the service, then that's a different meeting, and one in which Jenny should be the lead rather than me.

I am flat out in meetings all day today and tomorrow - I will try and ring tomorrow first thing.

cheers db

Dave Brash
Group Manager, Planning & Investment
DDI 64 4 894 6223
M 021 194 6223
E dave.brash@nzta.govt.nz

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From: Wayne Hastie [<mailto:Wayne.Hastie@gw.govt.nz>]
Sent: Friday, 13 April 2012 12:05 p.m.
To: Dave Brash
Cc: Jenny Chetwynd; Lyndon Hammond; ged.shirley@horizons.govt.nz; David Benham
Subject: RE: Capital connection meeting

Hi Dave

Tried to ring but you're not there and I'm not here this afternoon.

We are keen to meet with you about this next week. I've got two regional council chief executives who are set to come so I think it's appropriate that we meet with you. Horizons are going to be in contact with Jenny about this if they haven't done so already.

What we are discussing is the prospect of adding the CC service into the Wellington metro contract with a funding contribution from Horizons. Rather than just accept "no" we would like the chance to discuss this with you. Accept that more work would need to be done to justify this versus alternatives etc and have some of this underway now. Also appreciate that it's outside of the current funding cycle. Clearly these are matters for discussion.

In summary, we'd appreciate an hour of your time to discuss and managed to find a slot next week that fits all diaries. Can you confirm that you're happy to meet and if you want to host at NZTA or come over to GW?

Thanks!

Cheers

Wayne

Wayne Hastie | General Manager, Public Transport Group
GREATER WELLINGTON REGIONAL COUNCIL

Te Pane Matua Taiao

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From: Dave Brash [<mailto:Dave.Brash@nzta.govt.nz>]

Sent: Friday, 13 April 2012 10:02 a.m.

To: Wayne Hastie

Cc: Jenny Chetwynd; Lyndon Hammond

Subject: RE: Capital connection meeting

Wayne - I wasn't aware my PA had set this meeting up. I cant see that we need a meeting to say no? And if we were to consider it, it needs to go thru Lyndon and RLTP processes (and Jenny has a major interest given the relationship and comms issues). While you can argue it is only a about \$300K to make it viable, and it is no different to the Wairarapa service (which we do subsidise), we have sent out very clear investment signals on this - namely we will only consider new services were there is strong business case for reducing severe congestion (I don't see 150 people a day will affect congestion). . I am not aware you have done any work on a business case and alternatives? So what are we discussing?

Happy to talk on the phone.

cheers db

Dave Brash

Group Manager, Planning & Investment

DDI 64 4 894 6223

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E dave.brash@nzta.govt.nz

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From: Wayne Hastie [<mailto:Wayne.Hastie@gw.govt.nz>]
Sent: Friday, 13 April 2012 8:06 a.m.
To: Dave Brash
Subject: Capital connection meeting

Hi Dave

Glad you can make this meeting - we can host at GW but if easier for you can come to NZTA - let me know.

We now want to explore further the prospect of NZTA subsidising this service. CEs from GW and Horizons in attendance.

Cheers

Wayne

Wayne Hastie | General Manager, Public Transport Group
GREATER WELLINGTON REGIONAL COUNCIL
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Gail Wilson

From: Jenny Chetwynd
Sent: Wednesday, 16 May 2012 10:42 a.m.
To: Anthony Frith; Delaney Myers; Phillip Eyles
Subject: Fwd: Capital Connection media release
Attachments: Committee to pursue joint funding for Capital Connection.doc; ATT00001.htm

Sent from my iPhone

Begin forwarded message:

From: "Wayne Wallace" <Wayne.Wallace@horizons.govt.nz>
Subject: Capital Connection media release

Good morning,

Please find attached a media release that went out this morning regarding the Capital Connection.

Thank you.

WAYNE WALLACE | Transport Planner
DDI 06 9522 950

Horizons Regional Council | 24 hr freephone 0508 800 800 |
www.horizons.govt.nz<<http://www.horizons.govt.nz>>

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MEDIA RELEASE

Wednesday 15 May, 2012

Passenger Transport Committee to pursue joint funding for Capital Connection

Horizons Regional Council's Passenger Transport Committee has recommended the Council pursue a joint funding proposal between Horizons Regional Council, Greater Wellington Regional Council and the New Zealand Transport Agency (NZTA) to continue the Capital Connection rail service.

In combination with a fare increase for passengers, the funding model would enable the service to continue, but it is heavily reliant on support from all three parties.

This situation has come about due to indications from KiwiRail that they are no longer able to run the service commercially and if the parties cannot reach an agreement, KiwiRail has indicated that the service could cease operation around the middle of this year.

Passenger Transport Committee Chair Vern Chettleburgh described the Capital Connection as an important link for the region's commuters.

"It would be a real shame to see that service lost due to a lack of local and national funding and we will do all we can to ensure the best outcome for passengers in our region" he said.

Ends

For more information please contact: Ally Koehler, Communications Advisor, Horizons Regional Council, 06 9522 893 or 021 2277 215

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Gail Wilson

From: Anthony Frith
Sent: Wednesday, 16 May 2012 12:04 p.m.
To: Ged.Shirley@horizons.govt.nz; Anne.redgrave@horizons.govt.nz; [REDACTED];
mayor@horowhenua.govt.nz; [REDACTED]; Deborah.hume@kiwirail.co.nz;
'michael.mccartney@horizons.govt.nz'; 'lorraine.vincent@mdc.govt.nz';
[REDACTED]; 'paddy.clifford@pncc.govt.nz';
'rolye@tararua.govt.nz'; 'Blair.King@tararua.govt.nz'; 'jono.naylor@pncc.govt.nz';
[REDACTED]; Fran.wilde@gwrc.govt.nz;
Wayne.hastie@gwrc.govt.nz
Cc: Jenny Chetwynd; Lyndon Hammond; Delaney Myers
Subject: Capital Connection - NZTA statement

Good afternoon

Please find below the statement we are providing to the Manawatu Standard in response to a query about the Capital Connection.

We appreciate that the Capital Connection service is valued by a number of local commuters, and we share the disappointment of Kiwirail, Horizons and Greater Wellington that the future of this service is uncertain.

The viability of the Capital Connection has been uncertain for around two years and during this time we have consistently communicated to Horizons that this service does not deliver the congestion relief benefits that would be necessary to justify NZTA investment.

The Capital Connection has always been a commercial service operated as part of Kiwirail's Tranz Scenic operation, which has never been a recipient of NZTA funding. Our investment in passenger rail services north of Wellington is focused on the Wellington metropolitan service which extends as far north as Waikanae.

The NZTA's focus is on subsidising metropolitan public transport to relieve congestion and improve economic productivity, and we're continuing to increase our investment in public transport services to achieve this.

We're keen to get people onto trains and buses to unclog our roads, but the reality is that we have to focus on the roads that do get clogged, such as south of Waikanae. Given that there is not a congestion problem between Palmerston North and Waikanae, we believe the focus should be on identifying a cost effective way to move people between these locations to make the best use of the existing subsidised rail services from Waikanae.

If Horizons and Greater Wellington are able to identify a cost effective solution that will link commuters to rail in Waikanae, then Palmerston North commuters will be able to benefit from the existing government fare subsidy on the Waikanae-Wellington train service. We look forward to the councils working together to identify a solution as soon as possible to alleviate uncertainty for commuters.

Cheers

Anthony Frith
Media Manager - Central Region
DDI 64 4 894 5251
M 027 213 7617

Gail Wilson

From: David Shepherd [David.Shepherd@kiwirail.co.nz]
Sent: Wednesday, 16 May 2012 1:13 p.m.
To: Delaney Myers
Cc: Deborah Hume
Subject: RE: capital connection

Good afternoon Delaney,

The figures you are after are a 48% fare increase or \$2,777 per passenger annually.

Regards

David Shepherd | Planning and Performance Manager KiwiRail Passenger Group

Ph: +64-4-498 3336 (internal extn 43336) | Mobile: +64-21417295

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From: Delaney Myers [mailto:Delaney.Myers@nzta.govt.nz]
Sent: Wednesday, 16 May 2012 9:21 a.m.
To: David Shepherd
Cc: Deborah Hume
Subject: capital connection

Hi David

Deb has asked me to get in touch with you around specific figures, so NZTA is sure we get our facts straight in anything we say in the media. We are preparing for how we'll respond to Horizon's media release that is likely to go out today, suggesting a subsidised service should go ahead with subsidy from Horizons, Greater Wellington and NZTA.

NZTA can't subsidise, (which Horizons and GW know), but we need to be able to explain for the public rationale around what does and doesn't represent a good investment for us.

I'd like to be able to have an approximate figure that we can use to quantify total subsidy, ie, "Based on our understanding of the revenue increase required to make the existing service viable, a subsidy of approximately \$3000 per person per year for travellers boarding prior to Waikanae would be needed"

- Can you please advise average daily boardings between PN and all stops BEFORE Waikanae (no split required), and
- Can you please confirm the total increase in revenue you would require from the service in order to turn an acceptable profit. [48% fare increase \$2,777 per passenger annually]

If you prefer, I'm more than happy for you to do the calculation yourself (based on pre- waikanae boardings only), and just advise me of what I need to replace the \$3000 with.

Would appreciate if you could confirm receipt of the email.

Many thanks for your assistance

Delaney Myers

Planning and Investment Manager - Central Region

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Gail Wilson

From: Deborah Hume [Deborah.Hume@kiwirail.co.nz]
Sent: Tuesday, 22 May 2012 3:29 p.m.
To: Jenny Chetwynd; Phillip Eyles
Cc: Delaney Myers
Subject: Re: Fwd: Rail Team Question / POC

Thanks - works for me. I'll do nothing until I am approached by one of you. Rgds, Deb

From: Jenny Chetwynd [mailto:Jenny.Chetwynd@nzta.govt.nz]
Sent: Tuesday, May 22, 2012 03:12 PM
To: Phillip Eyles <Phillip.Eyles@nzta.govt.nz>
Cc: Deborah Hume; Delaney Myers <Delaney.Myers@nzta.govt.nz>
Subject: Fwd: Rail Team Question / POC

Hi phil

Can you please get in touch with mark McGregor below, see what he's doing around cap connection, manage his approaches to deb, and talk Kate about delaney being our business owner for this issue. We don't need different work streams running within the business and not being coordinated.

Cheers Jenny

Jenny Chetwynd
Regional Director, Central Region
New Zealand Transport Agency

m: 021 345988
e: Jenny.chetwynd@nzta.govt.nz

Begin forwarded message:

From: Deborah Hume <Deborah.Hume@kiwirail.co.nz>
Date: 22 May 2012 12:40:10 PM NZST
To: Jenny Chetwynd <Jenny.Chetwynd@nzta.govt.nz>, Delaney Myers <Delaney.Myers@nzta.govt.nz>
Subject: FW: Rail Team Question / POC

Um – do you want me to respond to your guy? Rgds, Deb

From: Mark McGregor [mailto:Mark.McGregor@nzta.govt.nz]
Sent: Tuesday, 22 May 2012 10:37 a.m.
To: Deborah Hume
Subject: FW: Rail Team Question / POC

Morning Deborah,

Maree up at head office (rail team) has pointed me in your direction in the hope that you might be able to answer the below queries I have about the Capital Connection.

Regards

Mark

From: Maree Henderson
Sent: Tuesday, 22 May 2012 9:30 a.m.
To: Mark McGregor
Subject: RE: Rail Team Question / POC

Hi Mark

The Rail Team here do not have access to any of the data that you are after.

My suggestion would be to contact Deborah Hume (GM Passenger Operations) at KiwiRail



Cheers

Maree

From: Mark McGregor
Sent: Tuesday, 22 May 2012 9:05 a.m.
To: Maree Henderson
Subject: RE: Rail Team Question / POC

Hi Maree,

Mark Compain suggested waiting until you were back.

I only have a couple of questions now :

- How many carriages (on avg) does the Capital Connection operate on a daily service
- Approx daily figure (if available)
- If the service ceases operations (likely hood?) is KiwiRail looking at putting on extra services or carriages on the Kapiti Line to handle the possible increase in customer numbers getting on at either Paraparaumu or Waikanae Platforms ?

Reason being that if the service does cease then we could be pro-active and possibly programme visits/education with the PSL (bus) operators, in order to ensure that there fleets are up to standard.

Any information that you could provide and or point me in the right direction will be much appreciated.

Thanks

Mark

Mark McGregor
Regional Intelligence Officer

Central Region
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WELLINGTON

Gail Wilson

From: Deborah Hume [Deborah.Hume@kiwirail.co.nz]
Sent: Monday, 28 May 2012 10:28 a.m.
To: Wayne Hastie; Anne Redgrave; Jenny Chetwynd; Sue Johnson
(sue.johnson@kapiticoast.govt.nz)
Cc: ged.shirley@horizons.govt.nz; Wayne Wallace [Wayne.Wallace@horizons.govt.nz]
(Wayne.Wallace@horizons.govt.nz); Delaney Myers
Subject: FYI: Capital Connection OIA
Attachments: Capital Connection March update 2012.doc

We released the attached material in response to a request from [REDACTED]. Thought you should get a copy as it is now effectively in the public domain.

Rgds, Deb

Deborah Hume | GM KiwiRail Passenger Group

Ph: +64-4-498 3061 (internal extn 43061) | Mobile: +64-274 741 781

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From: Louise Jago
Sent: Tuesday, 22 May 2012 10:31 a.m.
To: [REDACTED]
Subject: FW: OIA request - Capital Connection

Dear [REDACTED]

Thank you for your request for information under the Official Information Act 1982 (OIA) regarding the monthly losses/profit made by the Capital Connection for the past 18 months, the monthly passenger numbers for the Capital Connection train for the past 18 months and internal reports or memos about the Capital Connection since 1 January 2012.

Below is a table outlining monthly passenger numbers on the Capital Connection from November 2010 to April 2012, total revenue collected during those months and the losses made once expenditure is subtracted from the revenue.

Attached also is a memo written by General Manager Passenger Services Deborah Hume to Chief Executive Jim Quinn on 8 March 2012 regarding the Capital Connection.

Monthly Capital Connection passenger numbers and losses for the last 18 months (please note January is a typically slow time for the Capital Connection):

FY-11

Month	Passenger numbers	TOTAL REVENUE	Expenditure (incl. Depn)	EBIT Profit / (Loss)	ACTUALS
Nov-10	15,545	\$172,417	-\$184,717	-\$12,300	
Dec-10	12,739	\$134,970	-\$184,717	-\$49,747	
Jan-11	10,154	\$116,781	-\$184,717	-\$67,936	
Feb-11	14,000	\$175,837	-\$184,717	-\$8,880	
Mar-11	14,579	\$150,343	-\$184,717	-\$34,374	
Apr-11	13,246	\$150,960	-\$184,717	-\$33,757	
May-11	14,483	\$162,556	-\$184,717	-\$22,161	
Jun-11	13,762	\$170,850	-\$184,717	-\$13,868	
	170,218	\$1,936,758	-\$2,216,607	-\$279,849	

FY-12					
Month	Passenger numbers	TOTAL REVENUE	Expenditure (incl. Depn)	EBIT Profit / (Loss)	ACTUALS
Jul-11	13,204	\$153,908	-\$200,595	-\$46,688	
Aug-11	14,881	\$157,510	-\$200,595	-\$43,085	
Sep-11	13,696	\$156,867	-\$200,595	-\$43,729	
Oct-11	13,347	\$169,108	-\$200,595	-\$31,487	
Nov-11	14,508	\$174,717	-\$200,595	-\$25,879	
Dec-11	10,600	\$125,621	-\$200,595	-\$74,975	
Jan-12	9,769	\$116,320	-\$200,595	-\$84,275	
Feb-12	13,427	\$150,652	-\$200,595	-\$49,943	
Mar-12	14,834	\$166,974	-\$200,595	-\$33,622	
Apr-12	13,102	\$154,537	-\$200,595	-\$46,058	
May-12 (FC)	15,476	\$173,327	-\$200,595	-\$27,268	
Jun-12 (FC)	13,458	\$150,828	-\$200,595	-\$49,768	
	160,302	\$1,850,368	-\$2,407,145	-\$556,777	

Regards
Louise

From: Kimberley Brady
Sent: Wednesday, 4 April 2012 3:38 p.m.
To: [REDACTED]
Cc: Louise Jago
Subject: RE: OIA request - Capital Connection

I acknowledge your OIA request.

Thanks

Kimberley Brady

Communications Manager



(New Zealand Railways Corporation)

Ph:++64-4-498 3219 (internal extn 43219) | Fx:++64-4-473 1589

Mobile:021 942 519

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From: [REDACTED]

Sent: Wednesday, 4 April 2012 3:27 p.m.

To: Kimberley Brady

Subject: OIA request - Capital Connection

Hi Kimberley,

I wish to make the following request under the Official Information Act 1982.

- The monthly losses/profit made by the Capital Connection train for the past 18 months.
- The monthly passenger numbers for the Capital Connection train for the past 18 months
- Any internal reports or memos about the Capital Connection train since January the 1st, 2012

If you have any questions about my request, please get in touch with me by e-mail

[REDACTED] or by phone on [REDACTED] or [REDACTED]

Cheers,

[REDACTED]

MEMO

FROM: Deborah Hume
TO: Jim Quinn
DATE: 8 March 2012
SUBJECT: Capital Connection update

1. Purpose

To provide an update on the performance of the Capital Connection a year after Metro started competing with it for passengers from Waikanae, and a “proper month” after fare increases; and to present options to achieve a “sustainable commercial service”.

2. Background

Tranz Metro’s service extended further up the Kapiti coast on 19 February 2011 with the opening of the Waikanae extension. Prior to 19 February Paraparaumu was the furthest extent of the Metro network. This extension also expanded the proportion of Capital Connection passengers that have a choice to take either Tranz Scenic or Tranz Metro services. The Capital Connection provides amenities that are not available on Tranz Metro (e.g. tables with facing seats, power points, toilets and a café) and are likely to continue to attract passengers who value such amenities.

There had long been an expectation that the Metro extension would cannibalise passengers from the Capital Connection. Analysis indicates that this cannibalisation has not eventuated at Paraparaumu, but is very evident at Waikanae and Otaki (see graphs 1 - 4). The “Waikanae extension effect” will have also impacted Otaki, as people from there are clearly more willing to drive to Waikanae to catch a Metro service, but not the extra distance to Paraparaumu.

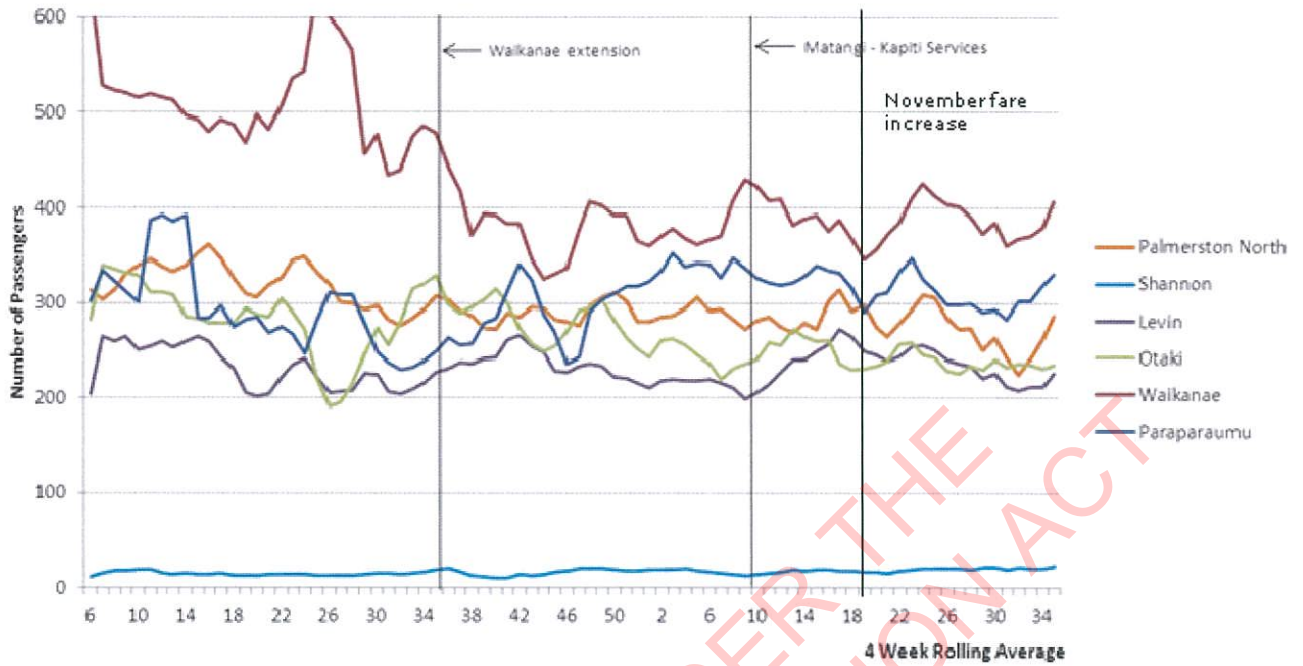
As a result of the patronage drop experienced after the Waikanae extension, fares were increased by up to 8% on Capital Connection in November 2011 (timed to coincide with Tranz Metro’s annual fare increase). This fare increase was primarily applied to passengers north of Waikanae, and does seem to have resulted in some decrease in patronage from these areas.

Whilst Matangi introduction to the line does not seem to have influenced patronage, concerns remain that more Matangi trains on the Kapiti Line later this year may drive more passengers who take the Capital Connection to switch to Tranz Metro service.

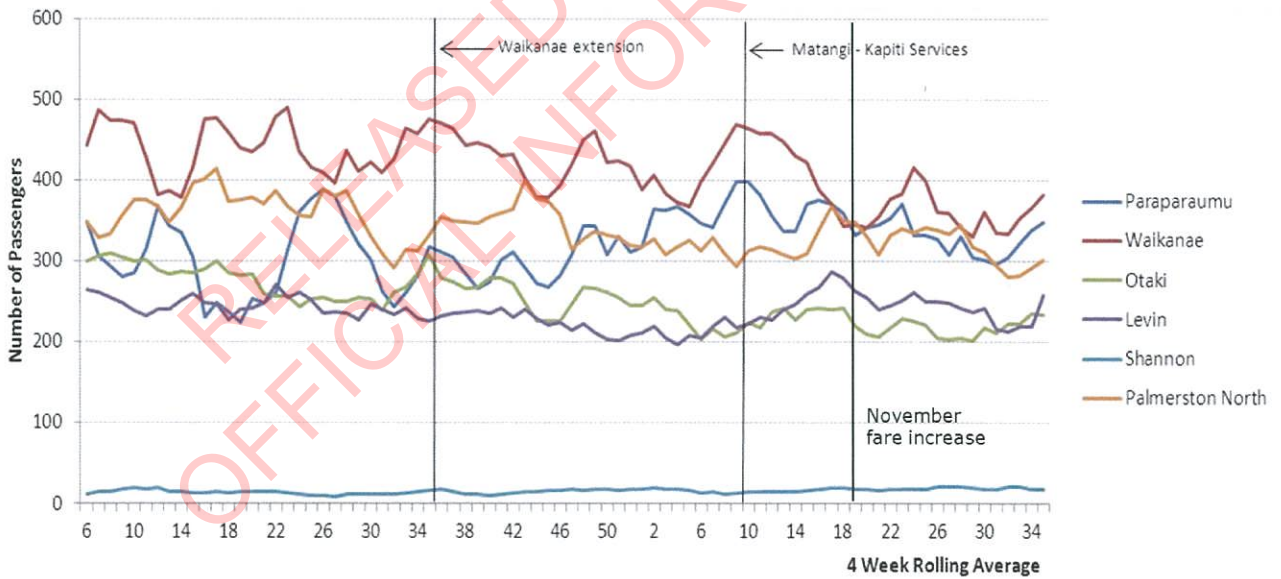
Horizon’s Regional Council and Palmerston North City Council have been regularly updated on the patronage and financial position of the train. The last briefing of this group was held in December 2011 and resulted in their advice to increase advertising (undertaken) and ticket pricing to restore the service to a commercial footing; only if that was unsuccessful would they be interested in considering other options. Recently key people in Greater Wellington Regional Council have also been updated. Table 1 shows the region of origin for passengers.

In addition to drops in patronage with the Waikanae extension and fare increases, forensic work into cost allocation in Tranz Scenic has revealed costs that had been allocated to other services in the past. These inequities have been addressed over the last year, but have more obviously illustrated the true financial position of the Capital Connection.

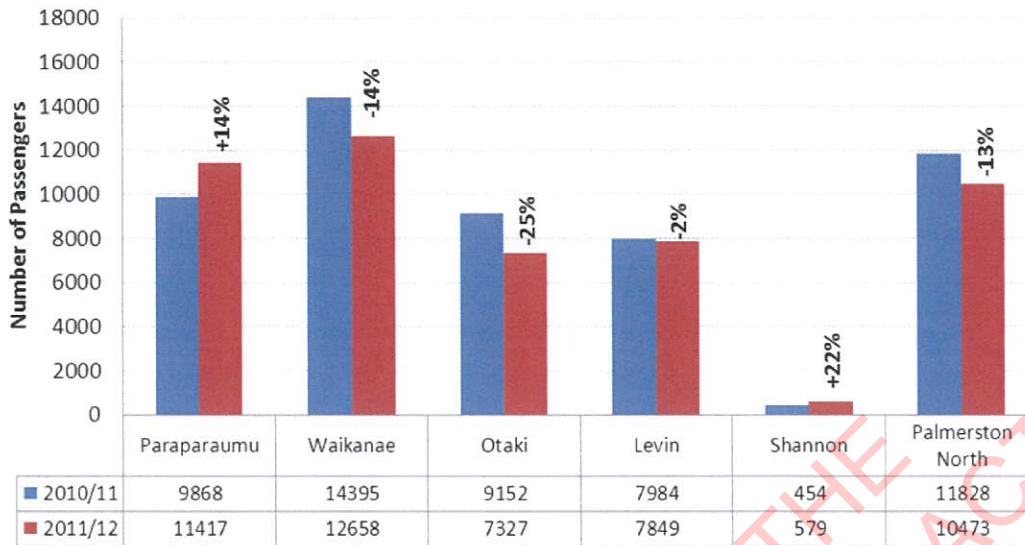
Graph 1: Patronage Palmerston North to Wellington, Aug 2010 – Feb 2012



Graph 2: Patronage Wellington to Palmerston North, Aug 2010 – Feb 2012



Graph 3: Northbound CC passenger high counts pre- and post-Waikanae extension



Graph 4: Southbound CC passenger high counts pre- and post-Waikanae extension

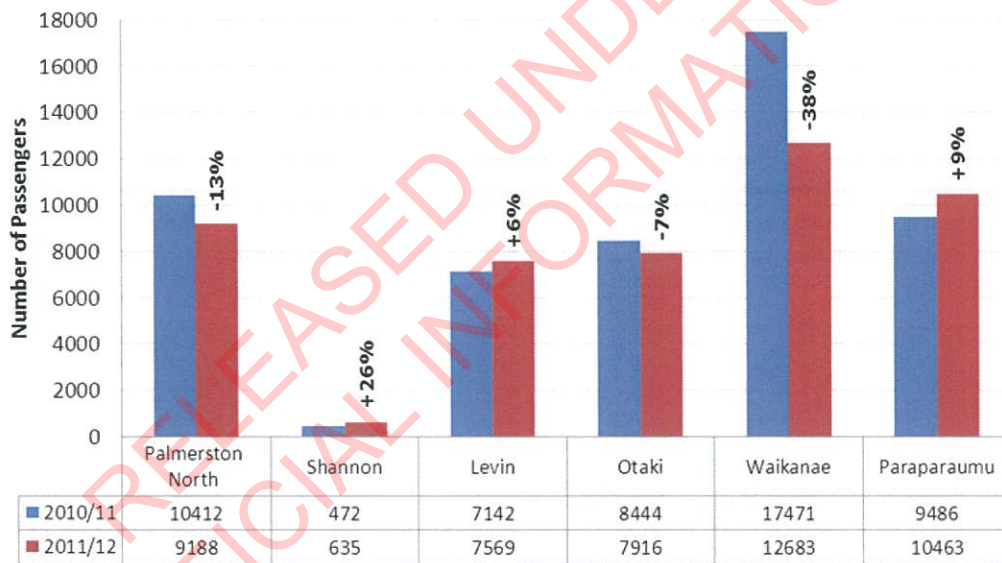


Table 1: Capital Connection “high count” patronage in year to February 2012

	Total	%
Greater Wellington Region	62,518	63.3
Otaki	15,243	15.4
Waikanae	25,341	25.6
Paraparaumu	21,934	22.2
Horizons Region	36,293	36.7
Palmerston Nth	19,661	19.9
Shannon	1,214	1.2
Levin	15,418	15.6
TOTAL	98,811	100.0

3. Financial performance

The Capital Connection has contributed positive EBITDA in the years prior to competition generated from Tranz Metro extending to Waikanae; however this situation appears to be the result of allocating all overhead (including TAC) to the Tranz Alpine and other irregularities in allocation of some operating costs. Redressing these inequities means that we now have a clearer view of the true expenses generated by the Capital Connection, and know that it is running at a loss.

To turn the Capital Connection from a loss maker to a profit maker we must influence a number of the key drivers. Past experience leads us to believe that:

- **Patronage** is very unlikely to grow to the necessary levels due to the impact of the Waikanae extension and the subsequent competition with more frequent and cheaper Tranz Metro services. In addition, information suggests that we are already seeing signals of the contracting Wellington employment market for those further away. Active marketing campaigns are underway to attract more passengers.
- **Operational cost** is relatively modest and unlikely to be decreased significantly, but all avenues are being pursued (e.g. closing of dedicated Tranz Scenic ticket windows in Wellington Railway Station; analysis of corporate costs).
- **Yield** has the capacity to increase, but we consistently see a drop in patronage when we do so (usually about 8%). Now more than 63% of passengers have a choice for commuter rail provider, it is unlikely that yield alone will close the gap.

4. Conclusion and Recommendations

The true cost of operating the Capital Connection is now known, as are the impacts of competition with Tranz Metro services that now extend to Waikanae. All information demonstrates that the Capital Connection is not commercially sustainable without undergoing some significant changes.

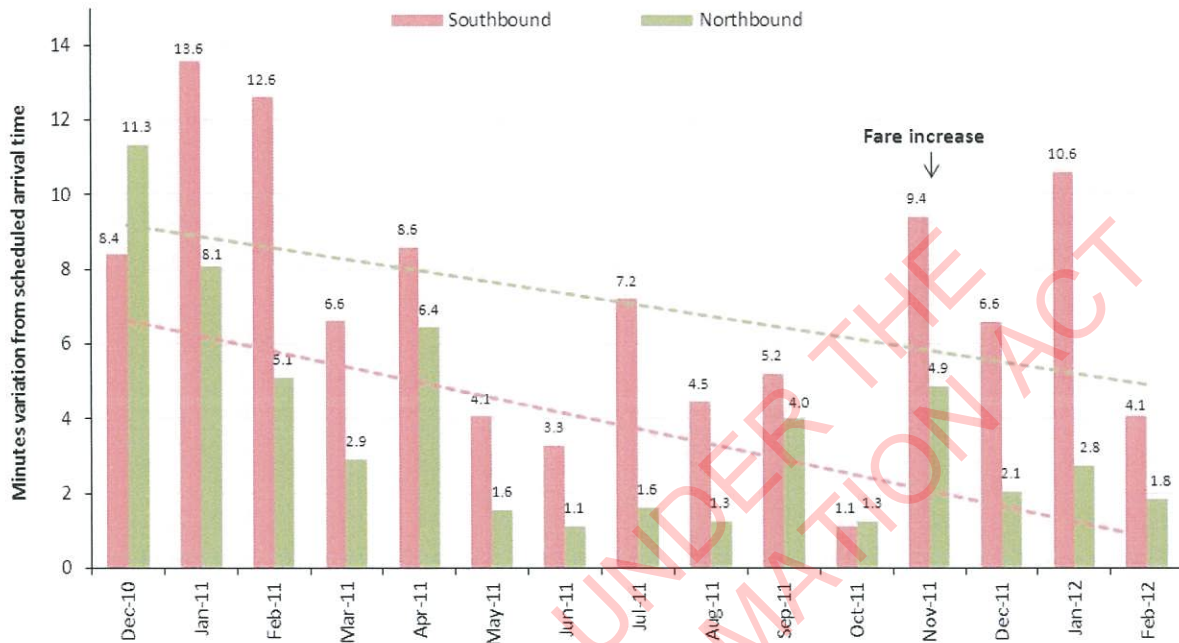
Recommendations

1. Confirm acceptable rate of return (e.g. 10% on EBITDA or EBIT)
2. Communicate options and preferences to key stakeholders
3. Suggest no announcement of fare increase until the position of Council(s) is resolved.

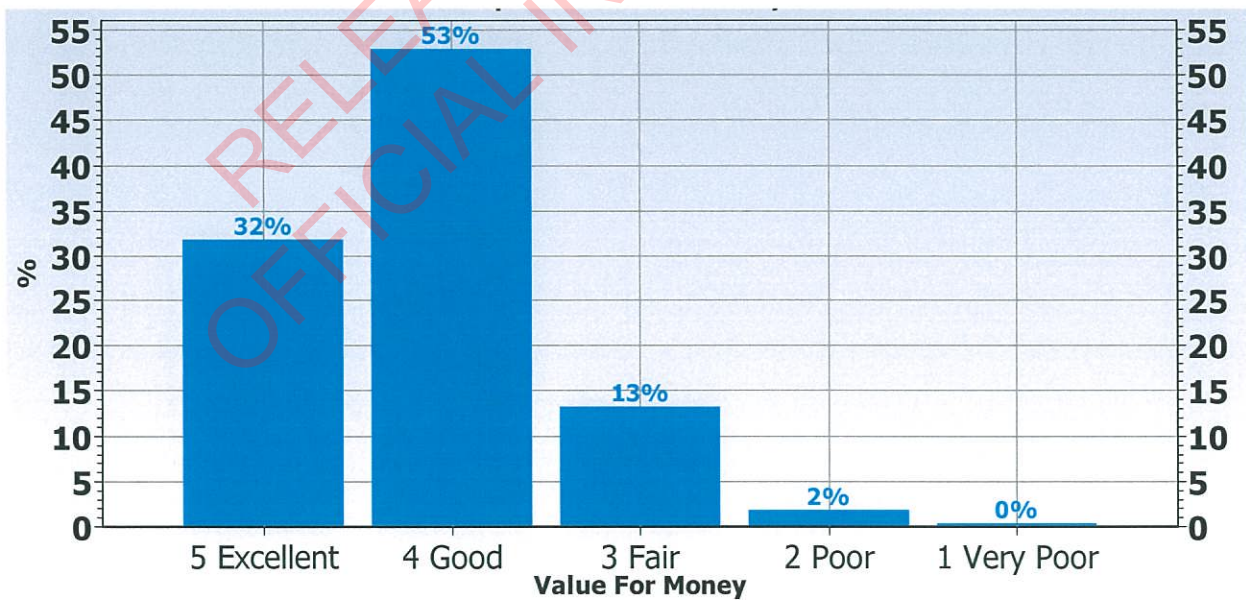
I look forward to discussing this paper with you soon. Rgds, Deb

Appendix: Additional data

Service delays decreasing

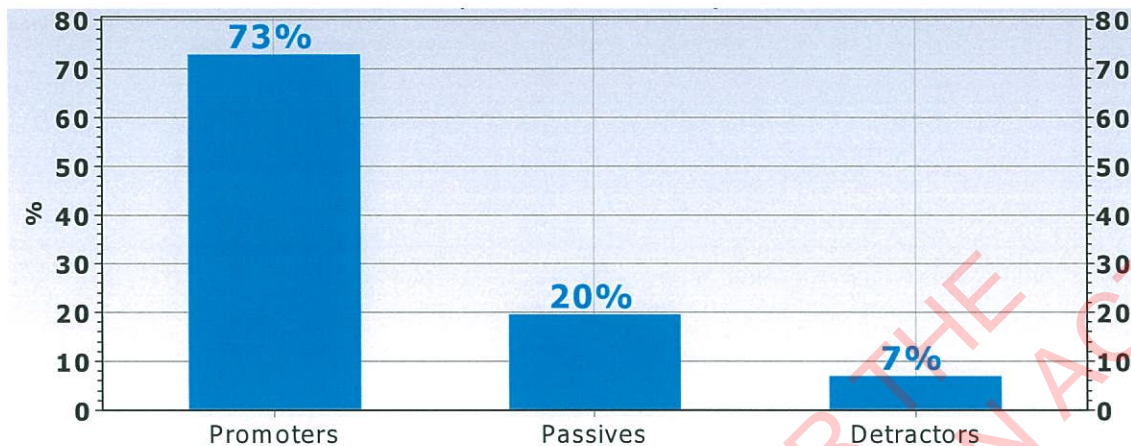


High service offering: excellent customer ratings on value for money



Highly satisfied customers: Excellent Net Promoter Score

- Promoters (73) – Detractors (7) = Capital Connection Net Promoter Score (66)
- A positive NPS is considered good, a score above 50 is considered excellent
- Customers are very likely to promote the service to others



Alternative schedules

1. Improve and augment current offering to improve profitability
2. Use Silver Fern on the same (or shorter) route
 - mechanical investigations revealed the units are not suitable for daily running without substantial investment
 - Units are not a long term solution due to their age
3. Train “shuttle” between Palmerston North and Waikanae (once a day and return)
4. As 3 but a number of services a day
 - Train turn around is at least 35 minutes
 - Off peak journey patronage likely to be very low
 - Running costs based on km travelled, so much more expensive option

Current billboard advertising



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Gail Wilson

From: Deborah Hume [Deborah.Hume@kiwirail.co.nz]
Sent: Wednesday, 30 May 2012 1:13 p.m.
To: Delaney Myers; Jenny Chetwynd
Subject: FW: Capital Connect

Deborah Hume | GM KiwiRail Passenger Group

Ph: +64-4-498 3061 (internal extn 43061) | Mobile: +64-274 741 781

Level 1, Wellington Railway Station, Bunny Street, Wellington 6011 | Private Bag 39988, Lower Hutt 5045, New Zealand



Backbone of integrated transport networks

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From: Kimberley Brady
Sent: Wednesday, 30 May 2012 1:12 p.m.
To: Deborah Hume; Sophie Lee
Subject: Capital Connect

Just wanted to make sure you saw this..

<http://www.stuff.co.nz/dominion-post/news/7013599/Capital-Connection-rescue-package-rejected>

Kimberley Brady

Communications Manager



(New Zealand Railways Corporation)

Ph:++64-4-498 3219 (internal extn 43219) | Fx:++64-4-473 1589

Mobile:021 942 519

Level 4, Wellington Railway Station, Bunny Street, Wellington 6011 | P O Box 593, Wellington 6140, New Zealand

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Gail Wilson

From: Deborah Hume [Deborah.Hume@kiwirail.co.nz]
Sent: Wednesday, 30 May 2012 3:49 p.m.
To: Sophie Lee; Jenny Chetwynd; Wayne Hastie; Anne Redgrave
Cc: Kimberley Brady; Anthony Frith; Tom Evers-Swindell; Delaney Myers
Subject: Radio on Capital Connection

Just did piece with Anita Blake (?) from Palmy on CC. She was after a “new voice” on the topic, and asked specifically about timeframes and how I felt about NZTA view. I gave tried for a small set of key messages:

- early resolution would be best as we continue to lose money
- appreciate Horizons and Greater Wellington offer to pull together a package
- Respect NZTA perspective, hopeful we can all agree on how to move forward

Rgds, Deb

Deborah Hume | GM KiwiRail Passenger Group

Ph: +64-4-498 3061 (internal extn 43061) | Mobile: +64-274 741 781

Level 1, Wellington Railway Station, Bunny Street, Wellington 6011 | Private Bag 39988, Lower Hutt 5045, New Zealand



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Gail Wilson

From: Deborah Hume [Deborah.Hume@kiwirail.co.nz]
Sent: Thursday, 31 May 2012 3:09 p.m.
To: Jenny Chetwynd; Wayne Hastie; Anne Redgrave
Cc: Anthony Frith; Delaney Myers; Wayne Wallace [Wayne.Wallace@horizons.govt.nz] (Wayne.Wallace@horizons.govt.nz)
Subject: In case you haven't see it: Labour Party press release on Capital Connection

Co-operation is key to Capital Connection

Thursday, 31 May 2012, 9:46 am
Press Release: New Zealand Labour Party

Co-operation is key to Capital Connection

The Government's Transport Agency should pull its head out of the sand and start working with KiwiRail and Tranz Metro to find a way to keep the Capital Connection commuter rail service operating, says Labour.

Palmerston North MP Iain Lees-Galloway and Labour Transport spokesperson Phil Twyford said the two rail operators and NZTA should be working together to promote rail as an efficient, sustainable commuter service rather than letting the service die.

"The extension of Wellington's Tranz Metro service to Waikanae has undermined the profitability of KiwiRail's Capital Connection with some Kapiti Coast passengers opting not to use the Capital Connection," Phil Twyford said.

"Surely it is not beyond these two train operators to manage their timetables so that Capital Connection keeps its Kapiti Coast passengers by not running two train services on the same line within minutes of each other.

"NZTA needs to think outside the square and support the train operators to come to a co-operative solution. Instead it's telling train commuters to catch a bus.

"Transport Minister Gerry Brownlee should be directing NZTA and Kiwirail to work together with others to keep the service open. Instead he has washed his hands of any responsibility while two rail operators, the NZ Transport Agency, and two regional councils flail around trying to come up with a solution," said Phil Twford.

Mr Lees-Galloway said rail commuting, with laptop connectivity and increasingly with wifi, is a more desirable and productive option than a bus trip.

"NZTA should be working overtime to keep the Capital Connection operating. Its refusal to invest in the service was astonishing given its support for commuter rail elsewhere and its investment of billions of dollars on gold plated motorways with poor economic return.

"The Capital Connection is the only commuter rail service in New Zealand that is expected to run on a purely commercial model. The NZTA works with regional councils to fund every other commuter train in the country. Why is it leaving the Capital Connection out in the cold?"
ends

Deborah Hume | GM KiwiRail Passenger Group

Ph: +64-4-498 3061 (internal extn 43061) | Mobile: +64-274 741 781

Level 1, Wellington Railway Station, Bunny Street, Wellington 6011 | Private Bag 39988, Lower Hutt 5045, New Zealand



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Gail Wilson

From: Jenny Chetwynd
Sent: Wednesday, 4 July 2012 11:40 a.m.
To: Delaney Myers
Subject: FW: Reactive statement re Capital Connection -

Jenny Chetwynd
Regional Director Central
DDI 64 4 931 8939
M 021 345 988
E jenny.chetwynd@nzta.govt.nz

Please consider the environment before printing this email



From: Jenny Chetwynd
Sent: Wednesday, 16 May 2012 11:32 a.m.
To: 'Deborah Hume'
Subject: RE: Reactive statement re Capital Connection -

thanks D.

Jenny Chetwynd
Regional Director Central
DDI 64 4 931 8939
M 021 345 988
E jenny.chetwynd@nzta.govt.nz

Please consider the environment before printing this email



From: Deborah Hume [<mailto:Deborah.Hume@kiwirail.co.nz>]
Sent: Wednesday, 16 May 2012 11:12 a.m.
To: Jenny Chetwynd
Cc: Anthony Frith; David Shepherd; Sophie Lee
Subject: RE: Reactive statement re Capital Connection -

Works for me. D

From: Jenny Chetwynd [mailto:Jenny.Chetwynd@nzta.govt.nz]
Sent: Wednesday, 16 May 2012 11:07 a.m.
To: Deborah Hume
Cc: Anthony Frith
Subject: FW: Reactive statement re Capital Connection -

hi there Deb - we've put together some para's we'll use in response to the Capital Connection issue. This hasn't gone anywhere yet - would appreciate your feedback on our references to Kiwirail.

Cheers

J

Jenny Chetwynd
Regional Director Central
DDI 64 4 931 8939
M 021 345 988
E jenny.chetwynd@nzta.govt.nz

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We appreciate that the Capital Connection service is valued by a number of local commuters, and we share the disappointment of Kiwirail, Horizons and Greater Wellington that the future of this service is uncertain.

The viability of the Capital Connection has been uncertain for around two years and during this time we have consistently communicated to Horizons that this service does not deliver the congestion benefits that would be necessary to justify NZTA investment.

The Capital Connection has always been a commercial service operated as part of Kiwirail's Tranz Scenic operation, which has never been a recipient of NZTA funding. Our investment in passenger rail services north of Wellington is focused on the Wellington metropolitan service which extends as far north as Waikanae.

The NZTA's focus is on subsidising metropolitan public transport to address congestion and improve economic productivity, and we're continuing to increase our investment in public transport services to achieve this.

We're keen to get people onto trains and buses to unclog our roads, but the reality is that we have to focus on the roads that do get clogged, such as south of Waikanae. Given that there is not a congestion problem between Palmerston North and Waikanae, the focus should be on identifying a cost effective way to move people between these locations to make the best use of the existing subsidised rail services from Waikanae.

If Horizons and Greater Wellington are able to identify a cost effective solution that will link commuters to rail in Waikanae, then Palmerston North commuters will be able to benefit from the existing government fare subsidy on the Waikanae-Wellington train service. We look forward to the councils working together to identify a solution as soon as possible to alleviate uncertainty for commuters."

Gail Wilson

From: Jenny Chetwynd
Sent: Wednesday, 4 July 2012 11:42 a.m.
To: Delaney Myers
Subject: FW: Manawatu Std: Train s support of Labour
Attachments: 150882005.pdf

Jenny Chetwynd
Regional Director Central
DDI 64 4 931 8939
M 021 345 988
E jenny.chetwynd@nzta.govt.nz

Please consider the environment before printing this email



From: Jenny Chetwynd
Sent: Wednesday, 20 June 2012 3:45 p.m.
To: 'Deborah Hume'
Subject: FW: Manawatu Std: Train s support of Labour

Hi Deb
Just for clarification, we haven't changed our mind on this and we have made a final decision.
Cheers
Jen

Jenny Chetwynd
Regional Director Central
DDI 64 4 931 8939
M 021 345 988
E jenny.chetwynd@nzta.govt.nz

Please consider the environment before printing this email



From: Anthony Frith
Sent: Wednesday, 20 June 2012 3:32 p.m.
To: Andrew Knackstedt; Nicky Chilton; Jenny Chetwynd; Lyndon Hammond; Amy Kearse; Delaney Myers; Phillip Eyles
Subject: Manawatu Std: Train s support of Labour



Train gets support of Labour

Mathew Grocott
mathew.groccott@msl.co.nz

The Labour Party's Otaki branch has called for the Capital Connection to keep chugging along.

The days for the Palmerston North to Wellington service look to be numbered with the NZ Transport Agency refusing to support a bail-out package in conjunction with the Horizons and Greater Wellington regional councils.

The commuter train stops at several towns in the Otaki electorate including Shannon and Levin.

"Labour in Otaki is very concerned about the possible cancellation of the Capital Connection rail service," Otaki Labour Electorate Committee spokeswoman Jan Nimmo said.

"We want the Government to instruct the New Zealand Transport Agency to work with KiwiRail, Horizons Regional Council and the Greater Wellington Regional Council to maintain a viable commuter rail link between Palmerston North and Wellington.

"Labour in Otaki supports the proposal of the regional councils to save the Capital Connection commuter train by bringing it under the Tranz Metro service with the same funding model as all other commuter rail services."

This proposal would see passenger fares, regional council and NZTA funding combining to provide the service. However, the transport

agency has said the service does not meet its criteria for a subsidy.

Otaki MP and National Party Cabinet minister Nathan Guy said "no final decisions have been made by NZTA yet".

"I've been talking to the Minister of Transport and various parties about options going forward," Mr Guy said.

Ms Nimmo said: "This train travels right through the Otaki electorate, with many Horowhenua and Kapiti commuters, school groups, students and leisure travellers relying on the train.

"If the train does not run, they will either have to go by road or simply not travel at all and without the Capital Connection, peak hours on the Tranz Metro service will be even more congested.

"KiwiRail have increased commuter fares and ended the transferability of Capital Connection tickets within the TranzMetro lines - it seems they are doing everything to reduce the number of commuters using the service prior to cancelling it."

Palmerston North Labour MP Iain Lees-Galloway has been the most vocal supporter of the train service and is running a petition asking the Government to retain a train link with Wellington.

Yesterday he caught the train to Parliament and took the petition to collect signatures. The petition is also available on the Labour Party website and at Mr Lees-Galloway's Palmerston North office.

Gail Wilson

From: Jenny Chetwynd
Sent: Wednesday, 4 July 2012 11:43 a.m.
To: Delaney Myers
Subject: FW: KiwiRail The EXPRESS (Issue 143) 17 May 2012

Jenny Chetwynd
Regional Director Central
DDI 64 4 931 8939
M 021 345 988
E jenny.chetwynd@nzta.govt.nz

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From: Jenny Chetwynd
Sent: Wednesday, 23 May 2012 7:09 p.m.
To: Deborah Hume
Subject: Re: KiwiRail The EXPRESS (Issue 143) 17 May 2012

Righto

Sent from my iPhone

On 23/05/2012, at 6:58 PM, "Deborah Hume" <Deborah.Hume@kiwirail.co.nz> wrote:

Looks clear...if you can say that so firmly then sharing it widely sooner cf later would be good. Rgds,
Deb

From: Jenny Chetwynd [<mailto:Jenny.Chetwynd@nzta.govt.nz>]
Sent: Wednesday, May 23, 2012 05:43 PM
To: Deborah Hume
Subject: Fwd: KiwiRail The EXPRESS (Issue 143) 17 May 2012

This work for you?
J

Jenny Chetwynd
Regional Director, Central Region
New Zealand Transport Agency

m: 021 345988
e: Jenny.chetwynd@nzta.govt.nz

Begin forwarded message:

From: Delaney Myers <Delaney.Myers@nzta.govt.nz>
Date: 23 May 2012 3:12:54 PM NZST
To: Jenny Chetwynd <Jenny.Chetwynd@nzta.govt.nz>, Lyndon Hammond <Lyndon.Hammond@nzta.govt.nz>, "Deborah.Hume@kiwirail.co.nz" <Deborah.Hume@kiwirail.co.nz>
Subject: RE: KiwiRail The EXPRESS (Issue 143) 17 May 2012

Hi all

We'll get a letter together to go to the Chairs of Horizons and GW and to KiwiRail confirming our position next week. And yes, that position remains unchanged, NZTA will not be investing.

cheers

Delaney Myers
Planning and Investment Manager - Central Region
DDI 64 6 953 6026
M 021 280 8231
E Delaney.Myers@nzta.govt.nz

Please consider the environment before printing this email

From: Jenny Chetwynd
Sent: Wednesday, 23 May 2012 3:06 p.m.
To: Delaney Myers; Lyndon Hammond
Subject: Fwd: KiwiRail The EXPRESS (Issue 143) 17 May 2012

See below. What are your thoughts?

J

Jenny Chetwynd

Regional Director, Central Region

New Zealand Transport Agency

m: 021 345988

e: Jenny.chetwynd@nzta.govt.nz

Begin forwarded message:

From: Deborah Hume <Deborah.Hume@kiwirail.co.nz>
Date: 23 May 2012 3:03:42 PM NZST
To: "'jenny.chetwynd@nzta.govt.nz'"
<jenny.chetwynd@nzta.govt.nz>
Subject: Re: KiwiRail The EXPRESS (Issue 143) 17 May 2012

The Regions clearly still believe there is hope. It would be good to work out when hope is dead so we can plan to close down, or the Region's work has been successful and we can calm the universe.

Your advice? D

From: Jenny Chetwynd [<mailto:Jenny.Chetwynd@nzta.govt.nz>]
Sent: Wednesday, May 23, 2012 02:59 PM
To: Deborah Hume
Subject: Re: KiwiRail The EXPRESS (Issue 143) 17 May 2012

I think we've delivered it havnt we? Or do you feel we need to say it again?

J

Jenny Chetwynd

Regional Director, Central Region

New Zealand Transport Agency

m: 021 345988

e: Jenny.chetwynd@nzta.govt.nz

On 23/05/2012, at 2:51 PM, "Deborah Hume"
<Deborah.Hume@kiwirail.co.nz> wrote:

Sorry buddy...hadn't seen it.

Do you have a plan for delivering 'the last word'?
When do you think?

Rgds, Deb

From: Jenny Chetwynd
[mailto:Jenny.Chetwynd@nzta.govt.nz]
Sent: Wednesday, May 23, 2012 02:35 PM
To: Deborah Hume
Subject: Fwd: KiwiRail The EXPRESS (Issue 143)
17 May 2012

Hi, quite a misleading wee headline in the
EXPRESS on capital connection....my reaction
to the headline isso is Santa Claus.....

:)

Jen

Jenny Chetwynd

Regional Director, Central Region

New Zealand Transport Agency

m: 021 345988

e: Jenny.chetwynd@nzta.govt.nz

Begin forwarded message:

From: "Amy Kearse"
<Amy.Kearse@nzta.govt.nz>
To: "Lyndon Hammond"
<Lyndon.Hammond@nzta.govt.nz>, "Jenny Chetwynd"
<Jenny.Chetwynd@nzta.govt.nz>

>, "Anthony Frith"
<Anthony.Frith@nzta.govt.nz>,
"Phillip Eyles"
<Phillip.Eyles@nzta.govt.nz>,
"Delaney Myers"
<Delaney.Myers@nzta.govt.nz>,
"Wayne Heerdegen"
<Wayne.HeerdeGen@nzta.govt.nz>

Subject: FW: KiwiRail The EXPRESS (Issue 143) 17 May 2012

You may have seen this already...

From: Michelle McCormick
Sent: Wednesday, 23 May 2012 2:14 p.m.
To: P&I Public Transport Unit; Nick Hunter; Amy Kearse
Subject: FW: KiwiRail The EXPRESS (Issue 143) 17 May 2012

Kiwiail News letter - interesting articles on Capital Connection - Mike Mellow expressed about the heritage value (or not) of the Tawa station, also Baldrick from Blackadder being involved in designing customer announcements on the UK rail line between Birmingham and London

Michelle McCormick
Public Transport Planning
Manager
Planning & Investment
DDI 64 4 894 6442
M 64 21 526 473
E
michelle.mccormick@nzta.govt.nz
[nz<mailto:michelle.mccormick@nzta.govt.nz>](mailto:michelle.mccormick@nzta.govt.nz)

Have you signed up for

Exchange?

The Public Transport Leadership Forum's (PTLF) quarterly e-newsletter.

www.nzta.govt.nz/about/newsletters/exchange/index.html<<http://www.nzta.govt.nz/about/newsletters/exchange/index.html>>

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From: Adrian Douglas

Sent: Tuesday, 22 May 2012 9:02 a.m.

To: Adrian Stephenson; Alan Malthus; Bob Alkema; Bob Gibson; bryan graham; Celia Patrick; Daniel Pou; Don Finch

[REDACTED]; Glenn Bunting; Graeme Hudson; Ian Hunter; Ivan Cowell; 'Jenny Cook'; Kath Douce; Lyndon Hammond; Maree Henderson; Merv Harvey; Michael Cummins; Michelle McCormick; Nick Hunter; Peter Heartherington; Peter Kippenberger; Rick Barber; Rob Gould; Robyn Elston; Robyn Fisher; Ron Mail RCA; Terry Bonner

[REDACTED] Tony Rich RCA; Victoria Slade; Warren Merrilees RCA
Subject: FW: The EXPRESS (Issue 143) 17 May 2012

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www.nzta.govt.nz

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Gail Wilson

From: Jenny Chetwynd
Sent: Wednesday, 4 July 2012 11:44 a.m.
To: Delaney Myers
Subject: FW: Capital Connection
Attachments: BRI-0249 Capital Connection- Ministerial Briefing 31 May 2012.doc; ATT00001.htm

Jenny Chetwynd
Regional Director Central
DDI 64 4 931 8939
M 021 345 988
E jenny.chetwynd@nzta.govt.nz

Please consider the environment before printing this email



From: Jenny Chetwynd
Sent: Thursday, 31 May 2012 7:45 p.m.
To: Deborah Hume
Subject: Capital Connection

Our briefing to the minister, in case you get asked for your views.
Cheers

Jenny Chetwynd
Regional Director, Central Region
New Zealand Transport Agency

m: 021 345988
e: jenny.chetwynd@nzta.govt.nz



31 May 2012

Minister of Transport

Capital Connection rail service

Purpose

The purpose of this briefing is to provide background information on the Capital Connection rail service.

Current service

The Capital Connection is a commuter rail service running between Palmerston North and Wellington, once each way Monday through Friday. It's operated by KiwiRail as a fully commercial service as part of their TranzScenic brand (which also includes services like the Overlander and TranzAlpine). It is not, and has never been subsidised by the NZ Transport Agency or predecessor organisations. It provides passengers with a high end train service with generous seating, tables, toilets and a licensed café carriage.

Earlier this month, KiwiRail advised Horizons Regional Council and Greater Wellington Regional Council that it intends to stop the service in June, unless the service is subsidised by a third party or parties. Recent fare increases have not helped the financial situation and commuter numbers have dropped, partially due to the TranzMetro service extending to Waikanae in 2011. The service is running at a loss and is not sustainable. This is consistent with the messages from KiwiRail over the last two years that the service is increasingly unviable.

Subsidy level

KiwiRail has indicated a subsidy of over \$550,000 is required per year to continue the service, but this is based on a continuation of the existing passenger boarding numbers. Fare increases have been modelled; with the required fare level so large that patronage would drop sharply, increasing again the need for additional revenue.

Greater Wellington Regional Council and Horizons Regional Council are investigating different operating models for the service; and have called on the NZ Transport Agency to subsidise the service with them. The NZ Transport Agency contribution sought is for 59% of the total subsidy with Horizons and Greater Wellington splitting the remainder.

NZ Transport Agency position

The NZ Transport Agency has advised the councils and KiwiRail that it will not be subsidising this service, in part or in full, as it does not represent a good investment of the national land transport fund for the following reasons:

- A commercially viable service, could be provided, at no cost to the motorist or ratepayer, to get approximately 150 passengers to Waikanae, where they can pick up an already subsidised metro rail service into Wellington - thus providing passengers with a simple and cost effective alternative transport mode to continue the journey without needing a private motor vehicle.
- The subsidy cost is approximately \$2,270 per passenger per year, and it is not fair to tax motorists and ratepayers to bear this cost - with little value gain. (The subsidy costs would vary under different funding scenarios.)
- There is no congestion problem between Palmerston North and Waikanae that warrants government subsidising an alternative mode of transport between these locations.

We have been consistent in this message since KiwiRail first flagged its concern for the service two years ago.

Wairarapa line

Comparisons have been raised with the Wairarapa line. Firstly, the Wairarapa line is an existing subsidised service whereas Capital Connection would represent a new investment. There is a clear difference between the NZ Transport Agency stopping an existing investment to which it has existing obligations, and beginning a new one. Secondly, the Wairarapa line reports 690,000 passengers trips a year, with growing numbers. The Capital Connection passenger trips for boarding/departing north of Waikanae for the year ending February 2012 were 51,536 with a decreasing trend. At less than 10% the passenger numbers, the Capital Connection is not comparable with the Wairarapa line.

We are encouraging Horizons Regional Council and Greater Wellington Regional Council to facilitate a fully commercial coach service as a more cost effective solution to get the approximately 150 commuters from Palmerston North to Waikanae, where they can pick up an existing NZ Transport Agency subsidised metro rail service into Wellington.

Jenny Chetwynd

Regional Director - Central

CONTACT DETAILS

Jenny Chetwynd, Regional Director Central
DDI: 04 931 8939/Mobile: 021 345 988

Geoff Dangerfield, Chief Executive
DDI: (04) 894 6499/Mobile: 021 678 035

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Gail Wilson

From: Jenny Chetwynd
Sent: Wednesday, 4 July 2012 11:44 a.m.
To: Delaney Myers
Subject: FW: Capital Connection

Jenny Chetwynd
Regional Director Central
DDI 64 4 931 8939
M 021 345 988
E jenny.chetwynd@nzta.govt.nz

Please consider the environment before printing this email



From: Jenny Chetwynd
Sent: Friday, 1 June 2012 5:16 p.m.
To: Deborah Hume
Subject: Fwd: Capital Connection

Another one. Cheers jen

Jenny Chetwynd
Regional Director Central Region

m: 021 345988
e: Jenny.chetwynd@nzta.govt.nz

Begin forwarded message:

From: Anthony Frith <Anthony.Frith@nzta.govt.nz>
Date: 1 June 2012 3:55:28 PM NZST
To: Delaney Myers <Delaney.Myers@nzta.govt.nz>, Andrew Knackstedt <Andrew.Knackstedt@nzta.govt.nz>, Nicky Chilton <Nicky.Chilton@nzta.govt.nz>, Phillip Eyles <Phillip.Eyles@nzta.govt.nz>, Jenny Chetwynd <Jenny.Chetwynd@nzta.govt.nz>, Lyndon Hammond <Lyndon.Hammond@nzta.govt.nz>
Subject: FW: Capital Connection

FYI - our statement re Capital Connection to Manawatu Std re wairarapa

From: Anthony Frith
Sent: Friday, 1 June 2012 3:55 p.m.

To: 'jimmy.ellingham@mssl.co.nz'
Subject: Capital Connection

Hi Jimmy

You can attribute this to Jenny:

We're absolutely committed to maintaining the existing metro services we subsidise for commuters, and there is a clear difference between meeting our obligations to an existing subsidised metro service versus taking on new commitments.

The patronage for the Capital Connection is trending opposite to that of the Wairarapa line: the number of people using the Capital Connection has been in decline, whereas the number of people using the Wairarapa Line continues to climb. Around thirteen times the number of people use the Wairarapa line than the Capital Connection line between Palmerston North and Waikanae. The Wairarapa line is much more cost effective on a per capita level, which makes it a better value investment of public money.

In regards to NZTA criteria of congestion relief for new public transport services: It's important we can provide stability and certainty for commuters through our existing obligations such as the Wairarapa line, and that we don't chop and change these existing obligations every time certain priorities shift. At the end of the day, new services must prove their value on their own merits and that is what we have based our decision on.

We need to make sure new investments provide value for money by demonstrating significant and enduring benefits to the taxpayer. A coach service would provide largely the same benefits without requiring taxpayer and ratepayer assistance, and knowing this, we wouldn't be investing public money wisely if we sunk it into the Capital Connection.

When we consider new investments, we always consider whether the solution being proposed is the most effective, and whether it provides good value for money. We understand a fully commercial coach service between Palmerston North and Waikanae would be feasible and commercial coach services have long proven their value for mid-range trips. The Airport Flyer in Wellington, for example, is unsubsidised and fully commercial, yet is popularly used and provides a high level of comfort for users.

The Capital Connection is a commercial service that has become unviable because it is no longer cost effective, and we believe a subsidy in the vicinity of nearly \$3000 per person

annually is not cost effective for the taxpayer or ratepayer either. To fund the Capital Connection we would need to cut other public transport services that offer greater benefits, and we're not prepared to do that.

We are eager for Capital Connection commuters to make use of the subsidised TranzMetro service for the Waikanae to Wellington leg of the journey, and we are supportive of efforts by Horizons Regional Council to facilitate a pragmatic and cost effective solution to get people to Waikanae.

Cheers

Ants

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Gail Wilson

From: Jenny Chetwynd
Sent: Wednesday, 4 July 2012 11:44 a.m.
To: Delaney Myers
Subject: FW: In case you haven't see it: Labour Party press release on Capital Connection

Jenny Chetwynd
Regional Director Central
DDI 64 4 931 8939
M 021 345 988
E jenny.chetwynd@nzta.govt.nz

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From: Jenny Chetwynd
Sent: Thursday, 31 May 2012 3:32 p.m.
To: Deborah Hume
Subject: Re: In case you haven't see it: Labour Party press release on Capital Connection

Thanks .

Jenny Chetwynd
Regional Director, Central Region
New Zealand Transport Agency

m: 021 345988
e: jenny.chetwynd@nzta.govt.nz

On 31/05/2012, at 3:08 PM, "Deborah Hume" <Deborah.Hume@kiwirail.co.nz> wrote:

Co-operation is key to Capital Connection

Thursday, 31 May 2012, 9:46 am
Press Release: New Zealand Labour Party

Co-operation is key to Capital Connection

The Government's Transport Agency should pull its head out of the sand and start working with KiwiRail and Tranz Metro to find a way to keep the Capital Connection commuter rail service operating, says Labour.

Palmerston North MP Iain Lees-Galloway and Labour Transport spokesperson Phil Twyford said the two rail operators and NZTA should be working together to promote rail as an efficient, sustainable commuter service rather than letting the service die.

“The extension of Wellington’s Tranz Metro service to Waikanae has undermined the profitability of KiwiRail’s Capital Connection with some Kapiti Coast passengers opting not to use the Capital Connection,” Phil Twyford said.

“Surely it is not beyond these two train operators to manage their timetables so that Capital Connection keeps its Kapiti Coast passengers by not running two train services on the same line within minutes of each other.

“NZTA needs to think outside the square and support the train operators to come to a co-operative solution. Instead it’s telling train commuters to catch a bus.

“Transport Minister Gerry Brownlee should be directing NZTA and Kiwirail to work together with others to keep the service open. Instead he has washed his hands of any responsibility while two rail operators, the NZ Transport Agency, and two regional councils flail around trying to come up with a solution,” said Phil Twford.

Mr Lees-Galloway said rail commuting, with laptop connectivity and increasingly with wifi, is a more desirable and productive option than a bus trip.

“NZTA should be working overtime to keep the Capital Connection operating. Its refusal to invest in the service was astonishing given its support for commuter rail elsewhere and its investment of billions of dollars on gold plated motorways with poor economic return.

“The Capital Connection is the only commuter rail service in New Zealand that is expected to run on a purely commercial model. The NZTA works with regional councils to fund every other commuter train in the country. Why is it leaving the Capital Connection out in the cold?” ends

Deborah Hume | GM KiwiRail Passenger Group

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<image001.jpg>

Backbone of integrated transport networks

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