

Greater Wellington Regional Council

Annual Report Summary 2013/14

Chair's report

In the year under review Greater Wellington Regional Council has completed or significantly advanced a number of major initiatives. It was also a year of unusual challenges in terms of physical resilience and again the council has stepped up to deliver.

In June 2013 the region was hit by a massive storm that created havoc for many communities and took out the rail line between Wellington city and the Hutt. This was followed in July and August by a series of earthquakes centred in Cook Strait - the most significant felt by the region since 1942. The Wellington Region Emergency Management Office (WREMO) co-ordinated the response to the storm and the quakes, and helped ensure that the region was able to return to business as usual as quickly as possible.

During the year, WREMO put considerable time, effort and resources into preparing communities for future events through a number of initiatives, including offering households 200-litre emergency water tanks at a subsidised cost of \$105. These tanks have proved immensely popular with people throughout the region, and the initiative was recognised with a 2014 Global Energy Award for Sustainability.

One of our largest pieces of work over 2013/14 was the Wellington City Public Transport Spine Study, which was subject to public consultation, then formal hearings by a sub-committee of the Regional Transport Committee (RTC). The hearing group principle recommendations were focussed on the route and the mode, with strongly contested public views on the latter. The RTC accepted the hearing committee proposals, confirming the spine through the Wellington CBD and the main cross-city east-west and north-south routes, and also the mode option, for which Bus Rapid Transit was selected as the most appropriate. We have already begun implementation and are working closely with Wellington City Council and the New Zealand Transport Agency on implementation of the plan.

Work on the development our Regional Plan also neared completion. In previous years we began this exercise by asking the community to tell us what they thought were the most critical issues to do with the natural environment in the region. The response was great and we have used that initial input to build the new Plan, going back to community meetings and reference groups throughout the process. In the year under review we shaped the ideas into a document that will become our Draft Regional Plan in 2014/15.

We want local communities to continue to "own" the Plan, so decided some time ago that each major water catchment would have a local committee that would work on any special provisions they thought appropriate for their area and also determine the timing of the implementation of bottom-line rules. We are calling these local catchments "whaitua" and have set up the first Whaitua Committee to oversee the Ruamahanga catchment in Wairarapa, with more to follow throughout the region in the next year or so.

Over the past financial year, we also had a strong focus on economic development, including developing a proposal to amalgamate GWRC's economic development agency, Grow Wellington, with Wellington City Council's relevant agencies - Positively Wellington Tourism, Positively Wellington Venues and the Wellington City Major Events team. The new agency will be known as the Wellington Regional Economic Development Agency (WREDA) and will be able to take a truly regional approach across a number of areas

of activity that contribute to economic growth. We are looking at beginning the new agency at the end of the 2014 calendar year.

Another area of more formal collaboration between councils was the work on a proposal to integrate water delivery services with Wellington City, Hutt City, Upper Hutt and Porirua. GWRC has in the past provided bulk water collection and distribution, whereas the cities have been responsible for the “retail” distribution. All councils agreed in principle during the year to join together to provide a shared service at the supply end and to also include the territorial council responsibilities of the wastewater and stormwater management. Although all the councils involved will continue to own their individual assets and determine their annual capital work programmes, the new water company does represent a step forward in local government collaboration in a region of fewer than half a million people. A joint water committee - made up of representatives from the five shareholding councils - will be established to oversee water service delivery.

In all our activities we support and are supported by many regional partners, all of whom I would like to acknowledge. Together we have high ambitions for our region.

Finally, I want to acknowledge the work and commitment of our council CEO David Benham who is about to retire after a long period of service to the council and the regional community. Dave joined GWRC as our CFO, then ran the bulk water operation before taking over as CEO in 2005. On behalf the councillors and staff I thank him for his dedication to the council and his leadership during his time here.

A handwritten signature in black ink, appearing to read 'Fran Wilde', with a stylized, cursive script.

Fran Wilde

Chief Executive's report

The past year has seen many of the council's initiatives come into fruition to improve infrastructure around the Wellington region.

This is particularly true in the public transport space where investment in key infrastructure is starting to pay off and provide real benefits to commuters coming in and out of the Wellington CBD, and travelling to other towns and cities in the region.

We have boosted our train fleet with more purpose-built Matangi Trains, which has seen an increase in patronage and a decrease in running costs allowing us to provide a better service for less money.

We saw full year patronage increases of 1.58% in bus and 2.54% in rail, which shows a trend of more people deciding to leave their cars at home and opt for public transport for their daily commute. We are hopeful that this trend will continue as the travelling public take advantage of all the improvements that have been made to our public transport systems over the last few years.

The increase in rail fare revenue and reduction in expenditure that the investment in the new trains has caused allowed Council to make a decision to not move forward with proposed public transport fare increases in 2014/15, providing a financial saving to commuters in the region.

The past financial year also saw the completion of the real time information project with the introduction of real time information on the rail network in October 2013 and installation of real time information display signs on Wellington's Golden Mile.

In recognition of the progress the council has made in public transport, GWRC was awarded two awards from the Chartered Institute of Logistics and Transport; one for the Matangi train project and the other jointly with KiwiRail for the improvements to the metro rail service.

The past financial year is one that brought with it unique challenges for the regional council, including the earthquake damage to our Wakefield Street building in Wellington city. This caused us to bring forward a planned move to Shed 39 on the waterfront, with staff setting up in the new building in August, rather than December. I am proud to say that core council activities were not affected by the earthquakes.

In terms of Emergency Management, the council has responded to the many natural events of the past year by placing an increased focus on enhancing the resilience of communities in our region. This has taken many forms, including using the surplus income for our sale of forestry cutting rights to create a self-insurance fund to protect our assets against future events.

We have also successfully negotiated the purchase of land near Kaitoke to house new large-scale water storage for when expansion of our storage network is eventually needed. The new site provides the region with flexibility in the location, scale and cost of new supply options. We have also completed a three-year improvement project to enlarge and strengthen the Stuart Macaskill water storage lakes.

Over the year in review, we also completed the detailed feasibility studies for emergency water storage near Takapu Road (on the Porirua-Wellington boundary), and for a cross harbour emergency water supply pipeline between Seaview and south-east Wellington.

Despite these major projects – and many others – being carried out over the past financial year GWRC achieved an operating surplus of \$3,344,000 (budget, a deficit of \$21,000) for the year ended 30 June 2014, showing a \$3,365,000 favourable result relative to budget.

Below the operating line we have transport improvements numbers and non-operational movements. The surplus here is mainly due to a significant increase in forestry valuations, reduced improvement expenditure directly within GWRC in public transport and financial instrument valuations. When these are included the financial result for the year is a surplus of \$22,986,000 (budget, a surplus of \$3,447k), giving a favourable variance of \$19,539,000.

Finally there is the current year fixed asset revaluations for parks and public transport. These resulted in a further increase of \$27,681,000 bringing the overall surplus to \$50,667,000 for the year.

The previous financial year was one that brought with it significant challenges, but despite this we have managed to keep on track with our major work programmes and have emerged in a strong financial position.

In September 2014 I will step down as Chief Executive, after holding the role for nine years, and spending 25 years working at the Regional Council. It has been a pleasure serving the communities of greater Wellington and I would like to thank all our partners that we have worked alongside over this time to keep our region growing.



David Benham

Chief Executive Officer

Greg Campbell¹

Acting Chief Financial Officer

Mike Timmer

**General Manager,
Environment Management**

Nigel Corry

**General Manager,
Public Transport**

Wayne Hastie

**General Manager,
Water Supply**

Chris Laidlow

**General Manager,
Strategy and Community Engagement**

Jane Davis

**General Manager,
Catchment Management**

Wayne O'Donnell

**General Manager,
People and Capability**

Leigh-Anne Buxton

Pou Whakarae (Manager Māori Relations)

Rick Witana

¹ Greg Campbell commenced 15th September 2014

Key achievements for 2013/14

Regional leadership

Bus Rapid Transport was agreed by the Regional Transport Committee as the preferred option for Wellington city's public transport spine. This decision provides the platform for key aspects of the Regional Public Transport Plan.

WREMO guided the region through its most significant series of earthquakes since 1942. With over 39,000 followers on its Facebook page WREMONZ has the largest following per capita of any Emergency Management office in the world. WREMO also received the International Association of Emergency Managers Oceania award for the CDEM Group Volunteer programme, and the Energy Globe Foundation Award for Sustainability for the 200 litre water tank initiative.

A proposal was developed to amalgamate GWRC's economic development agency (Grow Wellington) with Wellington City Council's economic development activities (including Positively Wellington Tourism, Positively Wellington Venues and the Wellington City Major Events team). A final decision on the amalgamation will be made in the first half of 2014/15.

A regional spatial planning project, which GWRC is leading, was initiated under the direction of the Mayoral Forum.

Public transport

This was a significant year for public transport in the region, with adoption of the Regional Public Transport Plan (PT Plan) in June 2014. This Plan is the blueprint for the future of public transport in the region in the medium to long term. The PT Plan included the 2013 update to the Regional Rail Plan and the Wellington City Bus Review, including the decision on the future bus fleet for Wellington.

We funded 1.3 million bus, rail, and ferry services, and 35.8 million passenger trips, which equates to a 1.8% increase from 2012/13. We continued to fund the Total Mobility Scheme which provides subsidised transport for people with disabilities, with 271,000 Total Mobility Scheme trips in 2013/14. We completed the real time information project with the introduction of real time information on rail in October 2013, installation of real time information display signs on Wellington's Golden Mile and handover of operational responsibility by the project team.

There was significant progress in the development of the Public Transport Operating Model. Procurement activity commenced with the holding of a market soundings event in March and a significant level of interest was shown from both New Zealand and overseas participants in the new rail contracts commencing 2016 and new bus contracts commencing 2017. The Transport Agency approved both the Transport Procurement Strategy and the Rail Procurement Procedure.

Favourable financial results during 2013/14, primarily from increased rail fare revenue and reduced rail expenditure, meant that the Council was able to agree that there would be no public transport fare increase in 2014/15.

Water supply

The purchase of land near Kaitoke to house new large-scale water storage was successfully negotiated. This provides the region with flexibility in the location, scale and cost of new supply capacity when expansion is eventually needed. A three-year improvement project to enlarge and strengthen the Stuart Macaskill water storage lakes was completed, with both full and back in service by November 2013.

Two major steps were taken towards improved emergency readiness, with the completion of detailed feasibility studies for emergency water storage near Takapu Road (on the Porirua-Wellington boundary) and for a cross-harbour emergency water supply pipeline between Seaview and south-east Wellington. These options will be considered as part of an emergency water supply strategy for consultation through GWRC's

Long Term Plan 2015-25.

A significant collaborative project with Capacity was initiated which is being project managed by the Water Supply Group. This is the first such project undertaken with Capacity. The project goal is to have one universal radio network which will be used by both organisations with the assets owned by all councils. The benefits of the project are significant including the provision of a dedicated resilient communications network for water supply purposes in the event of an emergency.

Towards the end of this year Council approved a proposal to integrate its water collection, treatment and bulk supply services with the retail supply, wastewater and storm-water services provided by the Hutt, Porirua, Upper Hutt and Wellington city councils.

Environment

2013/14 saw implementation of the National Policy Statement for Freshwater Management and establishment of the Ruamahanga Whaitua Committee.

In the Biodiversity area, a memorandum of understanding was agreed with the Queen Elizabeth II National Trust that sets out how landowners will be supported to establish open space covenants on their land. This year 41ha were protected in perpetuity, at sites where landowners are supported with pest control work to safeguard biodiversity values.

All sites within the Key Native Ecosystem (KNE) programme were reviewed and re-prioritised using a range of ecological criteria. As a result, a revised list of KNE sites has been developed and three-year management plans are being developed for all sites. These cover operations and set out management actions that address identified threats to the sites' biodiversity values.

The Biosecurity team carried out pest control in 130 KNE sites to control threats to ecological health. Aerial possum control projects were completed in Akatarawa, Project Kaka, Western Tararua and the Otaki Buffer (covering 43,700 hectares); the Regional Possum and Predator Control programme in Northern Wairarapa, Kapiti, Porirua and Upper Hutt (covering 36,300 hectares); and vector control for TBFree NZ (covering 24,000 hectares).

The sale of forestry cutting rights to 5,150ha of plantation and soil conservation reserve forests was completed late in the year, with provision made for maintaining full recreational access to the forests.

At the Akura Conservation Centre the second stage of planting was completed, bringing the area of new nursery to 11 hectares, as well as development of the yard and retail area.

26,500 poplar and willow poles were planted on erosion-prone land as part of the extensive Farm Plan programmes operating across the Wairarapa hill country.

Flood protection and control works

Flood protection work continues, with good progress made over the past year. The Te Kāuru Upper Ruamahanga River Floodplain Management Plan Subcommittee was established, and approval of Phase 1 investigations completed.

Design objectives were agreed and developed into the Integrated Concept Design options for the Hutt River City Centre Project, incorporating river works, stopbanks, bridge renewal and Hutt City Council's 'Making Places' project.

The Hutt River Floodplain Management Plan was implemented, including granting of consents for the Whakawhiriwhiri Stream diversion and mitigation works in the Wairarapa Valley, and strategic land purchases at Woollen Mills Point and Mills Street.

Parks

Negotiations concluded with NZTA regarding compensation and mitigation of effects of the Transmission Gully Motorway on the regional parks. A key aspect of the agreement is the relocation of the farm hub at Belmont Regional Park. NZTA also agreed to fund a cycleway / walkway from Paekakariki to Raumati South in Queen Elizabeth Park as part of the Mackays to Peka Peka Expressway project.

Enhancement work at the Rimutaka Summit was completed. Pine trees were removed and a viewing area, loop track and information kiosk were constructed, creating a new experience for travellers en route to the Wairarapa.

Further work on the Rimutaka Rail Trail included retaining and surface work at the Summit tunnel entrance to address erosion issues and hydro-mowing to cut back encroaching vegetation. Approximately 30 historic culverts were discovered along the rail formation, with repairs necessary on most.

A new information kiosk at the Maungakotukutuku entrance to the Akatarawa forest was constructed as part of a plan to enhance this major entranceway and provide users with better information, particularly with regard to safety in the forest.

The 2014 Queen Elizabeth and Battle Hill Arbor Day / Matariki events were well attended by nearly 300 school children as well as mana whenua. Altogether just over 2,000 plants were planted at the two parks, and all enjoyed these events which took place in fine winter weather.

Financial overview for the year ended 30 June 2014

Council - Statement of comprehensive income	Council		
	2014 Actual \$000s	2014 Budget \$000s	2013 Actual \$000s
Operational Revenue	215,101	214,425	202,299
Finance costs	(9,424)	(8,751)	(7,925)
Operational expenditure	(203,603)	(200,737)	(184,761)
Operational surplus / (deficit) for the year before transport	2,074	4,937	9,613
Transport improvement grants and subsidies revenue	4,152	1,260	14,007
Transport improvement expenditure	(2,882)	(6,218)	(26,590)
Net revenue / (expenditure) for transport improvements	1,270	(4,958)	(12,583)
Surplus / (deficit) for the year before tax and fair value gains / (losses)	3,344	(21)	(2,970)
Fair value gains / (losses) in profit and loss	19,642	3,468	3,501
Tax	-	-	-
Surplus / (deficit) after tax	22,986	3,447	531
Other comprehensive income			
Increases / (decreases) in revaluations	27,681	-	111,102
Fair value movements in other comprehensive income	-	-	-
Total comprehensive income / (deficit) for the year	50,667	3,447	111,633

Council's net operating surplus for the 2013/14 year before fair value gains and losses was \$3.344 million, compared with a budgeted deficit of \$0.21 million. Including fair value movements of \$19.642 million and tax the net surplus was \$22.986 million, which is \$19.539 million ahead of budget. In other comprehensive income, the five yearly revaluation of the transport and parks assets increased their value by \$27.691 million.

Significant components of this variance are:

Grants and subsidies - Revenue and expenditure

Council receives grant revenue to fund various transport programmes and projects. Revenue is only received when expenditure is incurred and grant revenue is \$6.3 million lower due to the lower transport expenditure including:

- Lower expenditure on Matangi trains during 2013/2014 of \$2.1 million.
- Lower trolley bus infrastructure renewals expenditure \$3.3 million. This work is currently being reviewed.
- Lower rail contract expenditure of \$3.6m because of higher than budgeted fare revenue and savings in rail operating costs.
- Lower diesel bus operations expenditure of \$0.7m 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.

Finance Costs

Finance costs were higher than budget due to increasing interest rates incurred during the year.

Fair value adjustments

the main adjustment is the rise in the value of the forestry assets. The improving market for forestry assets has resulted in a large increase in the value of the trees held at balance date. Council entered an agreement to sell the forestry cutting rights in July 2014.

Asset Revaluations

Asset revaluations are typically done every five years and the revaluation of transport and parks and forests assets resulted in a \$27 million increase in the value of these assets. This emphasises the on-going financial challenge of building and replacing key infrastructure for the region.

**Financial overview
for the year ended 30 June 2014**

Council - Statement of financial position

	Council		
	2014 Actual \$000s	2014 Budget \$000s	2013 Actual \$000s
Current assets	82,388	79,865	78,705
Non-current assets	1,029,308	936,099	948,552
Total assets	1,111,696	1,015,964	1,027,257
Ratepayers equity	878,294	775,763	827,627
Current liabilities	108,775	57,876	99,153
Non-current liabilities	124,627	182,325	100,477
Net equity and liabilities	1,111,696	1,015,964	1,027,257

Fran Wilde

Chair

30th September 2014

Greg Campbell

Chief Executive

30th September 2014

Mike Timmer

Acting Chief Financial Officer

30th September 2014

Property, plant and equipment – capital expenditure

The primary balance sheet variance has occurred due to the revaluations of fixed assets. In 2013 the Water assets increased by \$111 million and 2014 the transport and park assets by \$27 million; this is reflected in the ratepayers' equity variance.

Debt

Overall debt is close to budget, there has been a shift between current and non-current when compared top budget.

Council - Statement of cash flows

	Council		
	2014 Actual \$000s	2014 Budget \$000s	2013 Actual \$000s
Cashflows from operating activities	30,072	14,091	(30,954)
Cashflows from investing activities	(45,379)	(54,600)	(50,251)
Cashflows from financing activities	26,488	46,243	41,871
Net increase (decrease) in cash, cash equivalents and bank overdraft	11,181	5,734	(39,334)
Opening cash equivalents	8,335	28,587	47,669
Closing cash equivalents	19,516	34,321	8,335

Actual cashflow from operations is higher than budget due to increased forestry and investment revenue and lower grant expenditure during 2013/14.

**Financial overview
for the year ended 30 June 2014**

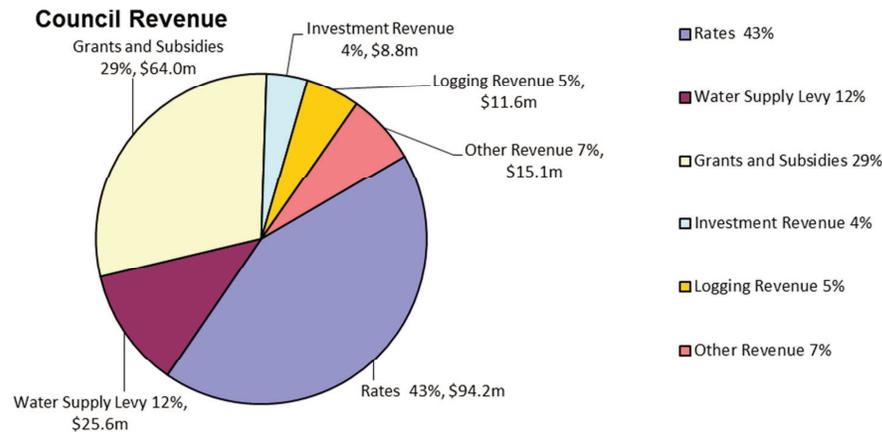
During 2014 Central Government introduced additional financial and reporting requirements which are included in this overview.

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 Council.

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

Rates

This pie chart illustrates Council’s sources of revenue. Rates made up 43% of revenue in 2014. Grant and subsidies, predominately from Central Government for public transport makes up the next largest share at 29%.

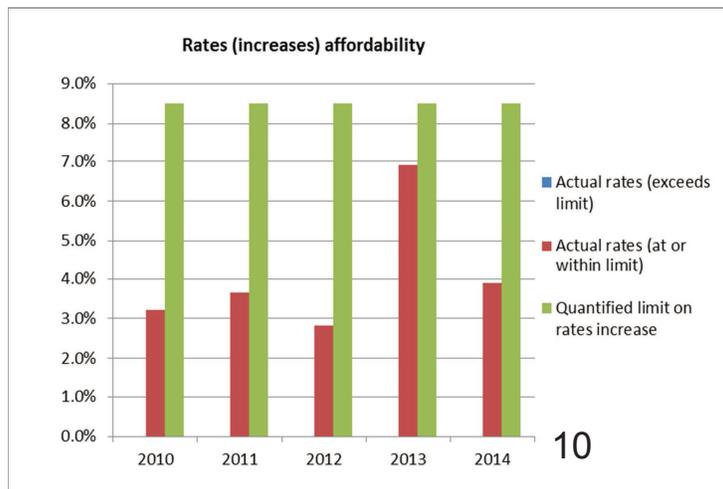


These next graphs indicate whether the Council has kept within the rates limit is adopted in the LTP.

Rates (increases) affordability

The Council adopted an average increase of 8.5% per annum (around \$31 per year for the average residential ratepayer) in its 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



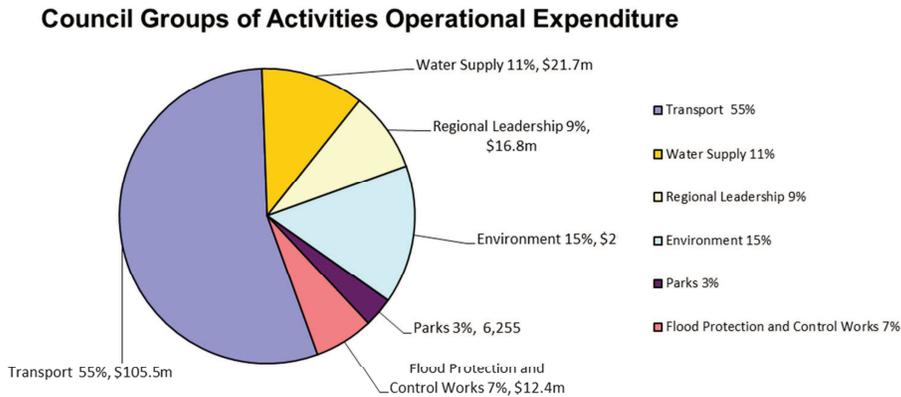
**Financial overview
for the year ended 30 June 2014**

Rates income affordability

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



This pie chart illustrates Council’s operational expenditure by group of activities. The largest portion is for public transport, at \$105 million equates to 55% of operational expenditure in 2014.

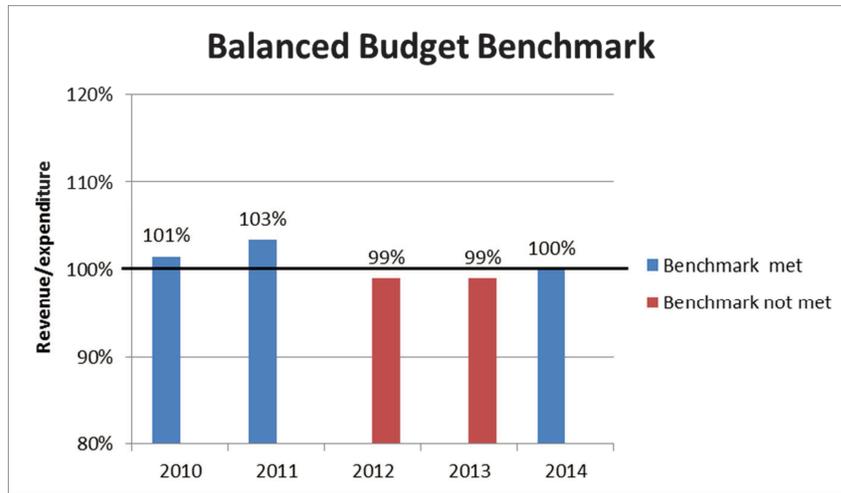


**Financial overview
for the year ended 30 June 2014**

Balanced Budget

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

Over time the council is meeting this benchmark test.

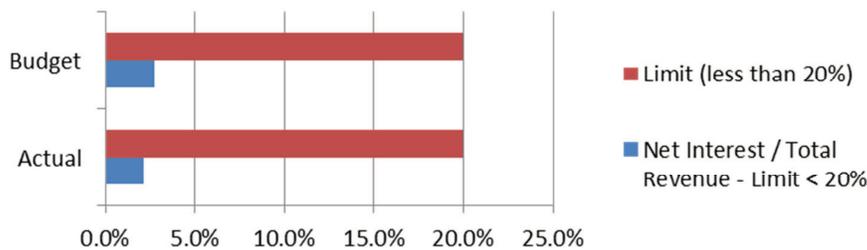


Financial Strategy Financial Limits

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

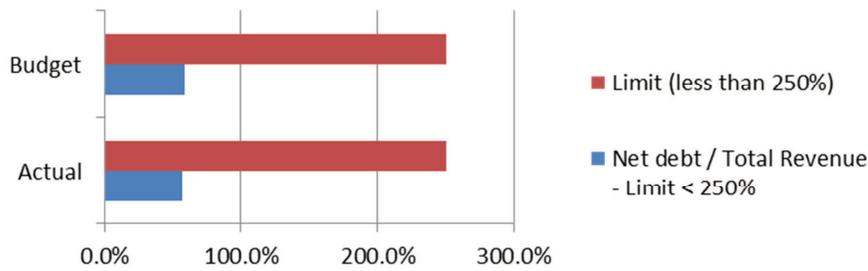
These graphs show that the council is being managed within these financial prudential limits.

Net interest / Total revenue – Limit < 20%

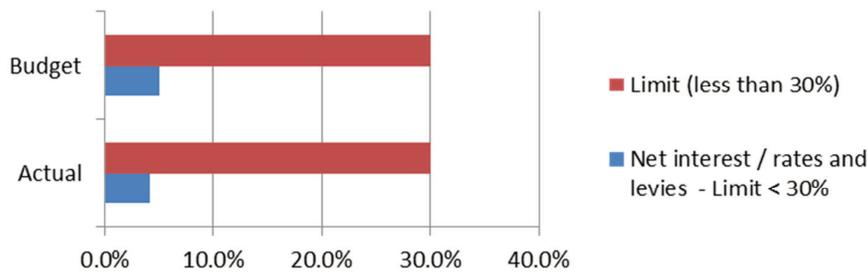


**Financial overview
for the year ended 30 June 2014**

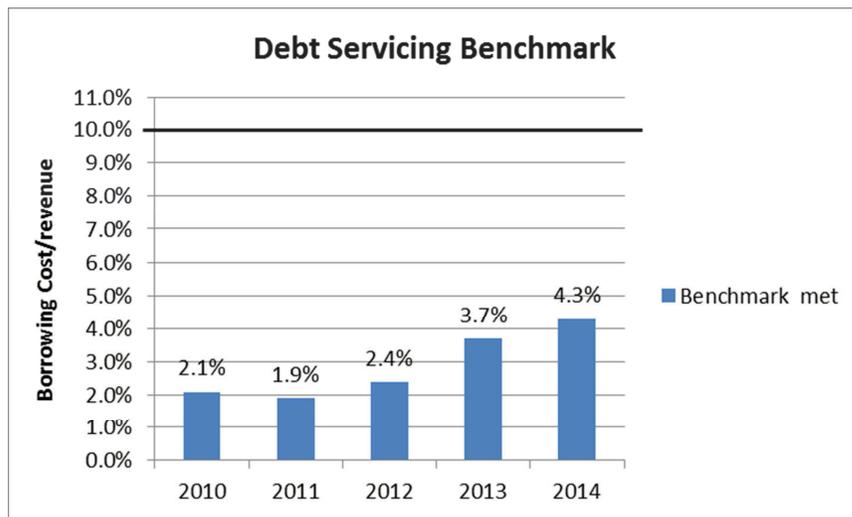
Net debt / Total revenue - Limit < 250%



Net interest / Rates and levies - Limit < 30%



Debt affordability graphs – Debt Servicing

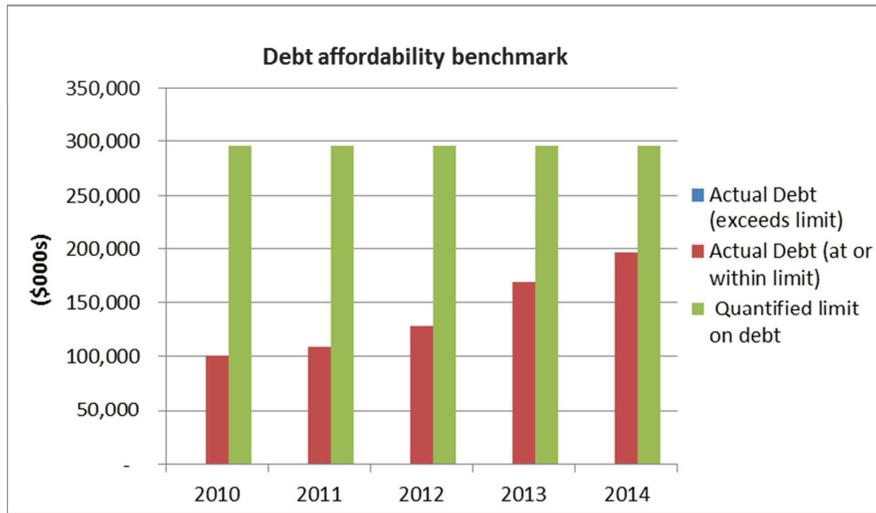


This graph shows the percentage of borrowing costs to revenue. A higher percentage indicates that you are more exposed to shifts in interest rates. The benchmark prudential limit is set by Central Government at 10% for non-high population growth regions.

Over time the Council is meeting this benchmark test.

**Financial overview
for the year ended 30 June 2014**

Debt affordability graphs – Debt balance



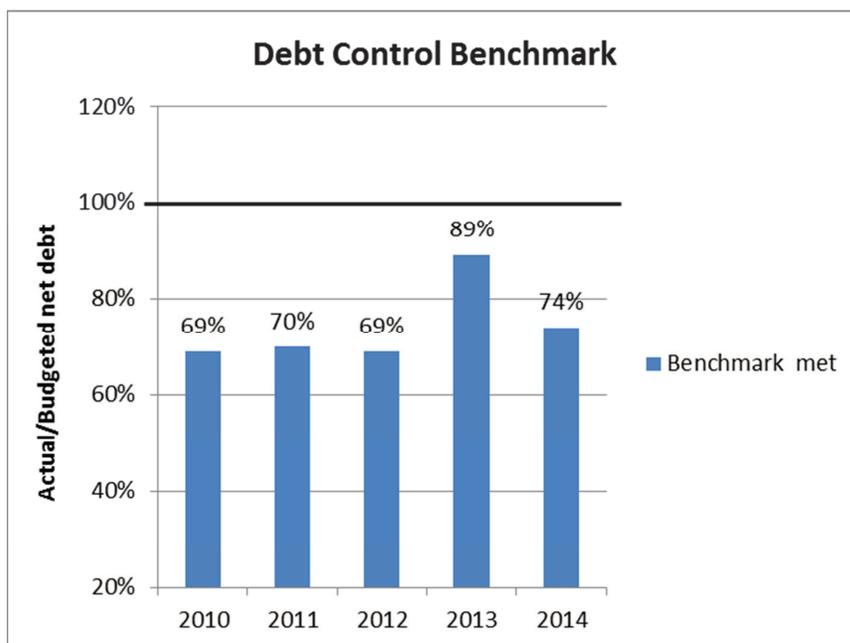
This graph shows the actual debt compared to the debt limit adopted in the LTP. In the LTP the debt projection was for it to peak at \$296 million in 2017/18 as the full impact of the investment in upgrading the rail network would be in place.

Over time the Council is meeting this benchmark test.

Debt affordability graphs – Debt benchmark

This graph indicates whether actual net debt is less than the budgeted net debt position.

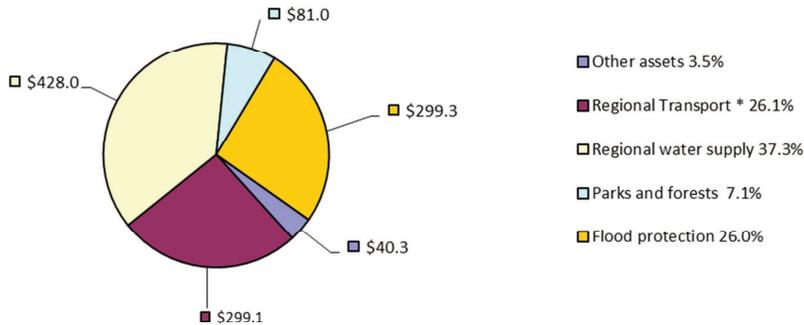
Over time the Council is meeting this benchmark test.



**Financial overview
for the year ended 30 June 2014**

Assets and capital expenditure

Council property, plant & equipment (\$ millions)



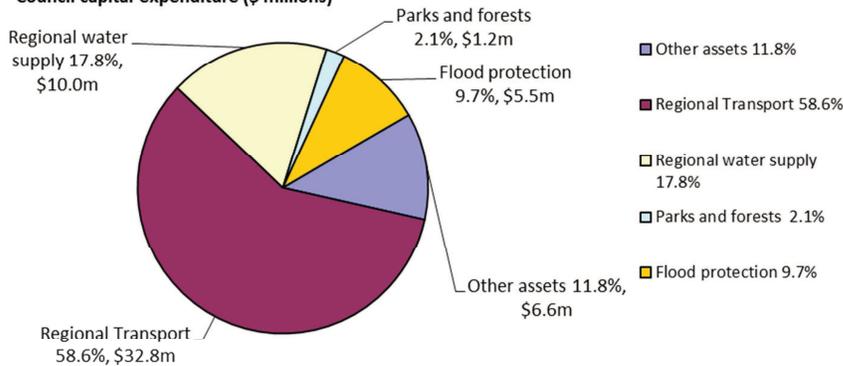
* Includes \$289m of rail rolling stock and railway station infrastructure owned by Greater Wellington Rail Limited, a Council subsidiary

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

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

Continued management and investment in these assets is essential. Council maintains and updates detailed asset management plans to ensure the assets are maintained and made available on behalf of the community.

Council capital expenditure (\$ millions)



This pie chart shows the breakdown of the \$56 million in capital and improvement expenditure for the year ended 30 June 2014. The transport number includes \$28 million invested in GW Rail 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.

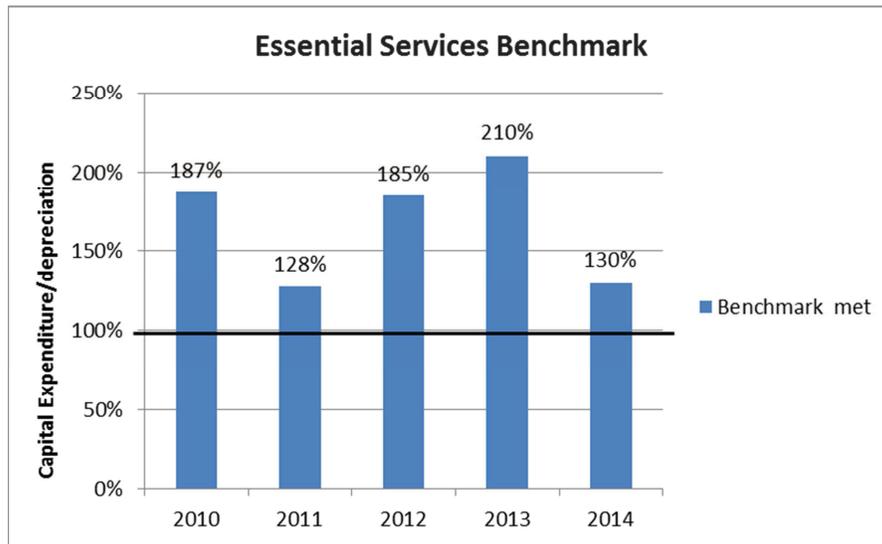
**Financial overview
for the year ended 30 June 2014**

Essential Services

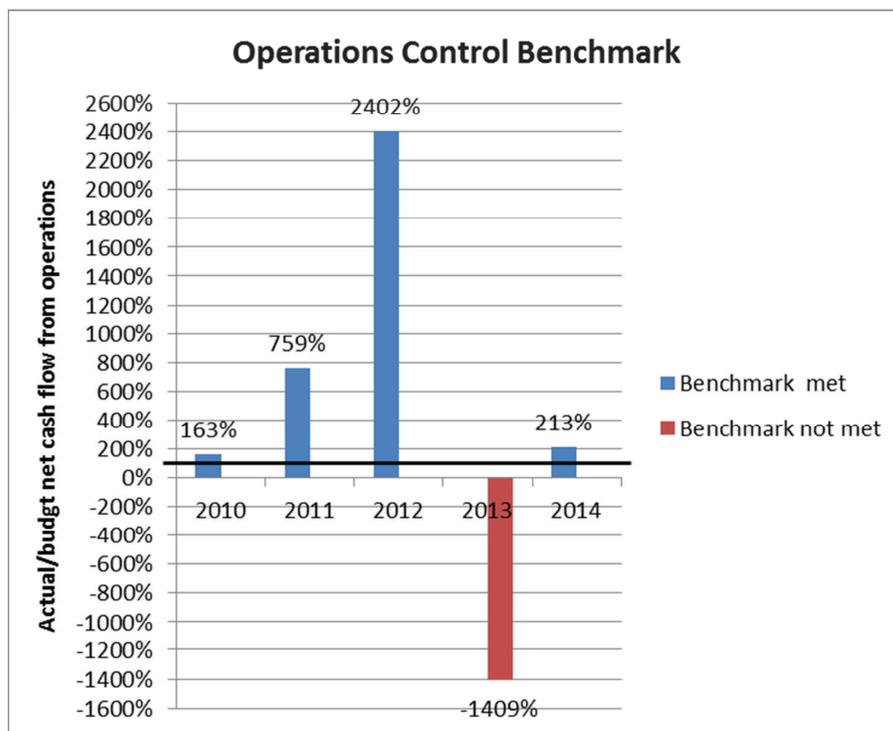
This graph compares actual capital expenditure with depreciation. The general concept is that over time capital expenditure will be similar to depreciation indicating that you are replacing your assets in an appropriate and timely manner.

Over the current period we are meeting this benchmark due to the significant upgrade to the rail network and the ongoing new flood protection assets being built.

With very long life assets it will not be unexpected to have periods where the results are below this benchmark.



Operational cash control



**Financial overview
for the year ended 30 June 2014**

Group - Statement of comprehensive income	Group	
	2014	2013
	Actual	Actual
	\$000s	\$000s
Operational Revenue	304,335	268,715
Finance costs	(19,135)	(17,089)
Operational expenditure	(297,323)	(257,716)
Operational surplus / (deficit) for the year before transport	(12,123)	(6,090)
Transport improvement grants and subsidies revenue	4,152	14,007
Transport improvement expenditure	(2,882)	(1,386)
Net revenue / (expenditure) for transport improvements	1,270	12,621
Surplus / (deficit) for the year before tax and fair value gains / (losses)	(10,853)	6,531
Fair value gains / (losses) in profit and loss	9,895	10,341
Tax	(1,028)	(3,219)
Surplus / (deficit) after tax	(1,986)	13,653
Other comprehensive income		
Increases / (decreases) in revaluations	29,505	105,137
Fair value movements in other comprehensive income	425	309
Total comprehensive income / (deficit) for the year	27,944	119,099

Group - Statement of financial position	Group	
	2014	2013
	Actual	Actual
	\$000s	\$000s
Current assets	108,453	99,103
Non-current assets	1,565,069	1,514,675
Total assets	1,673,522	1,613,778
Equity	1,181,366	1,159,314
Current liabilities	119,027	106,949
Non-current liabilities	373,129	347,515
Net equity and liabilities	1,673,522	1,613,778

Group - Statement of cash flows	Group	
	2014	2013
	Actual	Actual
	\$000s	\$000s
Cashflows from operating activities	41,620	(11,554)
Cashflows from investing activities	(58,274)	(72,365)
Cashflows from financing activities	29,752	44,654
Net increase (decrease) in cash, cash equivalents and bank overdraft	13,098	(39,265)
Opening cash equivalents	9,119	48,385
Closing cash equivalents	22,217	9,120

The Group results include CentrePort Limited, Grow Wellington Limited, WRC Holdings Limited, Pringle House Limited, Port Investments Limited and Greater Wellington Rail Limited.

Events occurring after the balance date

CentrePort has declared a final dividend post balance date of \$1.25 million (2013: Nil).

No dividend was declared post balance date by WRC Holdings (2013: \$2,302,000).

The Council at its meeting on 27th August 2014 approved pursuing the sale of Pringle House.

On 27th August 2014 WRC Holdings issued \$6,700,000 shares uncalled to Wellington Regional Council.

On 27th August 2014 Greater Wellington Rail issued \$6,700,000 shares uncalled to WRC Holdings Limited to cover capital expenditure in Greater Wellington Rail Limited.

GWRC has entered into an agreement for the sale of its forestry cutting rights on 1 July 2014.

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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This is a summary of Greater Wellington Regional Council's (GWRC) activities for the year 1 July 2013 to 30 June 2014. The information has been extracted from our Annual Report 2013/14, which was authorised for issue by the Chair, Chief Executive and Chief Financial Officer on the 30th September 2014. It has been prepared in accordance with FRS-43: Summary Financial Statements. The annual report contains detailed information about our finances and service performance. Audit NZ has audited the full financial statements and issued an unqualified report. This summary has been examined by Audit NZ for consistency with the full annual report. These summary financial statements are presented in New Zealand dollars rounded to the nearest thousand.

GWRC is a public benefit entity for financial reporting purposes. The financial statements have been prepared in accordance with New Zealand Generally Accepted Accounting Practice, and comply with New Zealand Equivalents to International Financial Reporting Standards and other applicable Financial Reporting Standards, as appropriate for public benefit entities. The financial statements include a Statement of Compliance to this effect.

A summary report cannot be expected to provide as complete an understanding of GWRC's activities as provided by the full annual report. For the full Annual Report 2013/14, please see www.gw.govt.nz or phone 0800 496 734.

For more information please contact the Greater Wellington Regional Council:

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