

**WELLINGTON CABLE CAR LIMITED**  
**ANNUAL REPORT**

**For the year ended 30 June 2025**

## CONTENTS

CHAIR AND CHIEF EXECUTIVE FOREWORD .....	3
STATEMENT OF SERVICE PERFORMANCE .....	5
Who we are .....	5
What we do .....	5
Our strategic direction, purpose, and values .....	5
CARE FOR OUR TAONGA.....	8
LEVERAGE OUR TOURISM MANA .....	11
.....	12
SUPERCHARGE OUR CUSTOMER EXPERIENCE .....	13
PARTNER FOR SUCCESS .....	15
NURTURE OUR WHĀNAU .....	17
ANNUAL REPORT AND STATEMENT OF COMPLIANCE.....	19
COMPANY DIRECTORY .....	20
STATEMENT OF COMPREHENSIVE REVENUE AND EXPENSES.....	21
STATEMENT OF CHANGES IN EQUITY .....	22
STATEMENT OF FINANCIAL POSITION .....	23
STATEMENT OF CASH FLOWS.....	24
NOTES TO THE FINANCIAL STATEMENTS .....	25
INDEPENDENT AUDITOR’S REPORT.....	35

## CHAIR AND CHIEF EXECUTIVE FOREWORD

For the year ended 30 June 2025

Tēnā koutou katoa,

Guided by the Statement of Intent FY25-27 and in alignment with Wellington City Council's expectations, we are proud to report that FY25 was a year of strong delivery and operational resilience. Despite a challenging and unpredictable global travel environment WCCL achieved impressive results, delivering a healthy financial performance while advancing key strategic priorities.

From a financial perspective we delivered a solid profit and achieved 94% of our ambitious passenger target and 93% of our fare revenue target. These results are a testament to the resilience of our operations, particularly given the slow return of international tourists, a big decline in cruise deployment, and weather impacts. Importantly, while fare revenue was just short of target, total revenue exceeded budget by \$83,697 thanks to strong performance across other parts of the business. Our disciplined approach to cost management ensures the Cable Car remains financially resilient and well positioned for future growth.

We began the year with a focus on seismic resilience and infrastructure integrity, continuing our proactive investment in the long-term safety and reliability of the Cable Car. Building on detailed bridge assessments completed in FY24, we advanced engineering designs and commenced work on high-priority catch brackets which are on track for completion by December 2025. We also launched the procurement process for pier strengthening, completed a seismic assessment of the Kelburn Terminal (which received a positive 75% NBS rating) and updated our Asset Management Plan to ensure long-term readiness for car replacement and rail upgrades in the 2030s.

WCCL also made significant progress on environmental leadership, exceeding every target we set. We retained our Carbon Zero certification, achieved an average 54% waste diversion from landfill (far surpassing our 15% goal) and reduced carbon emissions by more than 10%. Smarter procurement, operational efficiencies, and the introduction of an electric service van all contributed to this success. Our strengthened collaboration with Wellington City Council's climate action team ensures we are well aligned for the future.

Operationally the Cable Car once again delivered exceptional reliability at 99.76%, giving confidence to both locals and visitors. Our strong health and safety culture continued to be a cornerstone of our operations, supported by infrastructure upgrades, improved protocols, and SafePlus assessments that confirmed our high performance.

Customer experience results were a highlight. We met or exceeded all service-level targets, maintaining strong ratings on Google and TripAdvisor (4.5 stars) and achieving a Net Promoter Score of 72 (above the national CXI benchmark). Cruise operations were enhanced through new documentation and role clarity, while innovative activations - from seafood pop-ups to the Dogs of the Cable Car Calendar - brought vibrancy and joy to the Kelburn precinct. Our digital strategy boosted engagement significantly, and our new website, set for launch in FY26, will provide an even more seamless customer experience.

It was also a busy year for partnerships and collaborations. Our work with Victoria University, including a trial whereby new hall residents were given a free 5-trip pass strengthened our community connections. We expanded tourism partnerships, generating valuable media coverage and new product development opportunities. Meanwhile, our long-term Kelburn precinct vision progressed with internal workshops and planning, laying the foundation for a compelling plan to share with Council.

Above all, our people continued to thrive. Engagement scores exceeded 90% across all wellbeing pillars, and our employee Net Promoter Score rose sharply from 30 to 73 - evidence of the strength of our culture. Focused investment in training, leadership development, and succession planning is creating an environment where our team can succeed now and into the future.

This year was one of purpose and progress. As kaitiaki of this treasured taonga, WCCL is proud of what we've accomplished and clear-eyed about the work that lies ahead. We are committed to delivering uniquely Wellington experiences that connect our people, places, spaces, and venues – sustainably, safely, and with pride.

Ngā mihi nui

A handwritten signature in blue ink, appearing to be 'Fergus Brown', with a stylized, cursive script.

Fergus Brown, Chair

A handwritten signature in blue ink, appearing to be 'Tansy Tompkins', with a cursive script.

Tansy Tompkins, Chief Executive

# STATEMENT OF SERVICE PERFORMANCE

## Who we are

Wellington Cable Car Limited (WCCL) stands as a cornerstone in the cultural and economic landscape of the Wellington region. Established in 1902, the Cable Car has been an integral part of the city's history, connecting Lambton Quay to the suburb of Kelburn and offering both locals and visitors a unique and scenic mode of transportation. As a Council Controlled Organisation (CCO), WCCL operates under the governance of the Wellington City Council (WCC), with the WCC being the sole shareholder. The Cable Car employs 25 people and is steered by an independent Board consisting of three directors appointed by the WCC, ensuring a strategic and transparent approach to its operations.

## What we do

As kaitiaki of this Te Whanganui-a-Tara / Wellington taonga, WCCL is responsible for providing an amazing experience to locals and visitors using the Cable Car, as well as the ongoing maintenance and safe operation of the Cable Car, ensuring it adheres to the highest engineering standards and complies with all relevant legislation. The Cable Car welcomes over one million passengers a year and operations are primarily financed from passenger fare income.

Beyond its historical and cultural significance, the Wellington Cable Car plays a pivotal role in contributing to the economic impact of the visitor sector in the Wellington region. As a major tourist attraction (second only to Te Papa), the Cable Car draws visitors from around the world, boosting the local tourism industry and creating employment opportunities.

## Our strategic direction, purpose, and values

**Our vision:** The Wellington Cable Car is the most iconic tourist attraction in Wellington and the transport of choice for our local whānau. It is an enduring, carbon positive Wellington experience that connects our people, spaces, places, and venues.

**Our purpose** is to host uniquely Wellington experiences that locals are proud of, and visitors remember and share.

**Our values** enable our purpose:

<b>Kaitiakitanga</b>	Custodians of a Wellington taonga and our environment
<b>Safe Workplace</b>	Safe site and safe conversations
<b>Guest Centred</b>	The guest experience makes our business
<b>Pride</b>	We strive to take pride in everything we do
<b>Team</b>	The team works together to deliver consistently great Wellington experiences
<b>Adaptability</b>	We embrace new ideas to sustain and improve our business

In addition to expectations as set out by the Council, the Cable Car aligns key projects under five strategic focus areas to ensure work is targeted, impactful, and able to be resourced within our small team. The council's expectations and key projects are discussed in the following sections, alongside how we delivered on our performance measures, and other highlights from the year.



<b>VISION</b>	The Wellington Cable Car is the most iconic tourist attraction in Wellington and the transport of choice for our local whānau. It is an enduring, carbon positive Wellington experience that connects our people, spaces, places and venues.				
<b>PURPOSE &amp; VALUES</b>	Host uniquely Wellington experiences that locals are proud of, and visitors remember and share. Kaitiakitanga   Safe Workplace   Guest Centred   Pride   Team   Adaptability				
<b>STRATEGIC FOCUS AREAS</b>	<b>CARE FOR OUR TAONGA</b>	<b>LEVERAGE OUR TOURISM MANA</b>	<b>SUPERCHARGE OUR CX</b>	<b>PARTNER FOR SUCCESS</b>	<b>NURTURE OUR WHANAU</b>
<b>FY25-27 OBJECTIVES</b>	Maintain an asset management plan that meets the needs of future generations.	Become the activity destination of choice in the Wellington region.	Deliver the right products, to the right audience, on the right channel, at the right time.	Align and nurture relationships for future success.	Enable our team to develop their potential.
<b>OUTCOMES</b>	<ul style="list-style-type: none"> <li>Our cultural and historical assets are maintained and cared for</li> <li>The Cable Car has a reputation as a safe, reliable and sustainable business</li> </ul>	<ul style="list-style-type: none"> <li>We are the #1 activity recommendation by travel partners</li> <li>Top of the Cable Car precinct is a destination of choice for visitors and locals</li> </ul>	<ul style="list-style-type: none"> <li>We continually surprise and delight our customers through targeted activations, campaigns and products</li> <li>Focused acquisition and retention of customers</li> </ul>	<ul style="list-style-type: none"> <li>Council, CCOs and wider stakeholders are engaged, aligned and onboard with our vision</li> <li>Work is targeted and leverages wider industry and partner capabilities</li> </ul>	<ul style="list-style-type: none"> <li>Team is enabled with the systems, capabilities and environment they need to deliver outstanding work</li> <li>Projects produce impact and measurable results</li> </ul>
<b>FY25 PROJECTS INCLUDE</b>	Asset Management Plan; seismic resilience work on bridges; and carbon reduction initiatives.	Top of the Cable Car Precinct options paper; content and training materials for travel trade; leveraging city-wide and business events; and off-peak strategy.	Rollout of new Digital Content Strategy; product development; accessibility initiatives; and pricing strategy.	Partnerships with WCC; Kelburn precinct and CCOs; Business Events Wellington; Cruise Lines; Tourism New Zealand; Iwi; Mana whenua; Waka Kotahi and GWRC.	OKR performance framework; software upgrades; and leveraging WCC and other CCO Te Ao Māori training initiatives.



## CARE FOR OUR TAONGA

### *Maintain an asset management plan that meets the needs of future generations*

#### **Assets**

- We completed a successful maintenance shutdown from Monday 29 July to Sunday 4 August and undertook works including the replacement of the lower bogie from Car #1, replacement of electric motor bearings, inspection and NDT of structural framing under Car#1, seismic strengthening at Lambton Terminal, and other cosmetic upgrades
- We started discussions with Garaventa regarding the replacement of the Cable Cars and developed a high-level timeline. When the Cars are replaced, we will also replace the control system and possibly the rail. New rail will be consistent with other funiculars around the world and make it possible to source replacement rail when needed, it will also result in a smoother ride and an opportunity to regularise/reset the track equipment, which has been modified over time.
- A draft AMP was prepared to update our current AMP and meet the course requirements for a Certificate in Asset Management. The key focus of the new AMP is car replacement.
- Preparations for the July 2025 AMS were extensive with plans for an extended three-week shutdown to complete panel and seat repairs on car #2, replace passenger gates, undertake investigations of the electric motor, and complete the last of the non-structural improvements to Lambton Terminal.

#### **Seismic programme of works**

- Following last year's detailed seismic assessment of our three bridges, LTP funding to complete the strengthening was secured. The strengthening work was divided into two parts: catch brackets to improve seating, and pier strengthening. We have applied for resource consent and expect to complete this part of the strengthening by December 2025.
- We also completed a competitive tender for the professional services for bridge pier strengthening. Pier strengthening includes both the structural and Geotech strengthening of the bridge piers. This issue is lower risk and higher cost; therefore, we chose to complete a competitive tender for the professional services including: Geotech investigations, detailed design, consent application, tendering for construction and MSQA (Management, Surveillance and Quality Assurance). Both the catch brackets and pier strengthening work will be completed during normal operations.
- Planning and design was completed for improved constraints for the suspended tube ceiling at the Lambton Terminal. This work will be completed in August 2025.
- We continued our seismic strengthening programme by undertaking a detailed seismic assessment of the Kelburn Terminal which was the only remaining structure at the Cable Car that had not been assessed for seismic risks. The assessment classified the terminal as Importance Level 2 and gave an overall rating of the building of 75% NBS (New Building Standard).
- We also worked with Victoria University as they strengthened Weir House, which involved rock anchors near our upper tunnel.

#### **Sustainability**

- We were once again accredited as a Zero Carbon business and worked with WCC's climate action team on carbon reporting to avoid duplication between Council and EKOS, and to hear about how the Cable Car can further align and enhance our carbon reduction initiatives. Officers were complimentary of the work WCCL has done to date and we will continue working with them to investigate further initiatives including purchasing renewable energy certificates and investing in a solid-state battery to store the electricity produced from our regenerative breaking.

- In 2024, we introduced a 15% landfill diversion target. This year we achieved an average of over 50% of waste diverted from land fill with a peak of 65% in April. We recycle construction parts, introduced method bins (including organics), removed general bins at Kelburn, and changed our ticket paper to 100% recyclable material. Our procurement policy prioritises working with sustainable suppliers and those committed to environmental best practice.
- We received our new electric van and sold the diesel van which has reduced our carbon emissions by 10% (4 ton per year) and we continued to monitor electricity use and looking for opportunities to reduce consumption, where possible.

**Health and Safety**

- Health and Safety remained a key focus throughout the year with several projects being completed to improve safety including additional barriers on the winding room steps and station signage upgrades.
- Following a number of gate incidents we made the decision to replace our passenger entry and exit gates running an RFP process to select a supplier. The gates will be replaced during our 2025 annual maintenance shutdown.
- We implemented changes based on findings from the Chemical Safety and Storage training and re-used existing chemical storage cabinets to:
  - improve safety for storage (metal cabinets for some substances);
  - separate flammable liquid storage;
  - lock storage cabinets; and
  - provide some secondary containment.
- The Business and Strategic Risk Register was updated to provide a more accurate reflection of our current risk landscape. The update included the addition of more commonly recognised risks, such as those related to technology, environmental, regulatory and reputational risks. These enhancements aim to ensure the register aligns with best practices and effectively supports our risk management and strategic decision-making processes.
- We also proactively contacted council staff to assist with a Cable Car Risk Management Framework. No significant issues were identified, and we are working through several recommendations.
- We repeated our annual SafePlus Assessment sending 35 invitations and receiving 18 responses. We retained the same ranking as we achieved in earlier assessments “Performing”.

<b>PERFORMANCE INDICATOR:</b>	Zero Carbon accreditation	
<b>TARGET MEASURE:</b>	Maintain Zero Carbon accreditation	
<b>ACTUAL – FY25</b>	<b>ACTUAL – FY24</b>	
Achieved. Zero carbon accreditation has been achieved by working with EKOS to measure our carbon footprint and purchase carbon credits.	Achieved. Zero carbon accreditation was achieved by working with EKOS to measure our carbon footprint and purchase carbon credits.	

<b>PERFORMANCE INDICATOR:</b>	Waste diversion	
<b>TARGET MEASURE:</b>	Total waste diverted from landfill 15%	
<b>ACTUAL – FY25</b>	<b>ACTUAL – FY24</b>	



Achieved with an average result of 54% of waste being diverted from landfill through recycling and sustainable practices.	Not achieved. Previous target was based around waste minimisation which was not achievable due to the increase in passenger numbers from when the target was set. A new measure was implemented in FY25 to focus on diversion from landfill.
---	--

<b>PERFORMANCE INDICATOR:</b>	Quality of WCCL infrastructure is maintained
<b>TARGET MEASURE:</b> Rail Safety	License maintained
<b>ACTUAL – FY25</b>	<b>ACTUAL – FY24</b>
Achieved. Rail Safety License was maintained.	Achieved. Rail Safety License was maintained.

<b>PERFORMANCE INDICATOR:</b>	Health and Safety is actively managed and improved
<b>TARGET MEASURES:</b>	1. Review the risk register at each health and safety meeting. Discuss mitigation and minimisation options and implement where possible.
	2. Recommendations from H&S audit implemented.
<b>ACTUAL – FY25</b>	<b>ACTUAL – FY24</b>
<b>Health and Safety Meetings</b> Achieved. WCCL Health and Safety committee continued to meet monthly to discuss any incidents/accidents/near misses, the risk register, and risk mitigation and reduction strategies. Health and safety updates are communicated to staff monthly and reported to the Board quarterly.	<b>Health and Safety Meetings</b> Achieved. WCCL Health and Safety committee continued to meet monthly to discuss any incidents/accidents/near misses, the risk register, and risk mitigation and reduction strategies. Health and safety updates are communicated to staff monthly and reported to the Board quarterly.
<b>Health and Safety Audit</b> Achieved. Safe+ recommendations implemented.	<b>Health and Safety Audit</b> Achieved. Safe+ survey undertaken (developed by WorkSafe, ACC and MBIE), and final recommendations from FY23 audit completed.

<b>PERFORMANCE INDICATOR:</b>	Cable Car service reliability
<b>TARGET MEASURE:</b>	Percentage reliability greater than 99.0%
<b>ACTUAL – FY25</b>	<b>ACTUAL – FY24</b>
Achieved. 99.76% of trips started on time. By using the daily trip counts, we calculate the number of missed trips. During FY25, there were 65 missed trips.	Achieved. 99.64% of trips started on time. By using the daily trip counts, we calculate the number of missed trips. During FY24, there were 100 missed trips.

## LEVERAGE OUR TOURISM MANA

*Become the activity destination of choice in the Wellington region*

### Passenger and revenue results

- Becoming more apparent as the year progressed, the slow pace of international tourism recovery and the decline in cruise traffic continued to present challenges. These factors, combined with particularly ambitious targets set at the beginning of the year, meant we did not fully meet our passenger and revenue forecasts for the year (down 6% and 7% respectively).
- Forecasting at this scale, particularly in a rapidly evolving global travel environment, is inherently complex but despite these headwinds, we still welcomed an impressive 921,901 passengers, generated \$3,664m in fare revenue, and delivered a healthy net profit.
- Notably, while fare revenue fell short of target, total revenue exceeded expectations by \$83,697 - a reflection of strong performance across other parts of the business. We also maintained tight control over operating costs, ensuring the Cable Car remains financially resilient and well-positioned for future growth.

### Strategic development

- We continued work on the Kelburn Precinct project including workshops with council officers from property, commercial and urban planning teams. The overarching objectives of the project are to outline a range of medium to long-term options for the Kelburn Terminus precinct that showcase the opportunity to create an enhanced and integrated visitor experience which could lead to more frequent and longer visitation by both visitors and locals - bringing commercial benefit for operators and economic benefit to the city.
- To address the revenue shortfall from the cruise decline we continued to diversify our revenue streams. Merchandise initiatives, including enhanced signage, supplier engagement, and strategic monthly promotions led to a 53% increase in merchandise sales compared to the same period last year.
- We also trialed more dynamic pricing products including the WellingtonNZ advent calendar, special pricing on our 123<sup>rd</sup> birthday and the introduction of an unlimited family pass during school holidays.
- A new product presentation was developed to support trade engagements and travel agent training.

### Event and media engagement

- We hosted Jono, Ben, Megan, and Producer Ellie from The Hits radio as part of their "Never Have You Ever" tour. The trio posted the outing to their official and personal channels with a combined following numbers of 235.5k.
- Partnering with Tourism New Zealand, in April we welcomed Sunrise, one of Australia's top breakfast shows, who broadcasted live from the site for a whole morning generating equivalent advertising value (EAV) of NZ\$950,000.

### Recognition and collaborations

- The Cable Car was recognised in the top 10% of all global listings on TripAdvisor through the Travelers' Choice Awards, reflecting consistently high visitor reviews over the past year.
- We continued to work alongside Business Events Wellington for delegate activations and continued collaborations with Experience Wellington in the Kelburn precinct including pop-up events and Winding Room tours.

<b>PERFORMANCE INDICATOR:</b>	Customer trips – tickets sold	
<b>TARGET MEASURE:</b>	Q1: 175,000	(FY24: 161,000)
	Q2: 272,000	(FY24: 291,000)
	Q3: 333,000	(FY24: 350,000)
	Q4: 200,000	(FY24: 188,000)
	Full year: 980,000	(FY24: 990,000)
<b>ACTUAL – FY25</b>	<b>ACTUAL – FY24</b>	
Not achieved.	Achieved.	
Q1: 161,961	Q1: 188,567	
Q2: 255,012	Q2: 277,410	
Q3: 330,524	Q3: 377,695	
Q4: 174,404	Q4: 198,872	
Full year: 921,901	Full year: 1,040,544	

<b>PERFORMANCE INDICATOR:</b>	Fare revenue	
<b>TARGET MEASURE:</b>	Full year revenue: \$3.89m (FY24 \$3.41m)	
<b>ACTUAL – FY25</b>	<b>ACTUAL – FY24</b>	
Not achieved.	Achieved.	
Full year revenue: \$3.63m	Full year revenue: \$3.87m	

<b>PERFORMANCE INDICATOR:</b>	The service level meets established tourism standards	
<b>TARGET MEASURE:</b>	Qualmark GOLD status achieved and maintained	
<b>ACTUAL – FY25</b>	<b>ACTUAL – FY24</b>	
Achieved. Qualmark GOLD status was maintained.	Achieved. Qualmark GOLD status was maintained.	

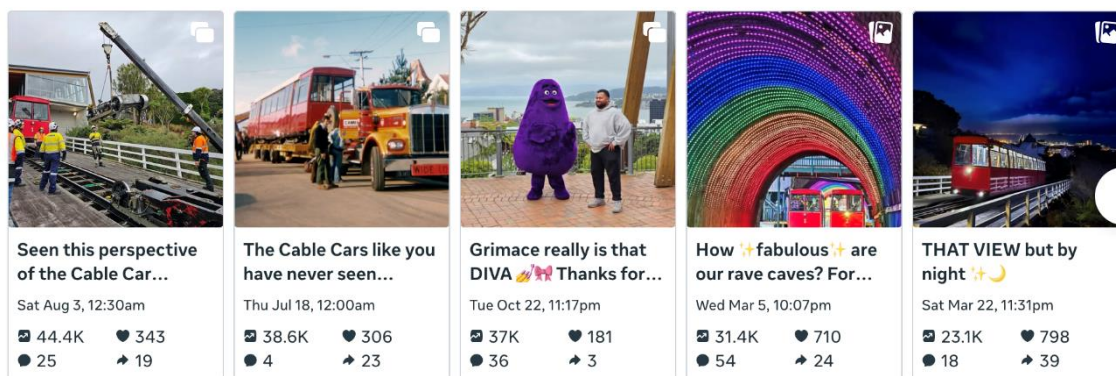


## SUPERCHARGE OUR CUSTOMER EXPERIENCE

*Deliver the right products, to the right audience, on the right channel, at the right time*

### Digital

- Our new Digital Content and Channels Strategy has transformed how we attract and retain audiences. By targeting key demographics and platforms with purpose-driven messaging, we've seen Facebook and Instagram reach double in some quarters, and LinkedIn engagement grow by over 400%.



- A website upgrade project was completed to re-launch a new website in August 2025. The aim was to refresh and re-imagine our website, enabling users to easily navigate and find information while providing an enjoyable first impression of the experience.

### Operations

- In December, we successfully migrated from our outdated legacy membership system to a new customer-focused platform powered by IBIS Technology. The transition was completed without disrupting the customer experience and will enable the rollout of enhanced online functionalities in 2025 including the ability for locals to top up their travel cards online.
- On 1 July we rolled out a price increase to casual fares. Fares for locals did not increase. We also introduced a concession rate for Community Service Card holders and on-peak SuperGold card users.
- We saw a noticeable increase in customer comments about our staff being “friendly, helpful, and happy.” This direct correlation between staff wellbeing and guest experience saw us achieve our NPS, Google and Trip Advisor targets for the year.

### Accessibility and customer service improvements

- We upgraded our cruise operations plan and formalised Cruise Day positions (C1–C4). These are extra roles on a cruise day with allocated responsibilities and guidance for customer interactions. This documentation will improve onboarding for new staff and streamline operations on busy cruise days.
- We often receive enquires and reviews on ‘what to do?’ at the top of the cable car. Below our TV screen, we saw a space of opportunity to produce a large display a map to help guide visitors around the area. We also worked with the gardens to install ‘finger signage’ on the pole outside the Kelburn terminal.



- The need to monitor queues and overflow onto Lambton Quay on busy days remained a focus area and we made further changes to our Customer Management plan including the introduction of four new roles that assign clear role responsibilities for the extra staff we have on cruise ship days.

### Events, collaboration, and community engagement

- The Cable car actively engages with the communities in which we operate by supporting local charities and schools with raffle donations, offering the Cable Car venues free for local artists and fundraising activations, and generally being the beating historical-heart of the Kelburn Precinct.
- Following the success of 2025, we once again produced the Dogs of the Cable Calendar for 2025 where proceeds of \$4,510 were donated to the Blind Low Vision Guide Dogs training programme.
- We trialed a seafood pop up stall at Kelburn on a cruise day, this was successfully run by “Food for the People” and brought vibrancy to the area receiving positive feedback.
- We continued to surprise and delight our customers with activations and family-based promotions including Easter Egg Hunts, i-spy competitions and ‘Kids ride free’ promotions on International Children’s Day in March.



<b>PERFORMANCE INDICATOR:</b>	Customer satisfaction	
<b>TARGET MEASURES:</b>	1. Maintain Net Promoter Score equal to or better than CXI Benchmark	
	2. Maintain a rating of 4.2 or higher on Trip Advisor and Google Reviews	
<b>ACTUAL – FY25</b>	<b>ACTUAL – FY24</b>	
<b>NPS</b> Achieved - Wellington Cable Car NPS for the year is 72, with the CXI Benchmark NPS at 71. This means that the Cable Car’s NPS is better than the CXI benchmark.	<b>NPS</b> Not achieved. NPS for the year was 71% versus CXI Benchmark of 72%.	
<b>Trip Advisor Rating</b> Achieved - The company had an average Trip Advisor rating for the year of 4.5 out of 5 <b>Google Review Rating</b> Achieved - The company had an average Google Review Rating for the year of 4.5 out of 5.	<b>Trip Advisor Rating</b> Achieved - The company had an average Trip Advisor rating for the year of 4.5 out of 5 <b>Google Review Rating</b> Achieved - The company had an average Google Review Rating for the year of 4.5 out of 5.	

## PARTNER FOR SUCCESS

### *Align and nurture relationships for future success*

#### Strategic collaborations with city and regional partners

Our continued partnership with Wellington City Council (WCC), Victoria University, and WellingtonNZ has been central to driving engagement and visibility.

- We co-hosted the Kelburn Precinct Ambassador Event with WellingtonNZ to prepare front-line ambassadors for the upcoming cruise season, highlighting current and new products.
- We actively participated in WellingtonNZ campaigns including:
  - Doctor Who promotion which included in-terminal displays and a photobooth activation which attracted over 3,000 visitors.
  - Advent Calendar campaign: Tried a dynamic pricing strategy to inform future promotional efforts.
  - Faultline Ultra Event: Provided pre-race Cable Car rides for 6km and 11km entrants, promoting active lifestyles and our city connection.
- Participated in WCC’s Heritage Festival by hosting Winding Room tours.
- Continued our MOU with Cable Top Eatery and generated additional revenue via the Kelburn Terminal ice cream stand.

#### Strengthening student engagement

We deepened our relationship with Victoria University and to embed the Cable Car experience into student life:

- Developed a partnership with Weir House and Everton Hall, where we offered free five-trip passes to all new students in the resident halls as part of a welcome initiative. This was formalised through a Memorandum of Understanding and extended to Kelburn Flats. This initiative will ensure students are introduced to the Cable Car early in their residency - to hopefully become regular customers.
- Following the free trial – we then sold 875 student multi-trip passes and memberships in Q3 which was an increase of 23% over the same period last year.
- We once again attended Victoria University’s open day and O-Week expo and advertised on their student wall planners which are distributed to 3,000 students, staff, and partners.
- We also supported our student community through the Student Gateway Programme, famils with Go with Tourism recruitment, and as a stall holder at WCC’s Careers Fair.

### **Tourism partnerships**

We enhanced brand reach and audience engagement through targeted tourism and cultural initiatives including:

- Joined WellingtonNZ and Disney to feature Maui’s Hook at Kelburn Terminal during school holidays.
- Partnered with Experience Wellington to re-sign the Take a Red Rocket to Space combo product with Space Place.
- Participated in the 10th Annual Chinese Language week including a special audio to play in the cars and customised tunnel lighting.
- Supported Wellington Chocolate Factory’s “Chocolate Dreams” campaign.
- Teamed up with Wētā Workshop to promote International Hobbit Day where anyone dressed as a hobbit could ride for free.
- The Cable Car team continued to lead the Kelburn Korero group, bringing together CCOs and stakeholders within the Kelburn Paekākā precinct to cross-promote and leverage each other’s work, including Gardens Magic and Matariki activations.

### **Marketing campaigns**

Collaborations and activations helped position the Cable Car at the centre of Wellington's tourism offering:

- Celebrated our 123rd birthday with promotional pricing (1pm–3pm on 22 Feb): \$1 for children, \$2 concession, \$3 adult. A record 533 passengers took part during the two-hour promotion.
- Supported events such as:
  - Wellington Pulse (netball) game-day discounts.
  - NZ Comedy Festival with 60 vouchers included in performer gift bags.
  - Ticket sales via Experience Wellington’s Hidden app and the Wellington Museum.
- Participated in the Love Summer, Love Local giveaway with Wellington Airport (3,200+ entries) featuring Cable Car imagery across digital channels.
- Selected as a campaign partner for Tourism New Zealand’s WeChat Pay Golden Week campaign targeting the China market.
- Welcomed multiple trade and media famils from key TNZ markets, and expanded our list of trade partners.

## Community activations

- We continued to explore creative venue use by hosting local artists and performances during school and public holidays, surprising and delighting visitors.
- Supported inclusivity with a continued 50% discount on return tickets for WCC Te Kāinga tenants.

<b>PERFORMANCE INDICATOR:</b>	Partnerships and collaborations	
<b>TARGET MEASURE:</b>	Minimum of 4 tactical collaborative campaigns/activations	
<b>ACTUAL – FY25</b>	<b>ACTUAL – FY24</b>	
Achieved. Several campaigns/activations were executed throughout the year, including collaborations with Tourism New Zealand, Wellington Airport, Experience Wellington, WellingtonNZ, Faultline Ultra, Blind Low Vision Guide Dogs Programme and Victoria University.	Achieved. Several campaigns/activations were executed throughout the year, including collaborations with Experience Wellington, Wellington Zoo, Wellington Gardens, Garage Project, WellingtonNZ, Faultline Ultra, Wellington Chocolate Factory, Blind Low Vision Guide Dogs Programme and Victoria University.	

## NURTURE OUR WHĀNAU

### *Enable our team to develop their potential*

At Wellington Cable Car, our people are at the heart of everything we do. Guided by our strategic focus area to Nurture Our Whānau we are deeply committed to creating a workplace where every team member feels safe, supported, and empowered to thrive. Over the past year we've invested intentionally in leadership development, wellbeing initiatives, and systems that enable capability, connection, and growth.

We prioritise fair pay, inclusivity, and flexibility, and back this with clear objectives and a culture of trust and continuous improvement. From resilience training to cross-functional development and succession planning, we ensure that everyone has the opportunity to grow and lead.

### **Professional development and training**

- Staff training was undertaken during AMS including introductory sign language immersion sessions, a Mental Health in the workplace workshop, and a Challenging Conversations workshop.
- We transitioned from annual performance reviews to a six-monthly check-in model, known as "On Track Chats". This new approach is designed to provide more timely feedback, support development, and maintain alignment with team and organisational goals throughout the year.
- All salaried staff have quarterly reviewed OKR Performance plans alongside weekly work-in-progress meetings. Driving staff have twice-yearly 'On Track Chats' to align performance with development goals.
- To enhance our team's ability to sell the entire Wellington experience, we continue to offer staff famils to other local attractions and exhibitions.

## Enabling the team

- We invest in all staff through ongoing training, cross-training, and succession planning. This allows employees to grow their skills and pursue career development within the company, and we work hard to ensure the team is equipped with the systems, capabilities, and environment they need to deliver outstanding work.
- We proudly pay the Living Wage to all our passenger service operatives. Salaried roles are independently sized by Strategic Pay to ensure remuneration is appropriate to skills and experience.

## Employee experience and well-being

- Staff wellbeing is paramount. We act on all feedback, from roster adjustments based on our fatigue survey, to providing free toiletries and wellbeing training. Our people know their wellbeing matters.
- Our intentional investment in staff engagement across wellbeing, innovation, performance, and growth has resulted in exceptional outcomes. Our 2025 staff survey showed all seven engagement pillars scoring above 90%, with trust in leadership reaching 100%.
- Organisational engagement now exceeds 80%, with marked improvements in morale, motivation, and job satisfaction, reinforced by feedback such as “I feel respected and heard” and “Management really listen – it means a lot.”
- Our NPS (Net Promoter Score) Jumped from 30 to 73 indicating much higher employee satisfaction and likelihood of recommending WCCL as a workplace.

# ANNUAL REPORT AND STATEMENT OF COMPLIANCE

## As at 30 June 2025

Wellington Cable Car Limited is a council-controlled organisation as defined by section 6 of the Local Government Act 2002. Wellington Cable Car Limited is also covered by the Companies Act 1993 and governed by law and best practice.

The Board of Directors present their Annual Report including financial statements for the Company for the year ended 30 June 2025 and the auditor's report thereon.

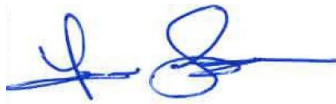
The shareholders of Wellington Cable Car Limited have exercised their right under section 211(3) of the Companies Act 1993 and unanimously agreed that this Annual Report need not comply with any of paragraphs (a), and (e) to (j) of section 211(1) of the Act.

## STATEMENT OF COMPLIANCE

The Directors of Wellington Cable Car Limited hereby confirm that all statutory requirements in relation to the Annual Report, as outlined in the Local Government Act 2002, have been complied with, being:

- within three months after the end of the financial year;
- an annual report that provides a comparison of its performance with the Statement of Intent, with an explanation of any material variances;
- audited consolidated financial statements for that financial year;
- and an auditor's report (in accordance with sections 67, 68 and 69 of the Local Government Act). "

Director



Fergus Brown

Chair

Director



Emma Christie

Director



Kennie Tsui

Date: 18 September 2025

## COMPANY DIRECTORY

### As at 30 June 2025

Issued Capital:	7,434,746 fully paid Ordinary Shares
Registered Office:	Level 1, 50 Customhouse Quay Wellington Central, 6011 Wellington, NEW ZEALAND
Directors:	Mr F Brown – appointed 1 November 2024 Mr D Perks – resigned 30 June 2025 Ms E Christie – appointed 1 January 2024 Ms K Tsui – appointed 1 January 2024
Company Number:	502158
Auditors:	Moore Markhams Wellington Audit
Bankers:	ANZ Bank New Zealand Limited
Share Registry:	101 Wakefield Street Wellington, NEW ZEALAND
Solicitors:	Morrison Mallet
Date of Formation:	2 April 1991

# STATEMENT OF COMPREHENSIVE REVENUE AND EXPENSES

For the year ended 30 June 2025

	Note	Actual 2025 \$	Budget 2025 \$	Actual 2024 \$
<b>REVENUE</b>				
<b>Exchange revenue</b>				
Operating revenue		3,644,462	3,898,152	3,872,646
Miscellaneous revenue		62,621	11,000	39,379
Interest revenue		290,417	270,000	310,428
<b>Total exchange revenue</b>		3,997,500	4,179,152	4,222,453
<b>Non-exchange revenue</b>				
Grants and subsidies received		289,796	60,000	318,982
<b>TOTAL REVENUE</b>	7	4,287,296	4,239,152	4,541,435
<b>EXPENSES</b>				
Operations and general	8	1,276,893	1,366,309	1,335,714
Auditor's remuneration	9	53,367	53,280	57,293
Directors' remuneration	10	69,860	75,000	60,000
Depreciation	19	377,959	328,608	327,333
Amortisation		-	-	617
Employees' remuneration	11	1,549,913	1,468,427	1,415,080
Operating leases		70,438	68,472	66,154
<b>TOTAL EXPENSES</b>		3,398,430	3,360,096	3,262,191
<b>SURPLUS / (DEFICIT) BEFORE TAX</b>		888,866	879,056	1,279,244
Income tax expense / (benefit)	18	249,419	-	364,460
<b>NET SURPLUS / (DEFICIT) AFTER TAX ATTRIBUTABLE TO SHAREHOLDERS</b>		639,448	879,056	914,784
Other comprehensive revenue or expense		-	-	-
<b>TOTAL COMPREHENSIVE REVENUE AND EXPENSE ATTRIBUTABLE TO SHAREHOLDERS</b>		639,448	879,056	914,784

The accompanying notes form part of these Financial Statements and should be read in conjunction with the reports contained herein.

## STATEMENT OF CHANGES IN EQUITY

For the year ended 30 June 2025

	<i>Note</i>	<i>Accumulated Revenue and Expense</i>	<i>Issued Capital</i>	<i>Total</i>
		\$	\$	\$
<b>BALANCE AT 1 JULY 2023</b>		4,131,122	7,434,846	11,565,968
<b>Total comprehensive revenue and expenses</b>				
Prior period error		20,451	-	20,451
Net surplus/(deficit) for the year		914,784	-	914,784
<b>BALANCE AT 30 JUNE 2024</b>		5,066,357	7,434,846	12,501,203
<b>Total comprehensive revenue and expenses</b>				
Net surplus/(deficit) for the year		639,448	-	639,448
<b>BALANCE AT 30 JUNE 2025</b>		5,705,804	7,434,846	13,140,650

The accompanying notes form part of these Financial Statements and should be read  
in conjunction with the reports contained herein.


# STATEMENT OF FINANCIAL POSITION

For the year ended 30 June 2025

	Note	Actual 2025 \$	Budget 2025 \$	Actual 2024 \$
<b>CURRENT ASSETS</b>				
Cash and cash equivalents	12	2,179,239	3,340,000	2,480,623
Term deposits	13	2,700,000	3,300,000	3,510,000
Trade and other receivables	15	118,912	121,000	137,320
Inventories	16	61,695	23,000	42,422
Income tax receivable	18	43,132	-	-
Prepayments		615,893	-	514,876
GST Receivable		-	-	211
<b>TOTAL CURRENT ASSETS</b>		<b>5,718,871</b>	<b>6,784,000</b>	<b>6,685,452</b>
<b>NON-CURRENT ASSETS</b>				
Property, plant and equipment	19	8,850,608	8,369,000	8,727,782
Term deposits	13	1,100,000	-	-
<b>TOTAL NON-CURRENT ASSETS</b>		<b>9,950,608</b>	<b>8,369,000</b>	<b>8,727,782</b>
<b>TOTAL ASSETS</b>		<b>15,669,479</b>	<b>15,153,000</b>	<b>15,413,234</b>
<b>CURRENT LIABILITIES</b>				
Trade and other payables	17	644,630	315,000	864,276
Income in advance		6,284	-	31,821
Employee benefit liabilities		118,424	154,000	113,153
Income tax payable	18	-	64,000	222,973
GST payable		30,452	-	-
LTP Funding grant	7	488,667	426,000	473,637
<b>TOTAL CURRENT LIABILITIES</b>		<b>1,288,457</b>	<b>959,000</b>	<b>1,705,860</b>
<b>NON-CURRENT LIABILITIES</b>				
Deferred tax liability	18	1,240,372	1,154,000	1,206,171
<b>TOTAL NON-CURRENT LIABILITIES</b>		<b>1,240,372</b>	<b>1,154,000</b>	<b>1,206,171</b>
<b>TOTAL LIABILITIES</b>		<b>2,528,829</b>	<b>2,113,000</b>	<b>2,912,031</b>
<b>NET ASSETS</b>		<b>13,140,650</b>	<b>13,040,000</b>	<b>12,501,203</b>
<b>EQUITY</b>				
Contributed equity		7,434,846	7,434,846	7,434,846
Accumulated revenue and expense		5,705,804	5,605,154	5,066,357
<b>TOTAL EQUITY</b>		<b>13,140,650</b>	<b>13,040,000</b>	<b>12,501,203</b>

For and on behalf of the Board:

Fergus Brown: 

Kennie Tsui: 

Emma Christie: 

Date: 18 September 2025

The accompanying notes form part of these Financial Statements and should be read  
in conjunction with the reports contained herein.

## STATEMENT OF CASH FLOWS

For the year ended 30 June 2025

	<i>Note</i>	<i>Actual</i> <b>2025</b> \$	<i>Budget</i> <b>2025</b> \$	<i>Actual</i> <b>2024</b> \$
Receipts from operations		3,681,868	3,904,000	3,911,295
Receipts from grants and subsidies		304,826	-	588,000
Payments to suppliers and employees		(3,296,527)	(2,993,000)	(2,909,206)
Net payments of tax		(481,324)	(422,000)	(67,556)
Goods and services tax (net)		7,560	-	15,376
<b>NET CASH FLOWS FROM OPERATING ACTIVITIES</b>		216,403	489,000	1,537,909
Receipts from interest		305,573	270,000	283,868
Investment in term deposits		(290,000)	-	(604,247)
Sale of property, plant and equipment		6,087	-	-
Payments for property, plant and equipment		(539,447)	(308,000)	(646,691)
<b>NET CASH FLOWS FROM INVESTING ACTIVITIES</b>		(517,787)	(38,000)	(967,070)
<b>NET CASH FLOWS FROM FINANCING ACTIVITIES</b>		-	-	-
<b>NET CASH FLOW</b>		(301,384)	451,000	570,839
Cash and cash equivalents as at the beginning of the year		2,480,623	2,889,000	1,909,784
<b>CASH AND CASH EQUIVALENTS AT THE END OF THE YEAR</b>	12	2,179,239	3,340,000	2,480,623

The accompanying notes form part of these Financial Statements and should be read in conjunction with the reports contained herein.

# NOTES TO THE FINANCIAL STATEMENTS

## For the year ended 30 June 2025

### 1 REPORTING ENTITY

Wellington Cable Car Limited is a company wholly owned by Wellington City Council and is registered under the Companies Act 1993. It is a Council Controlled Organisation (CCO) as defined by Section 6 of the Local Government Act 2002 and is domiciled in New Zealand.

The primary objective of the Wellington Cable Car Limited is to provide goods or services for the community or social benefit rather than making a financial return. Accordingly, Wellington Cable Car Limited has designated itself as a public benefit entity for Financial Reporting Purposes.

### 2 BASIS OF PREPARATION

#### (a) Statement of Compliance

These financial statements are for the year ended 30 June 2025. They have been prepared in accordance with the requirements of the Companies Act 1993, the The company qualifies as a Tier 2 reporting entity with reduced disclosures on the basis that it does not have public accountability, is not large and has total expenses < \$33 million but > \$2 million, and that elects to be in Tier 2.

These financial statements have been prepared on the basis that the Company is a going concern and has the continuing support of its shareholders. Based on the continuing financial support of its shareholders, the Company would satisfy the solvency requirements of the Companies Act 1993.

The financial statements are for the year ended 30 June 2025 and were approved by the Board of Directors on the date shown in the Annual Report and Statement of Compliance.

#### (b) Measurement Base

The financial statements of Wellington Cable Car Limited have been prepared on an historical cost basis.

#### (c) Functional and presentation currency

These financial statements are presented in New Zealand dollars (NZ\$) which is the company's functional and presentation currency, and all values are rounded to the nearest (NZ\$), except where otherwise indicated.

#### (d) Changes in Accounting Policies

The accounting policies detailed in the following notes have been applied consistently to all periods presented in these financial statements and have been applied consistently by the Company.

### 3 USE OF JUDGEMENTS AND ESTIMATES

The preparation of financial statements requires management to make judgements, estimates and assumptions that affect the application of accounting policies and the reported amounts of assets and liabilities, revenue and expenses. Actual results may differ from those estimates.

The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances. Estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimates are revised and in any future periods affected.

#### (a) Judgements

Judgements made in applying accounting policies that have had the most significant effects on the amounts recognised in the financial statements include the application of the going concern assertion.

#### (b) Assumptions and estimation uncertainties

There are no key estimates that have significant risk of causing a material adjustment to the carrying amount of assets and liabilities within the next financial year.

### 4 SUMMARY OF ACCOUNTING POLICIES

In the preparation of these financial statements, the specific accounting policies are as follows:

#### (a) Property, Plant & Equipment

##### Recognition

Property, plant and equipment consist of operational assets and cable car spare parts expected to be used for more than one reporting period. Expenditure is capitalised as property, plant and equipment when it creates a new asset or increases the economic benefits over the total life of an existing asset and can be measured reliably. Costs that do not meet the criteria for capitalisation are expensed.

Property, plant and equipment is shown at cost, less accumulated depreciation and impairment losses.

### Measurement

Property, plant and equipment are initially recorded at cost.

The initial cost of property, plant and equipment includes the purchase consideration and those costs that are directly attributable to bringing the asset into the location and condition necessary for its intended purpose. Subsequent expenditure that extends or expands the asset's service potential and that can be measured reliably is capitalised.

### Cable Car Assets

The Cable Car assets comprising the cable car, tracks, tunnels, terminals, spare parts and cable car equipment are valued at cost less accumulated depreciation and annually reviewed for impairment to ensure its carrying value is accurately reflected.

### Impairment

The carrying amounts of property, plant and equipment are reviewed at least annually to determine if there is any indication of impairment in accordance with PBE IPSAS 21 and PBE IPSAS 26. Where an asset's recoverable amount is less than its carrying amount, it will be reported at its recoverable amount and an impairment loss will be recognised. The recoverable amount is the higher of an item's fair value less costs to sell and value in use. Losses resulting from impairment are reported in the surplus or deficit.

### Disposal

Realised gains and losses arising from the disposal of property, plant and equipment are determined by comparing the proceeds with the carrying amount and are recognised in the surplus or deficit in the period in which the transaction occurs.

### Depreciation

Depreciation is provided on all property, plant and equipment, except for parts held as spares and assets under construction (work in progress). Depreciation is calculated on a straight line basis, to allocate the cost or value of the asset (less any residual value) over its useful life. The depreciation rates of the major classes of property, plant and equipment are as follows:

Cable Car Tracks	1.5% - 6%
Cable Car & Equipment	1.5% - 67%
Computer Equipment	7% - 40%
Motor Vehicles	20%
Furniture & Fittings	2% - 30%

The residual values and useful lives of assets are reviewed, and adjusted if appropriate, at each reporting date.

The Cable Car spare parts have an infinite useful life when held as spares, and there is uncertainty around when they will be installed and used. The cost of these spare parts are allocated based on the expected use, and depreciated using the usage method based on the number of cable car trips the parts are estimated to be used for. Through the cable car trips, management believes this to closely reflect the expected pattern of consumption of the future economic benefits or service potential embodied on these cable car parts.

### Work-in-progress

The cost of projects within work in progress is transferred to the relevant asset class when the project is completed. It is transferred to the relevant asset class only if it is probable that future economic benefits associated with the item will flow to Wellington Cable Car Limited and the cost of the item can be reliably measured.

### (b) Foreign Currencies

Transactions in foreign currencies that are settled in the accounting period are translated into NZD (the functional currency) using the spot exchange rates at the dates of the transaction. Transactions in foreign currency that are not settled in the accounting period, resulting in monetary assets and liabilities denominated in foreign currencies at the reporting date are translated to NZD at the foreign exchange rate ruling at that date. Foreign exchange differences arising on their translation are recognised in the surplus or deficit.

### (c) Intangible Assets

Intangible assets comprise computer software which has a finite life and is initially recorded at cost less any amortisation and impairment losses. Amortisation is charged to the surplus or deficit on a straight-line basis over the useful life of the asset.

Typically, the estimated useful lives of these assets are as follows:

Computer Software	3 years
-------------------	---------

Realised gains and losses arising from disposal of intangible assets are recognised in the surplus or deficit in the period in which the transaction occurs. Intangible assets are reviewed at least annually to determine if there is any indication of impairment. Where an intangible asset's recoverable amount is less than its carrying amount, it will be reported at its recoverable amount and an impairment loss will be recognised. Losses resulting from impairment are reported in the surplus or deficit.

#### **(d) Goods & Services Tax**

These financial statements have been prepared on a GST exclusive basis with the exception of accounts receivable and accounts payable which are shown inclusive of GST. The net amount of GST recoverable from or payable to Inland Revenue is included as part of receivables or payables in the statement of financial position.

#### **(e) Income Tax**

Income tax expense is charged in the Statement of Comprehensive Revenue and Expense in respect of the current year's results. Income tax on the surplus or deficit for the year comprises current and deferred tax.

Current tax is the expected tax payable on the taxable revenue for the year, using tax rates enacted or substantively enacted at the reporting date, and any adjustment to tax payable in respect of previous periods.

Deferred tax is the amount of income tax payable or recoverable in future periods in respect of temporary differences and unused tax losses.

Deferred tax is provided on temporary differences between the carrying amounts of assets and liabilities for financial reporting purposes and amounts used for taxation purposes. The amount of deferred tax provided is based on the expected manner of realisation or settlement of the carrying amount of assets and liabilities, using tax rates enacted or substantively enacted at reporting date. Deferred income tax assets are recognised to the extent that it is probable that future taxable surplus will be available against which the temporary differences can be utilised.

#### **(f) Inventories**

Wellington Cable Car Limited's inventory comprises of items held in respect of maintaining and operating the Cable Car, and merchandise held for sale. In accordance with PBE IPSAS 12, all inventory has been valued at the lower of cost (using the first-in-first-out method) or net realisable value.

#### **(g) Leases**

##### **Operating Leases**

Leases where the lessor effectively retains substantially all the risks and rewards of ownership of the leased items are classified as operating leases. Payments made under these leases are expensed in surplus or deficit in the period in which they are incurred. Payments made under operating leases are recognised in surplus or deficit on a straight-line basis over the term of the lease. Lease incentives received are recognised in the Statement of Comprehensive Revenue and Expense as an integral part of the total lease payment.

#### **(h) Statement of Cash Flow**

The Statement of Cash Flow has been prepared using the direct approach.

Operating activities include cash received from all revenue sources of the Company and record the cash payments made for the supply of goods and services. Investing activities relate to the acquisition and disposal of assets. Financing activities relate to activities that change the equity and debt capital structure of the Company.

#### **(i) Related Parties**

Related parties arise where one entity has the ability to affect the financial and operating policies of another through the presence of control or significant influence. Related parties also include key management personnel or a close member of the family of any key management personnel.

Directors' remuneration is any money, consideration or benefit received, receivable or otherwise made available, directly or indirectly, to a Director during the reporting period. Directors' remuneration does not include reimbursement of legitimate work expenses or the provision of work-related equipment such as cell phones and laptops.

#### **(j) Financial Instruments**

Wellington Cable Car Limited classifies its financial assets and financial liabilities according to the purpose for which the investments were acquired. Management determines the classification of its investments at initial recognition.

The entity derecognises a financial asset when the contractual rights to the cash flows from the asset expire, or it transfers the rights to receive the contractual cash flows in a transaction in which substantially all the risks and rewards of ownership of the financial asset are transferred. Any interest in transferred financial assets that is created or retained by the entity is recognised as a separate asset or liability.

The entity derecognises a financial liability when its contractual obligations are discharged, cancelled or expire.

Financial assets and liabilities are offset and the net amount presented in the Statement of Financial Position when, and only when, the entity has a legal right to offset the amounts and intends either to settle on a net basis or to realise the asset and settle the liability simultaneously.

## Financial Assets

### Trade and other receivables

Trade and other receivables are initially recorded at their fair value plus directly attributable transaction costs, and subsequently at amortised cost using the effective interest method, less any provision for impairment. An impairment provision for trade receivables consists of the expected credit loss and a specific provision for individual debts that are known to be uncollectable and are written off in the period.

The Company applies the PBE IPSAS 41 simplified approach to measuring expected credit losses using a lifetime expected credit loss provision for trade receivables and contract assets. The expected credit losses are based on the Company's historical credit losses experienced over the three year period prior to the period end. The historical loss rates are then adjusted for current and forward looking information on microeconomic factors affecting the Company's customers. At the reporting date the Company does not expect to incur any credit losses.

### Cash and cash equivalents

Cash and cash equivalents comprise cash balances and call deposits with up to three months maturity from the date of acquisition. These are recorded at their fair value.

### Term investments

Short term investments comprise term deposits which have a term of greater than three months and invested for a period of less than 12 months, and therefore do not fall into the category of cash and cash equivalents, and long term investments comprise term deposits which have a term of greater than 12 months. These are accounted for on the same basis as trade and other receivables.

## Financial Liabilities

### Trade and other payables

Short term payables are initially recorded at fair value (plus transaction costs) and are measured subsequently at amortised cost using the effective interest method.

### (k) Exchange Revenue

Wellington Cable Car Limited derives revenue from the cable car passenger service with fares being the main source of exchange revenue along with a minor amount of income from merchandise sales.

Revenue from the sale of passenger fares is recognised when the amount of revenue can be measured reliably and it is probable that economic benefits will flow to the Company, and measured at the fair value of consideration received or receivable.

Revenue from the sale of three-monthly memberships is recognised over the period of the membership. Amounts received in advance for memberships relating to future periods are recognised as a liability until such time that period covering the membership occurs.

Revenue from the sale of merchandise in the course of ordinary activities is measured at the fair value of the consideration received or receivable. Revenue is recognised when the significant risks and rewards of ownership have been transferred to the customer, recovery of the consideration is probable, the associated costs and possible return of goods can be estimated reliably, there is no continuing management involvement with the goods, and the amount of revenue can be measured reliably.

The timing of the transfers of risks and rewards for sales of merchandise occurs when the product is dispatched to the customer.

Rental income arising from sub-lease of the office premises is accounted for on a straight-line basis over the lease term.

Interest income is recognised as the interest accrued, using the effective interest method.

### (l) Grants - Non-exchange revenue

Grants are recognised as revenue when received, unless conditions apply. Any grants for which conditions apply under the grant agreement are carried as liabilities until all the conditions have been fulfilled.

### (m) Employee Benefit liabilities

Short term employee benefit liabilities are recognised when the Company has a legal or constructive obligation to remunerate employees for services provided and that are expected to be settled wholly before 12 months after the reporting date. Short-term employee benefits are measured on an undiscounted basis and expensed in the period in which employment services are provided.

### (n) Share Capital

The total number of authorised, issued and fully paid shares at reporting date was 7,434,846 (2024: 7,434,846) ordinary shares.

These shares have full voting rights and participate fully in all dividends and proceeds upon winding up.

## 5 NATURE OF THE BUSINESS

Wellington Cable Car Limited owns and operates the Wellington Cable Car providing passenger service to Kelburn and a tourist attraction for the city of Wellington.

The Cable Car business is funded from Cable Car fares.

There has been no change in the nature of business during the year under review.

## 6 VARIANCES TO BUDGET

Commentary is provided for major variances to budget

Statement of comprehensive revenue and expenses	2025	2025	Variance	Variance
	Actual	Budget		
	\$	\$		
Operating revenue	3,997,500	4,179,152	(181,652)	-4%
Non-exchange revenue	289,796	60,000	229,796	383%
Operating expenses	3,020,471	3,031,488	(11,017)	0%
Depreciation and amortisation	377,959	328,608	49,351	15%

Operating revenue was under budget for the year due to passenger numbers not meeting budget as a result of decreased cruise ships in Wellington.

The variance against budget for non-exchange revenue relates to the release of long-term plan grant funding received from Wellington City Council, which was spent on the bridge strengthening project quicker than originally anticipated.

The variance against budget for operating expenses predominantly relates to repairs and maintenance, legal and consulting costs coming in lower than budgeted.

## 6 VARIANCES TO BUDGET (CONTINUED)

Statement of financial position	2025	2025	Variance	Variance
	Actual	Budget		
	\$	\$		
Current assets	5,718,871	6,784,000	(1,065,129)	-16%
Non-current assets	9,950,608	8,369,000	1,581,608	19%
Current liabilities	1,288,457	959,000	329,457	34%
Non-current liabilities	1,240,372	1,154,000	86,372	7%
Equity	13,140,650	13,040,000	100,650	1%

Current assets fell below budget at 30 June 2025 due to term deposits with a term of greater than 12 months being treated as non-current assets. This resulted in non-current assets being greater than budget at year-end, coupled with the bridge strengthening work being undertaken during the year with the long term plan funding received from Wellington City Council.

Current liabilities were above budget at 30 June 2025 due to additional supplier invoices being received in June than budgeted.

Statement of cash flows	2025	2025	Variance	Variance
	Actual	Budget		
	\$	\$		
Net cash flow from operating activities	216,403	489,000	(272,597)	-56%
Net cash flow from investing activities	(517,787)	(38,000)	(479,787)	1263%
Net cash flow from financing activities	-	-	-	0%

Net cash flow from operating activities is below budget for the year predominantly due to operating revenue falling under budget.

Net cash flow from investing activities differs from budget due to investing in additional term deposits, as well as additional spending on the bridge strengthening work from the LTP funding.

Cash reserves, including short and long term deposits, held at year-end were \$661k lower than budgeted.

<b>7 REVENUE</b>	<b>2025</b>	<b>2024</b>
	<b>\$</b>	<b>\$</b>
<b>Exchange revenue</b>		
Cable Car revenue	3,644,462	3,872,646
Miscellaneous revenue	62,621	39,379
Interest revenue - loans and receivables	290,417	310,428
<b>Total exchange revenue</b>	<b>3,997,500</b>	<b>4,222,453</b>
<b>Non-exchange revenue</b>		
Wellington City Council - LTP grant	263,970	318,982
Wellington City Council - EV Gap grant	25,826	-
<b>Total non-exchange revenue</b>	<b>289,796</b>	<b>318,982</b>
<b>Total Revenue</b>	<b>4,287,296</b>	<b>4,541,435</b>

The Company utilised \$264k of the LTP funding received from Wellington City Council during the 2025 year (2024: \$319k).

<b>LTP Funding grant</b>	<b>2025</b>	<b>2024</b>
	<b>\$</b>	<b>\$</b>
Balance at 1 July 2024	473,637	204,619
Long-term plan funding grant received	279,000	588,000
Grant used on capital expenditure	(263,970)	(318,982)
<b>Balance at 30 June 2025</b>	<b>488,667</b>	<b>473,637</b>

The Company received a grant from Wellington City Council during the year from the Long-Term Plan fund of \$279,000 (2024: \$588,000). The Company used this grant to pay for work completed on asset improvements to the bridges and bridge strengthening. There is a balance of \$488,667 identified as a liability at 30 June 2025 (2024: \$473,637).

<b>8 OPERATIONS AND GENERAL EXPENSES</b>	<b>2025</b>	<b>2024</b>
	<b>\$</b>	<b>\$</b>
Cable Car operational costs	298,448	319,198
Cable Car maintenance costs	186,747	184,413
Marketing costs	54,842	48,609
Administration costs	227,675	244,104
Insurance costs	509,181	539,390
<b>Total operations and general expenses</b>	<b>1,276,893</b>	<b>1,335,714</b>
<b>9 AUDITOR'S REMUNERATION</b>	<b>2025</b>	<b>2024</b>
	<b>\$</b>	<b>\$</b>
Auditing the financial statements	53,367	57,293
<b>Total auditor's remuneration</b>	<b>53,367</b>	<b>57,293</b>

No payments were made to the auditor for other services during the year under review (2024: \$nil).

## 10 RELATED PARTIES

Wellington Cable Car Limited contracts various services from the Wellington City Council.

Related party disclosures have not been made for transactions with related parties that are within a normal supplier or client/recipient relationship on terms and conditions no more or less favourable than those that it is reasonable to expect Wellington Cable Car Limited would have adopted in dealing with the party at arms' length in the same circumstances. Further, transactions with other Councils / Council Controlled Organisations are not disclosed as related party transactions when they are consistent with the normal operating arrangements between Councils / Council Controlled Organisations and undertaken on the normal terms and conditions for such transactions.

As disclosed in Note 7, the Company received LTP funding of \$279,000 from Wellington City Council which is being used to pay for the tunnel and bridge strengthening projects. The Company also received an electric vehicle grant of \$25,826 from Wellington City Council, which was used towards the purchase of a new electric van.

We are required to disclose the remuneration and related party transactions of key management personnel, which comprise the Directors, the Chief Executive and the Asset and Engineering Manager.

## KEY MANAGEMENT PERSONNEL

The key management personnel are the directors, Chief Executive and Senior Leadership Team. The full-time equivalent (FTE) number of individuals receiving remuneration as key management (excluding directors) during the year was 3 (2024: 3). At 30 June 2025 this number was three.

	2025	2024
	\$	\$
Salaries and wages	517,780	475,118
Directors' fees	69,860	60,000
<b>Total key management personnel remuneration</b>	<b>587,640</b>	<b>535,118</b>

The FTE number of directors at 30 June 2025 was Three (2024: Three). Due to the difficulty in calculating the FTE for directors, the FTE figure is taken as the number of directors.

## DIRECTORS' REMUNERATION

	2025	2024
	\$	\$
D McComb	-	15,000
D Perks	19,860	30,000
E Christie	15,000	7,500
K Tsui	15,000	7,500
F Brown (replacing D Perks)	20,000	-
<b>Total Directors' remuneration</b>	<b>69,860</b>	<b>60,000</b>

There have been no other transactions with Directors other than Directors' remuneration.

## 11 EMPLOYEES' REMUNERATION

	2025	2024
	\$	\$
Salaries and wages	1,512,408	1,379,585
Contributions to defined contribution funds	37,505	35,495
<b>Total employees' remuneration</b>	<b>1,549,913</b>	<b>1,415,080</b>

## 12 CASH AND CASH EQUIVALENTS

	2025	2024
	\$	\$
ANZ Cheque Account	1,287,827	971,098
ANZ Savings Account	889,520	1,202,024
ANZ Foreign Current Accounts	1,892	7,501
ANZ Term deposit	-	300,000
<b>Total cash and cash equivalents</b>	<b>2,179,239</b>	<b>2,480,623</b>

The ANZ bank accounts have interest rates of 3.25% p.a. at year end (2024: 5.50% p.a.).

## 13 TERM DEPOSITS

	2025	2024
	\$	\$
<b>Short Term Deposits</b>		
ANZ Short Term deposits	2,700,000	3,510,000
<b>Long Term deposits</b>		
ANZ Long term Deposits	1,100,000	-
<b>Total Term Deposits</b>	<b>3,800,000</b>	<b>3,510,000</b>

The ANZ Short Term deposits have varying terms of 4-12 months, interest rates of 3.65% p.a. - 5.17% p.a. (2024: 5.84% p.a. - 6.47% p.a.), and maturity dates of August 2025 - November 2025. The Long Term deposits have varying terms of 18-24 months, interest rates of 3.54% p.a. - 4.16% p.a. (2024: n/a), and maturity dates of December 2026 - January 2027.

## 14 FINANCIAL INSTRUMENTS

Financial instruments include cash and cash equivalents, receivables from exchange transactions and payables from exchange transactions. The carrying amounts of financial assets and liabilities in each of the financial instrument categories are as follows:

	2025	2024
<b>Financial Assets</b>	\$	\$
Cash and cash equivalents	2,179,239	2,480,623
Term deposits	3,800,000	3,510,000
Trade and other receivables	118,912	137,320
<b>Total financial assets</b>	<b>6,098,151</b>	<b>6,127,943</b>
<b>Financial Liabilities</b>		
Trade and other payables	644,630	864,276
<b>Total financial liabilities</b>	<b>644,630</b>	<b>864,276</b>

## 15 TRADE AND OTHER RECEIVABLES

	2025	2024
	\$	\$
<b>Exchange</b>		
Trade receivables	40,337	43,587
Other receivables	78,575	93,733
<b>Total exchange</b>	<b>118,912</b>	<b>137,320</b>
<b>Non-exchange</b>		
Trade receivables	-	-
Other receivables	-	-
<b>Total non-exchange</b>	<b>-</b>	<b>-</b>
<b>Total trade and other receivables</b>	<b>118,912</b>	<b>84,082</b>

All receivables greater than 30 days in age are considered past due. There are no material trade receivable balances past due.

The Company has assessed the probability of non-payment of trade receivables using the PBE IPSAS 41 simplified approach to measuring expected credit losses and has concluded that there is no impairment loss during the year.

## 16 INVENTORY

	2025	2024
	\$	\$
Cable Car consumables	3,113	870
Merchandise	58,582	41,552
<b>Total inventory</b>	<b>61,695</b>	<b>42,422</b>

## 17 TRADE AND OTHER PAYABLES

	2025	2024
	\$	\$
<b>Exchange</b>		
Trade payables	591,592	760,147
Accrued expenses	53,038	104,129
<b>Total exchange</b>	<b>644,630</b>	<b>864,276</b>
<b>Total trade and other payables</b>	<b>644,630</b>	<b>864,276</b>

All payables greater than 30 days in age are considered past due. There are no material trade payable balances past due.

## 18 INCOME TAX

	2025	2024
	\$	\$
<b>Components of tax expense</b>		
Current tax expense	222,422	302,456
Deferred tax expense	34,201	62,004
Prior period tax adjustment	(7,204)	-
<b>Tax expense</b>	<b>249,420</b>	<b>364,460</b>
<b>Reconciliation of effective tax rate</b>		
Net (deficit) for the period before tax	888,866	1,279,244
Tax at 28%	248,882	358,188
Plus/(less) tax effect of:		
Non-deductible expenditure	537	545
Prior period tax adjustment	-	5,727
<b>Tax expense</b>	<b>249,419</b>	<b>364,460</b>

### Movement in deferred tax asset/(liability)

	Property, plant & equipment	Provisions	Total
	\$	\$	\$
Balance at 30 June 2023	(1,168,871)	24,704	(1,144,167)
Charged to surplus or deficit	(60,778)	(1,226)	(62,004)
Charged to other comprehensive income	-	-	-
<b>Balance at 30 June 2024</b>	<b>(1,229,649)</b>	<b>23,478</b>	<b>(1,206,171)</b>
Charged to surplus or deficit	(26,200)	(8,001)	(34,201)
Charged to other comprehensive income	-	-	-
<b>Balance at 30 June 2025</b>	<b>(1,255,849)</b>	<b>15,477</b>	<b>(1,240,372)</b>

	2025	2024
	\$	\$
<b>Income tax receivable/(payable)</b>		
Opening balance	(222,973)	11,928
Tax on income	(222,422)	(302,456)
RWT deducted	85,555	79,483
Provisional tax paid/(refunded)	395,768	(11,928)
Prior period tax adjustment	7,204	-
<b>Income tax receivable/(payable)</b>	<b>43,132</b>	<b>(222,973)</b>

## 19 PROPERTY, PLANT & EQUIPMENT

	Cable Car equipment & tracks	Cable car spare parts	Furniture & Computer equipment	Motor Vehicles	Work in Progress	Total
<b>Cost</b>						
<b>Balance at 30 June 2024</b>	<b>11,787,831</b>	<b>800,773</b>	<b>213,622</b>	<b>41,326</b>	<b>9,834</b>	<b>12,853,386</b>
Additions	304,462	94,493	32,402	78,247		509,604
Transfers to/(from) WIP	9,834	-		-	(9,834)	-
Disposals	(8,285)	(649)		(30,820)	-	(39,754)
<b>Balance at 30 June 2025</b>	<b>12,093,842</b>	<b>894,617</b>	<b>246,024</b>	<b>88,753</b>	<b>-</b>	<b>13,323,236</b>
<b>Depreciation and amortisation</b>						
<b>Balance at 30 June 2024</b>	<b>3,906,595</b>	<b>37,525</b>	<b>140,158</b>	<b>41,326</b>	<b>-</b>	<b>4,125,604</b>
Charge for the year	280,359	59,949	25,914	11,737	-	377,959
Disposals	(115)	-	-	(30,820)	-	(30,935)
<b>Balance at 30 June 2025</b>	<b>4,186,839</b>	<b>97,474</b>	<b>166,072</b>	<b>22,243</b>	<b>-</b>	<b>4,472,628</b>
<b>Carrying amount</b>						
<b>Balance at 1 July 2023</b>	<b>7,824,161</b>	<b>501,026</b>	<b>50,061</b>	<b>-</b>	<b>2,890</b>	<b>8,378,138</b>
<b>Balance at 30 June 2024</b>	<b>7,881,236</b>	<b>763,248</b>	<b>73,464</b>	<b>-</b>	<b>9,834</b>	<b>8,727,782</b>
<b>Balance at 30 June 2025</b>	<b>7,907,003</b>	<b>797,144</b>	<b>79,951</b>	<b>66,510</b>	<b>-</b>	<b>8,850,608</b>

There are no restrictions over Wellington Cable Car Limited's property, plant & equipment. No property, plant or equipment is pledged as security for liabilities.

## 20 OPERATING LEASE COMMITMENTS

	2025	2024
Non-cancellable operating lease commitments:	\$	\$
<b>As lessee</b>		
Not later than 1 year	6,330	6,330
Later than 1 and not later than 2 years	308	1,539
Later than 2 and not later than 5 years	-	-
<b>Total lessee</b>	<b>6,638</b>	<b>7,869</b>

The Company hired a shared office space at Wellington Museum Trust from June 2022 onwards. This lease is cancellable within three months notice by either party.

## 21 CAPITAL COMMITMENTS

As of the reporting date, Wellington Cable Car Limited has four capital commitments (2024: nil):

A consultancy agreement with WSP for seismic strengthening, totaling \$168,500

An agreement with Stantec for seating brackets, totaling \$71,000

An agreement with Stantec for the design of catch brackets, totaling \$82,900

An agreement with Axess for a new gate system, totaling \$191,251 (AUD \$177,381 converted to NZD at 30 June 2025)

# Independent auditor's report

## To the readers of Wellington Cable Car Ltd's Financial Statements and Statement of Performance for the year ended 30 June 2025

The Auditor-General is the auditor of the Wellington Cable Car Ltd (the Company). The Auditor-General has appointed me, Michael Rania, using the staff and resources of Moore Markhams Wellington Audit, to carry out the audit of the financial statements and the statement of performance, of the Company on the Auditor-General's behalf.

### Opinion

We have audited:

- the financial statements of the Company on pages 21 to 34, which comprise the statement of financial position as at 30 June 2025, the statement of comprehensive income, the statement of changes in equity and the statement of cash flows for the year ended on that date and the notes to the financial statements that include accounting policies and other explanatory information; and
- the statement of performance of the Company on pages 5 to 18.

In our opinion:

- the financial statements of the Company on pages 21 to 34:
  - present fairly, in all material respects:
    - its financial position as 30 June 2025; and
    - its financial performance and cash flows for the year that ended; and
  - comply with generally accepted accounting practice in New Zealand in accordance with the Public Benefit Entity Reporting Standards Reduced Disclosure Regime; and
- the statement of performance:
  - accurately reports, in all material respects, the Company's actual performance compared against the performance targets and other measures by which the Company's performance can be judged in relation to the Company's objectives in its statement of intent for the year ended 30 June 2025; and
  - has been prepared, in all material respects, in accordance with section 68 of the Local Government Act 2002 (the Act).

Our audit was completed on 18 September 2025. This is the date at which our opinion is expressed.

The basis for our opinion is explained below. In addition, we outline the responsibilities of the Board of Directors and our responsibilities relating to the financial statements, we comment on other information and we explain our independence.

### Basis for our opinion

We carried out our audit in accordance with the Auditor-General's Auditing Standards, which incorporate the Professional and Ethical Standards and the International Standards on Auditing (New Zealand) issued by the New Zealand Auditing and Assurance Standards Board. Our responsibilities under those

standards are further described in the Responsibilities of the Auditor for the audit of the financial statements and the statement of performance section of our report.

We have fulfilled our responsibilities in accordance with the Auditor-General's Auditing Standards.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

### **Responsibilities of the Board of Directors for the financial statements and the statement of performance**

The Board of Directors is responsible on behalf of the Company for preparing financial statements and statement of performance that are fairly presented and that comply with generally accepted accounting practices in New Zealand.

The Board of Directors is responsible for such internal control as it determines is necessary to enable it to prepare financial statements and statement of performance that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements and the statement of performance, the Board of Directors is responsible on behalf of the Company for assessing the Company's ability to continue as a going concern. The Board of Directors is also responsible for disclosing, as applicable, matters related to going concern and using the going concern basis of accounting, unless there is an intention to liquidate the Company or to cease operations, or there is no realistic alternative but to do so.

The Board of Directors' responsibilities arise from the Local Governments Act 2002, Companies Act 1993, and the Wellington Cable Car Limited Deed.

### **Responsibilities of the auditor for the audit of the financial statements and the statement of performance**

Our objectives are to obtain reasonable assurance about whether the financial statements and the statement of performance, as a whole, are free from material misstatement, whether due to fraud or error and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance but is not a guarantee that an audit carried out in accordance with the Auditor-General's Auditing Standards will always detect a material misstatement when it exists. Misstatements are differences or omissions of amounts or disclosures and can arise from fraud or error. Misstatements are considered material if, individually or in the aggregate, they could reasonably be expected to influence the decisions of readers taken on the basis of these financial statements and statement of performance.

For the budget information reported in the financial statements and the statement of performance, our procedures were limited to checking that the information agreed with the Company's statement of intent.

We did not evaluate the security and controls over the electronic publication of the financial statements and the statement of performance.

As part of an audit in accordance with the Auditor-General's Auditing Standards, we exercise professional judgment and maintain professional scepticism throughout the audit. Also:

- We identify and assess the risks of material misstatement of the financial statements and the statement of performance, whether due to fraud or error, design and perform audit procedures

responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- We obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control.
- We evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Board of Directors.
- We conclude on the appropriateness of the use of the going concern basis of accounting by the Board of Directors and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements and the statement of performance or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company to cease to continue as a going concern.
- We evaluate the overall presentation, structure and content of the financial statements and the statement of performance, including the disclosures, and whether the financial statements and the statement of performance represent the underlying transactions and events in a manner that achieves fair presentation.
- We evaluate the overall presentation, structure and content of statement of performance, including the disclosures, and assess whether the statement of performance achieves its statutory purpose of enabling the Company's readers to judge the actual performance of the Company against its objectives in its statement of intent.

We communicate with the Board of Directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Our responsibilities arise from the Public Audit Act 2001.

### Other Information

The Board of Directors are responsible for the other information. The other information comprises the information included on pages 2 to 4 and 19 to 20 but does not include the financial statements and the statement of performance, and our auditor's report thereon.

Our opinion on the financial statements and the statement of performance does not cover the other information and we do not express any form of audit opinion or assurance conclusion thereon.

In connection with our audit of the financial statements and the statement of performance, our responsibility is to read the other information. In doing so, we consider whether the other information is materially inconsistent with the financial statements and the statement of performance, or our knowledge obtained in the audit, or otherwise appears to be materially misstated. If, based on our work, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

### Independence

We are independent of the Company in accordance with the independence requirements of the Auditor-General's Auditing Standards, which incorporate the independence requirements of Professional and Ethical Standard 1: *International Code of Ethics for Assurance Practitioners* issued by the New Zealand Auditing and Assurance Standards Board.

Other than the audit, we have no relationship with, or interests in, the Company.



Michael Rania  
**Moore Markhams Wellington Audit**  
On behalf of the Auditor-General  
Wellington, New Zealand