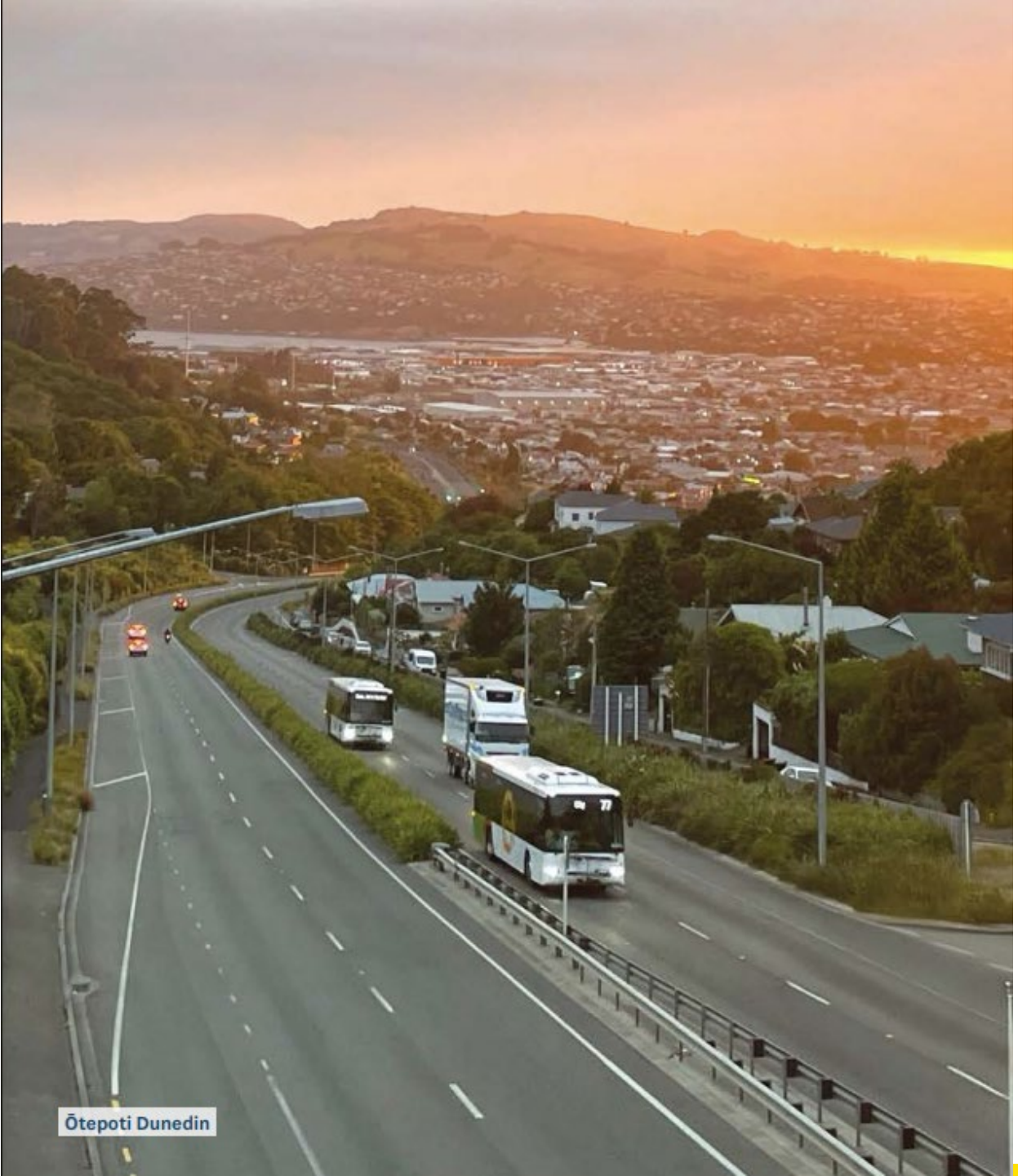
Otago Regional Council

Regional Public Transport Plan

Fare Investigations 2026

Anita Dawe, Robyn Hyde, and Jack Cowie - June 2026



Agenda

Otago Regional Council

Fare investigations

- Why we are undertaking a review
- Current situation
- Zonal fares
- Fare capping
- Ferry fares
- Overview of core options
- Cash fares
- Implementation

Why are we reviewing the fare structure?

Otago Regional Council

- 2025 RPTP consultation asked for feedback on the base fare level, concessions and a move to a zonal structure in the future
- Council resolution 25 June 2025
  - Concluded that $2.50 fare was optimal to balance patronage and revenue
  - Approved a move to a zonal fare structure in the future
  - Council requested more detail on fare zones and pricing to inform decision making

Resolution CM25-158: Cr Noone Moved, Cr Wilson Seconded

That the Council:

1) ***Notes*** *this report.*
2) ***Approves*** *the Hearing Panel recommendation to increase the adult base fare to $2.50 before Quarter 2 of the 2025/2026 financial year and outside of term time.*
3) ***Approves*** *the Hearing Panel recommendation to move to a zonal fare structure in the future.*
4) ***Notes*** *that the exact details of fare zones (e.g. relative fare levels) will be subject to further modelling and analysis outside the scope of this plan, and the modelling and any associated recommendations will be brought back to Council at a later date.*
5) ***Notes*** *the panel's expectation that prices for multiple fare zones will be based on small/moderate increments of the base fare, and that there will be a small number of zones.*
6) ***Notes*** *implementation of fare structure changes, including zones, fare capping and use of cash are to occur in line with the transition to Motu Move.*

Why are we reviewing the fare structure?

Otago Regional Council

- To consider implementation of new fare structure elements that balance **simplicity**, **fairness** and **revenue from fares** while driving greater patronage
- To consider including distance charging mechanisms (in preparation for future longer distance services eg. Ōamaru, Cromwell, Balclutha)
- To review the base fare in line with fare policy

What is the current situation ?

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Dunedin and Queenstown employ a simple **flat fare** structure:

- one fare regardless of distance travelled
- free transfers
- no discounted fare products for frequent users.

Current fares (since 29 Sept 2025)	BUS	FERRY
Adult Bee Card	$2.50	$10
Infant (under 5 years)	Free	Free
Children (5-12 years)	$1.50 (40% discount)	$10 (no discount)
Youth (13-18 years)	$1.50 (40% discount)	$10 (no discount)
Community Connect	$1.25 (50% discount)	$10 (no discount)

Topic 1: Zonal fare structure

A zonal fare structure calculates the fare paid based on the number of **zones travelled through**, and fares increase with the distance travelled. Flat fares for local trips can be maintained.

- Dunedin previously had a complex and expensive zone fare structure
- The move in 2020 to a simple fully flat fare had significant positive impacts on patronage
- Flat fares for **short trips** are sound. Flat fares for **longer trips** are difficult to justify & can affect the financial sustainability of the service.
- Charging a higher fare for longer trips increases revenue (and private share of operating costs) as most people are willing to pay more to go further
- With flat fares, outer-suburban users may be perceived as not “paying their share” – they travel further but pay the same

What do we want the zone structure to achieve ?

Previous Council expectations for a future zone structure:

- That there will be a small number of zones.
- Prices for multiple fare zones to be small/moderate increments of the base fare.

For the purpose of a discussion starting point, some suggested zones and zone boundaries have been developed.

- Zone positioning is not fixed – its an art, not a science
- Zone boundary delineation to be determined

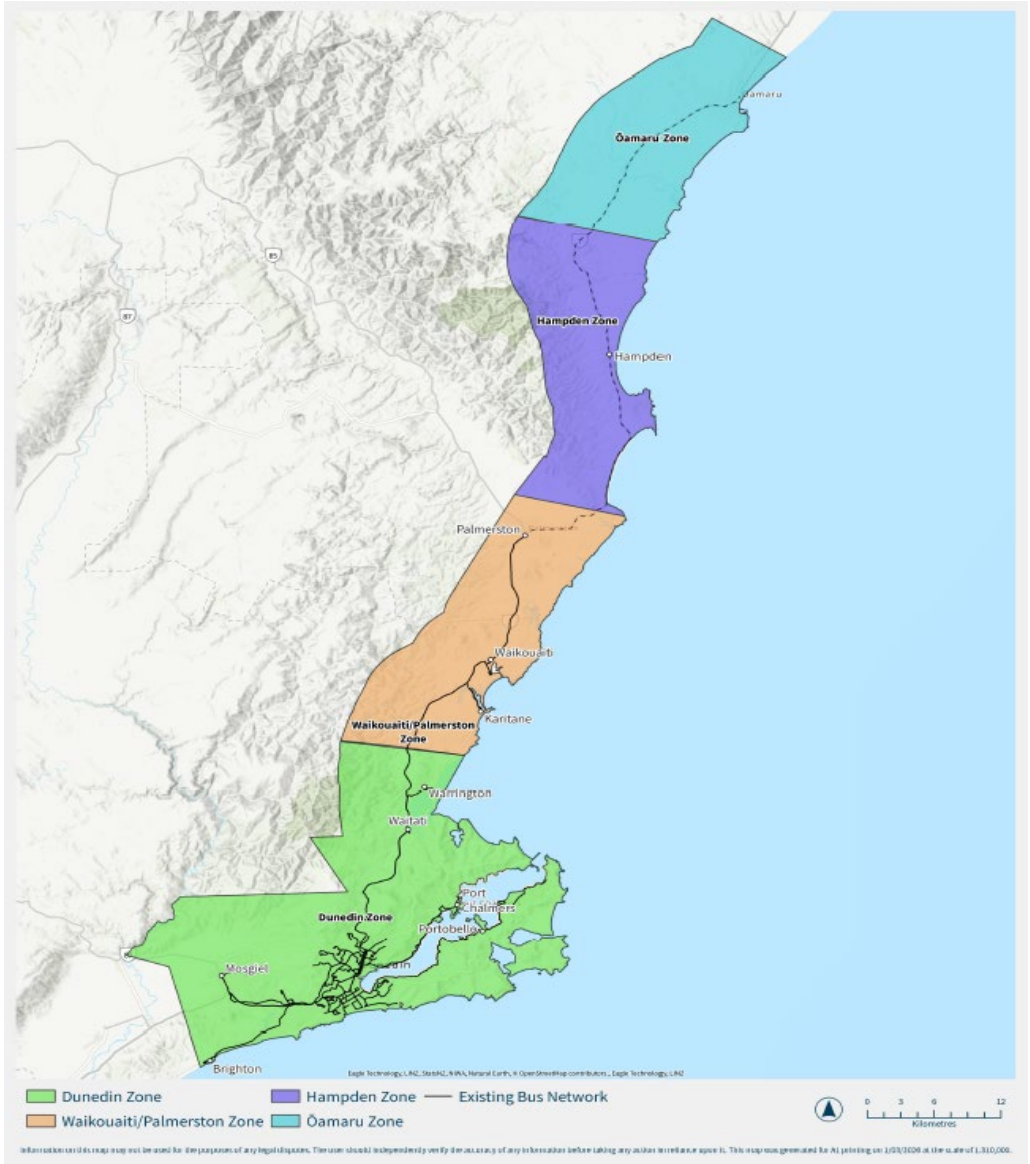
The following slides illustrate what zones **could** look like for each of our two networks

What could it look like in Dunedin ?

Option 1: Four zones in Dunedin

Zones**

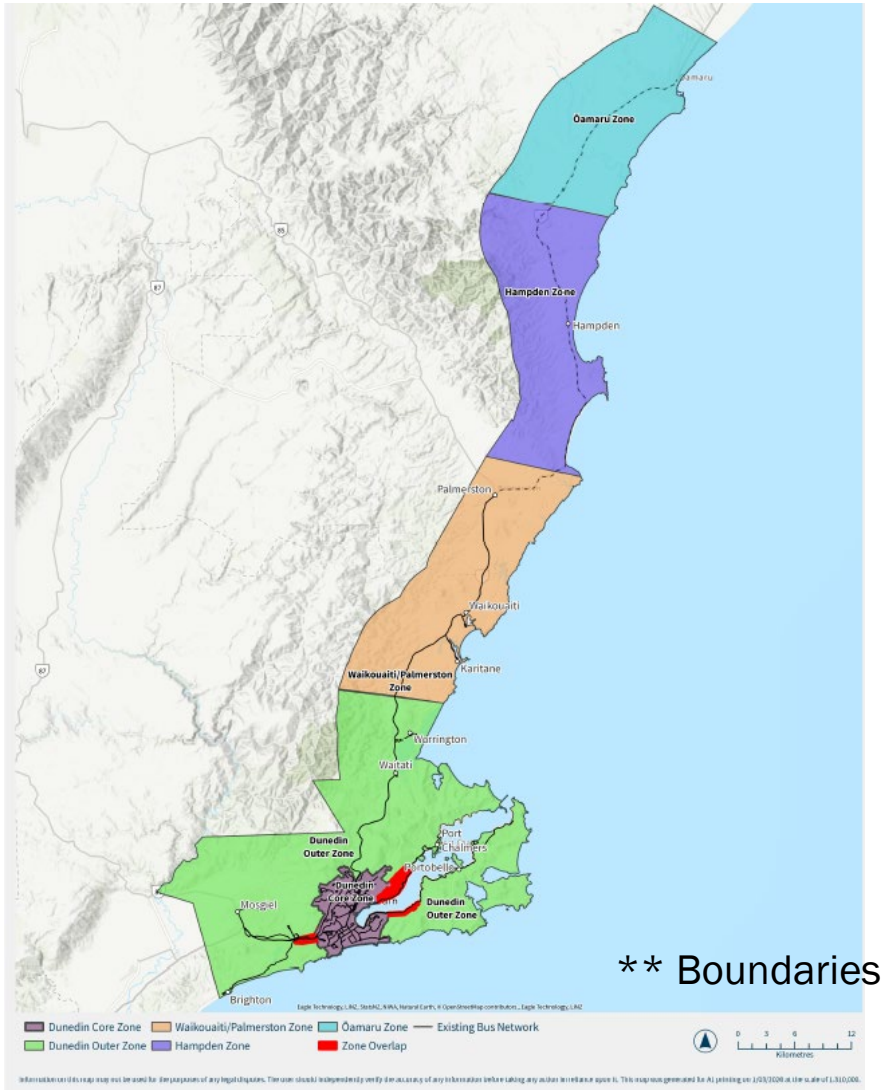
- All of Dunedin
- Waikouaiti/Palmerston
- Hampden
- Ōamaru



** Boundaries are movable - this is a suggested starting point. Zone proposed are roughly equal distances

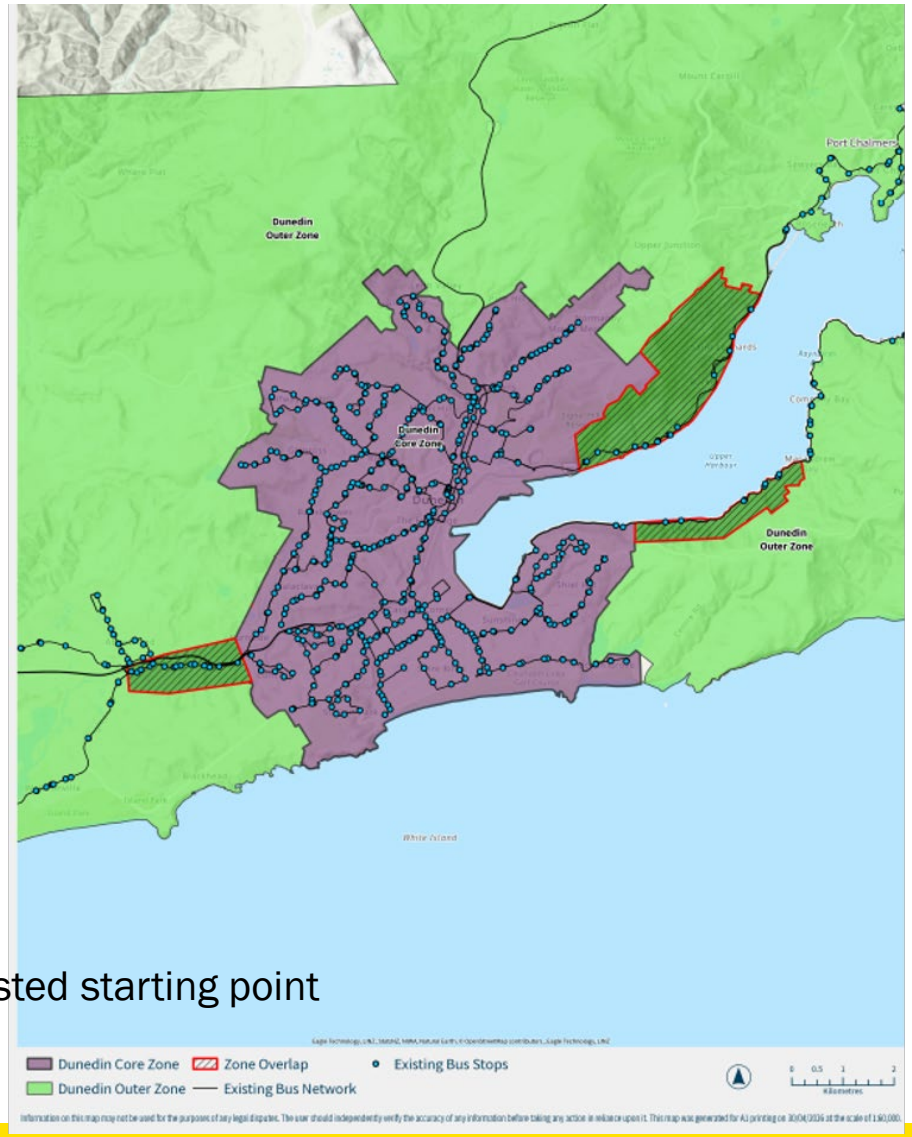
What could it look like in Dunedin ?

Option 2 : Five zones in Dunedin



Zones**

- **Dunedin core**
- **Dunedin outer** (beyond Green Island, Macandrew Bay, Sawyers Bay, Waitati)
- Waikouaiti/Palmerston
- Hampden
- Ōamaru



** Boundaries are movable - but this is a suggested starting point

What would that mean for fares ? (example only)

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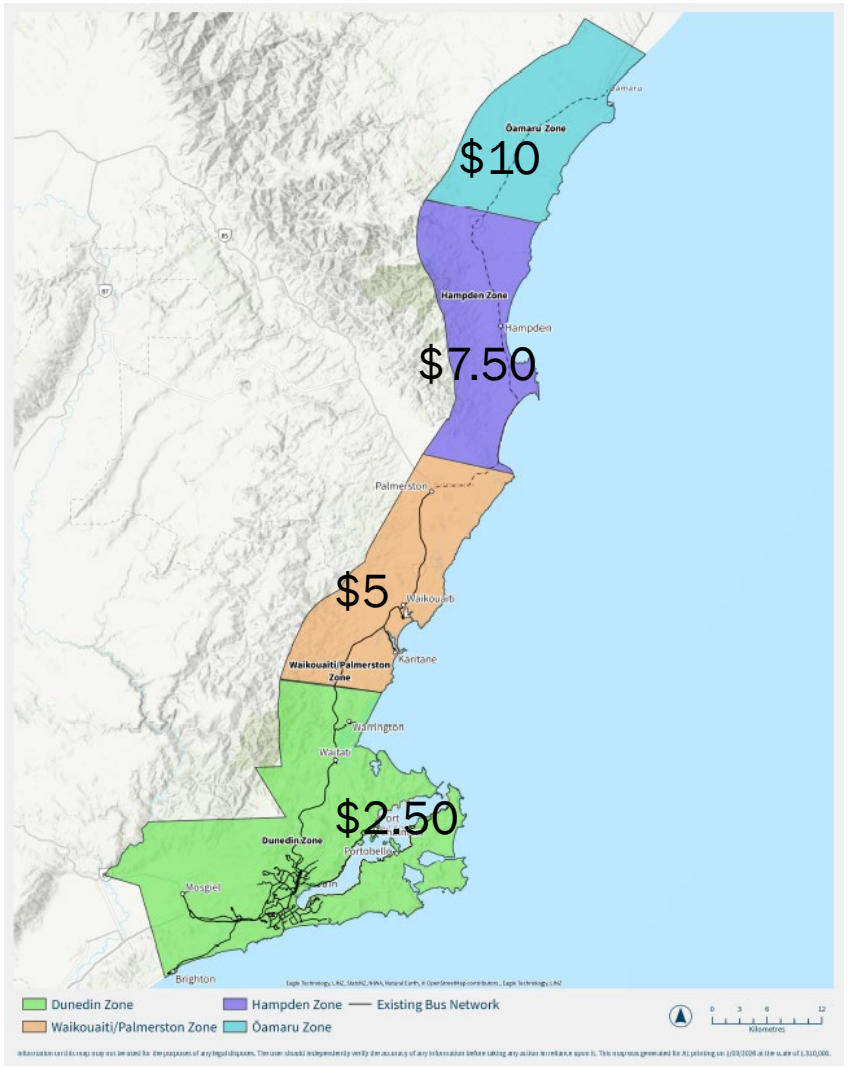
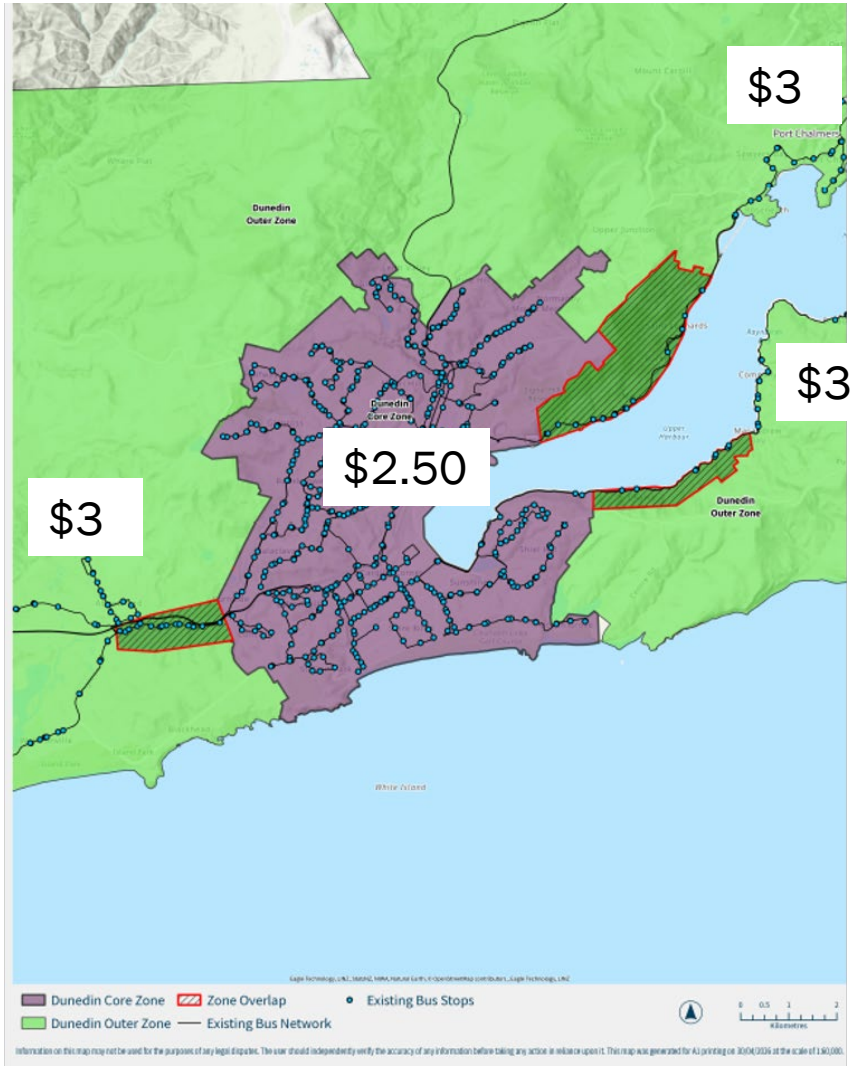
Dunedin – 4 zone



Dunedin – 5 zone

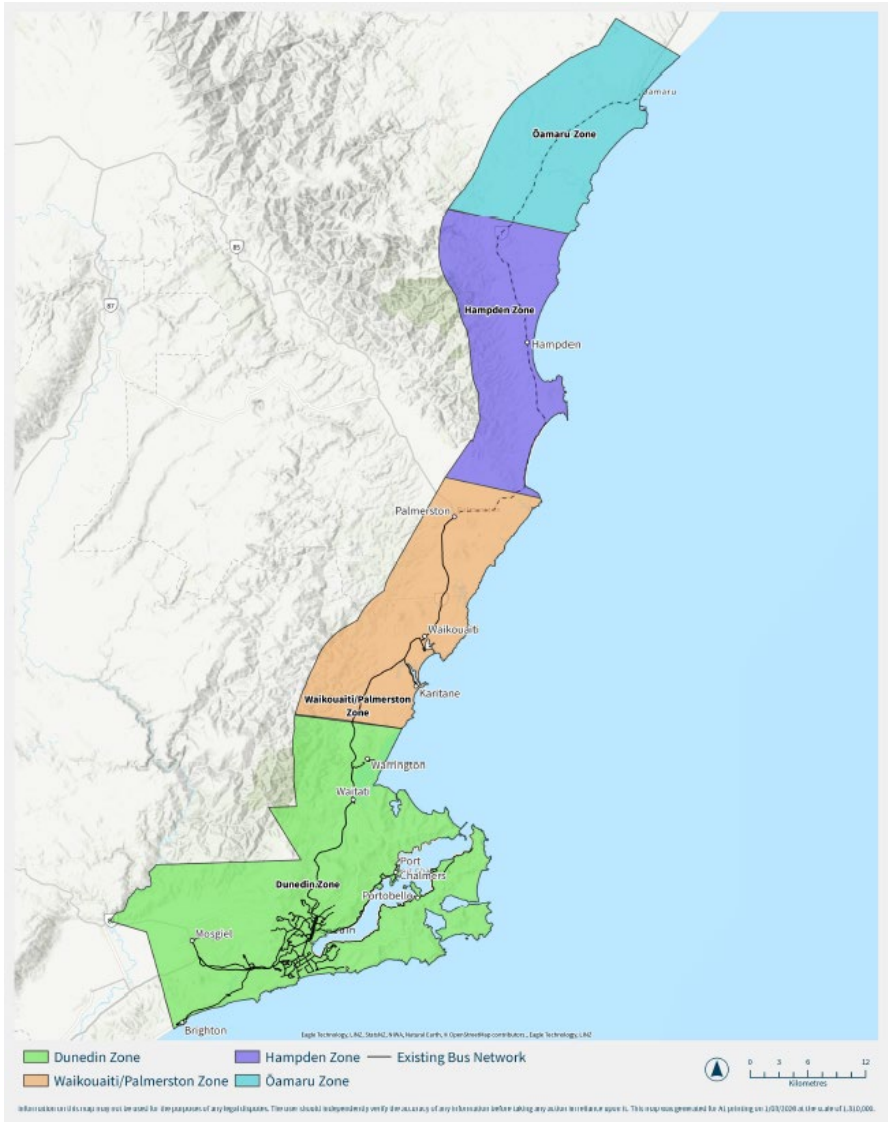


What are the impacts of the options?

Dunedin

Option 1 - Four zones in Dunedin

- 99% of current travel on the Dunedin network would remain the same
- Only some Route 1 users would be subject to zonal fares (proposed increase from $2.50 to $5 for Palmerston)
- Ability to charge higher fares for future long distance services (e.g. Ōamaru)
- Free transfers remain
- Concessions still apply

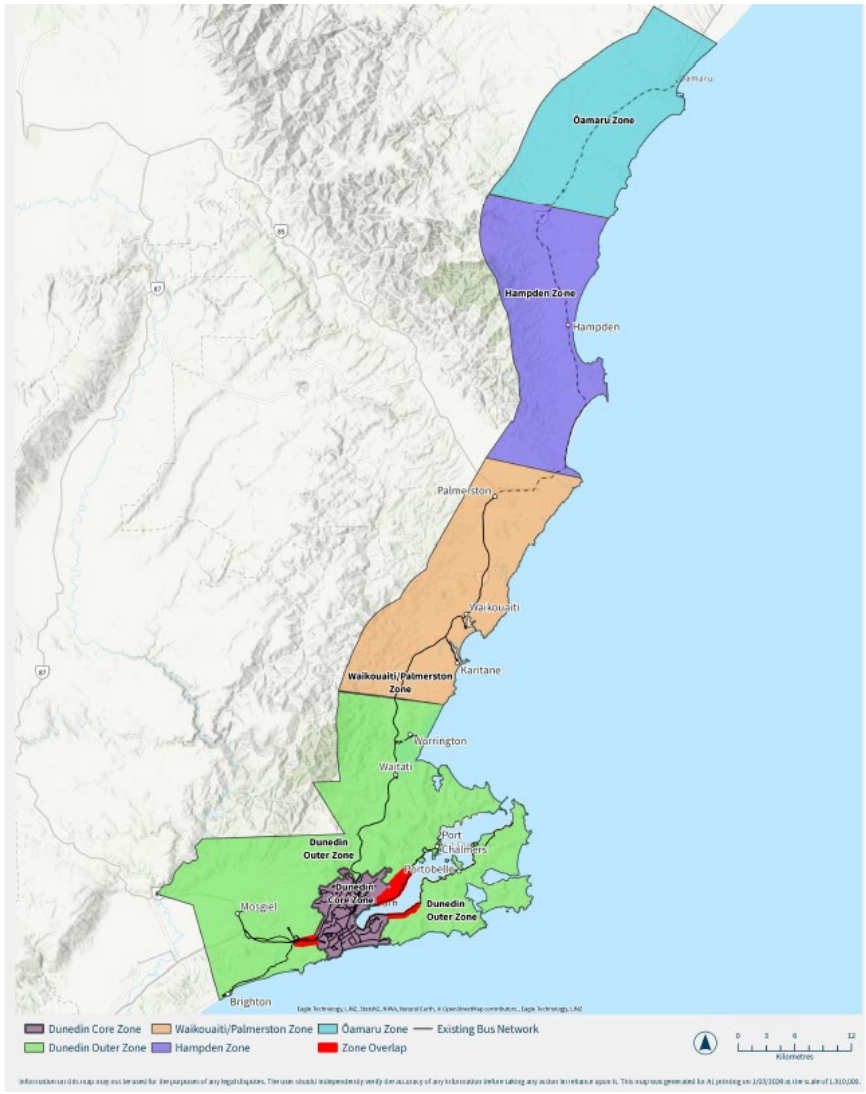


What are the impacts of the options?

Dunedin

Option 2 - Five zones in Dunedin

- Large Dunedin urban core remains the same (at least 83% of current trips in Dunedin)
- Proposed modest price increase ($2.50 to $3.00) for Dunedin outer zone e.g. Mosgiel, Waitati, Warrington, Port Chalmers, Portobello
- Proposed increase to $5 for Palmerston
- Ability to charge higher fares for future Ōamaru service
- Free transfers remain
- Concessions still apply



What could it look like in Queenstown ?

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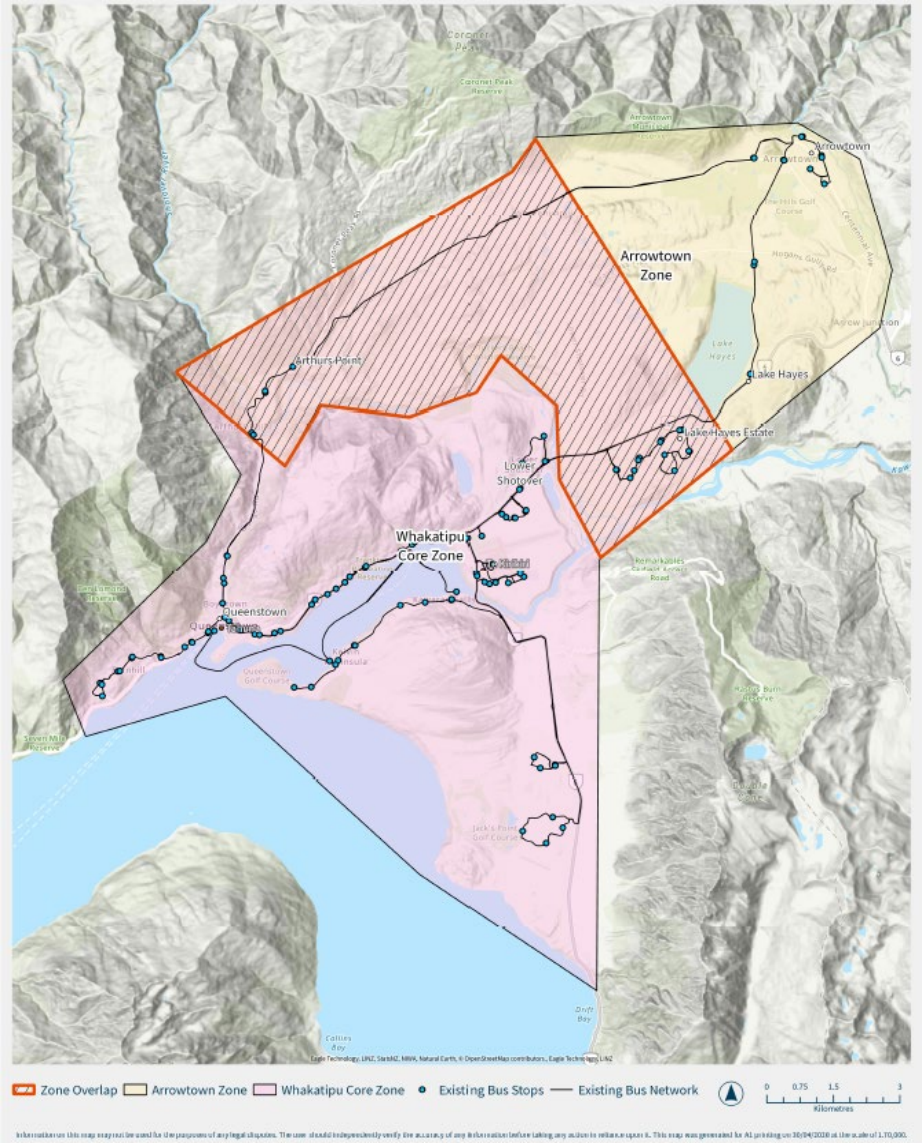
Option 1 : One zone in Queenstown

- No change to status quo

Option 2 : Two zones in Queenstown

- **Whakatipu core**
- Arrowtown

Frankton as the central point.



What would it mean for fares ? (example)

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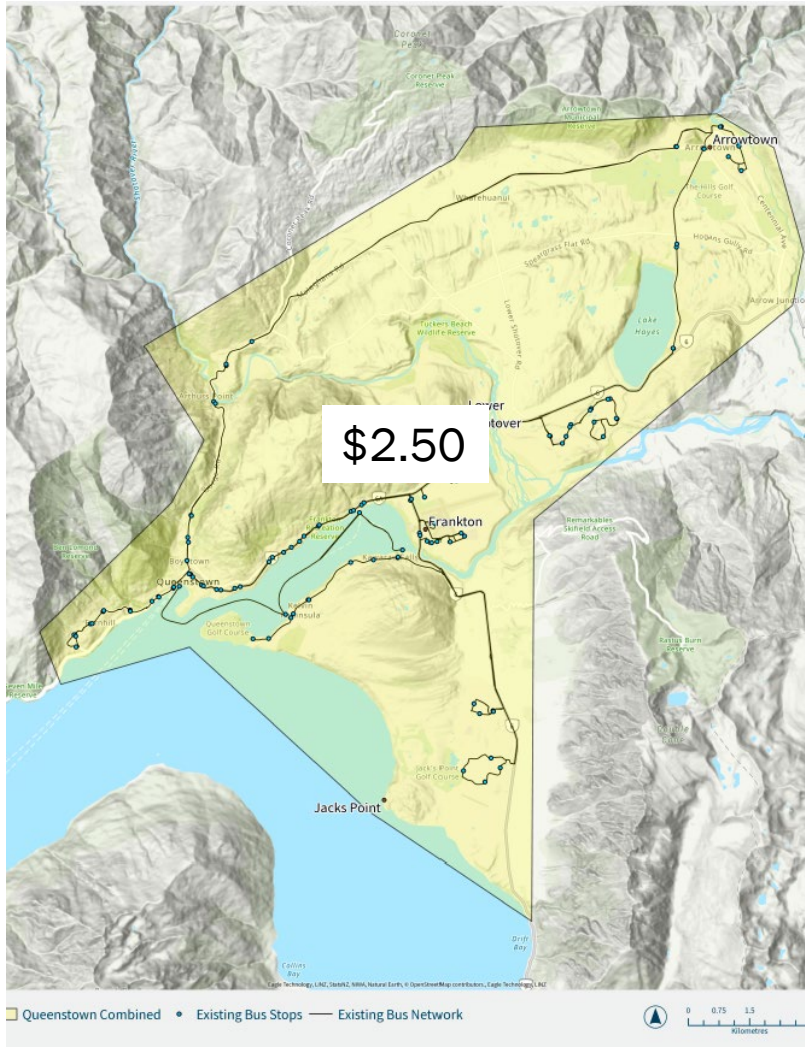
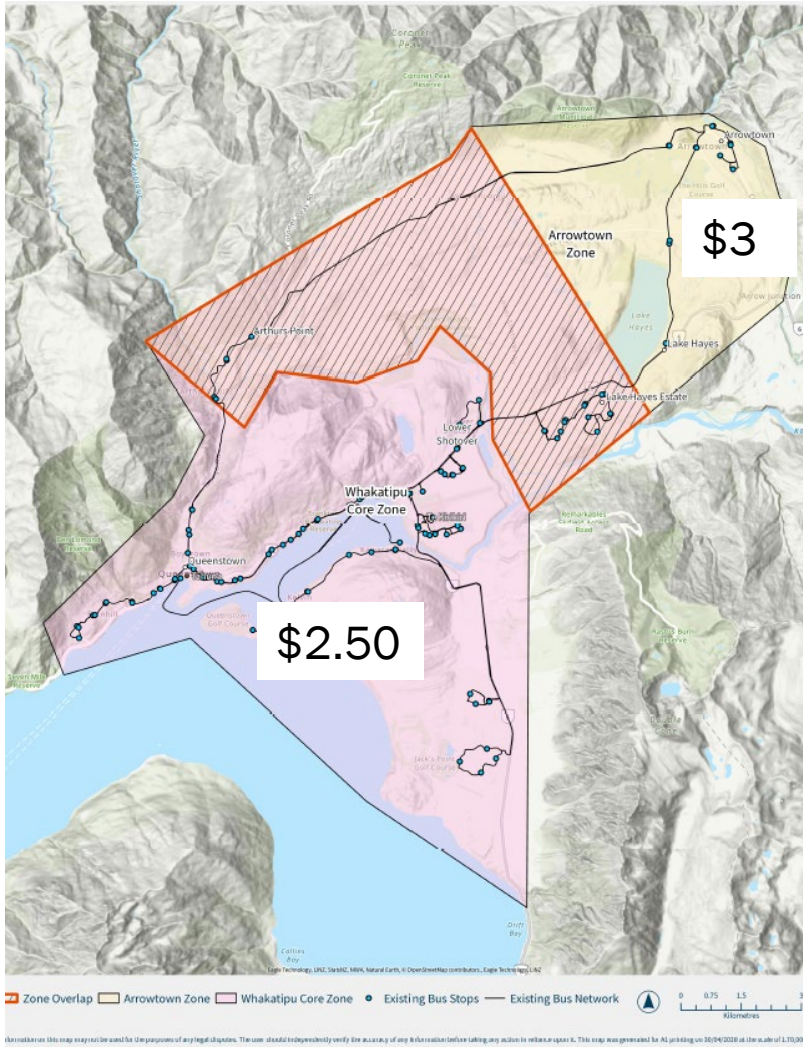
Queenstown – 1 zone



Queenstown – 2 zone



What are the impacts of the options?

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Queenstown

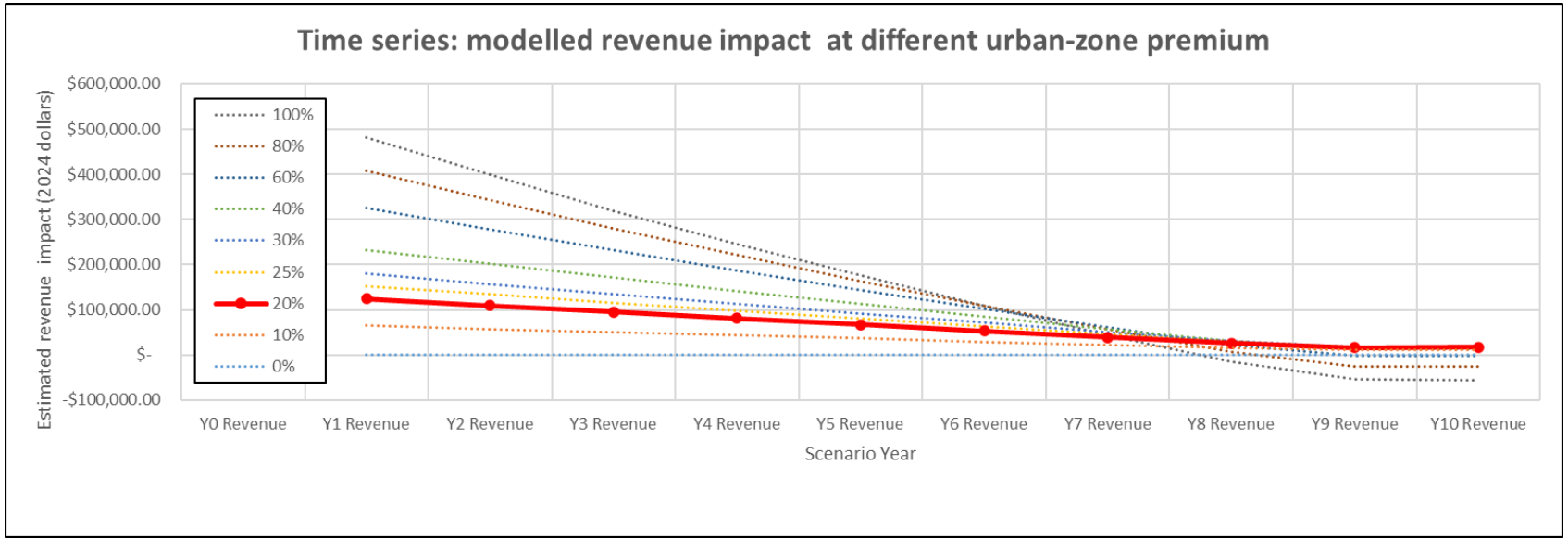
Option 1 – One zone in Queenstown

- Flat fares for the full Queenstown network are maintained – no change
- Free transfers and concessions remain

Option 2 – Two zones in Queenstown

- Large core network remains the same (at least 90% of current trips)
- Remaining Queenstown trips would be two-zone travel, which is proposed to be a modest price increase ($2.50 to $3.00)
- Free transfers and concessions remain
- Ability to charge higher fares for future longer distance services (e.g. Connections to Central Lakes and Upper Clutha)

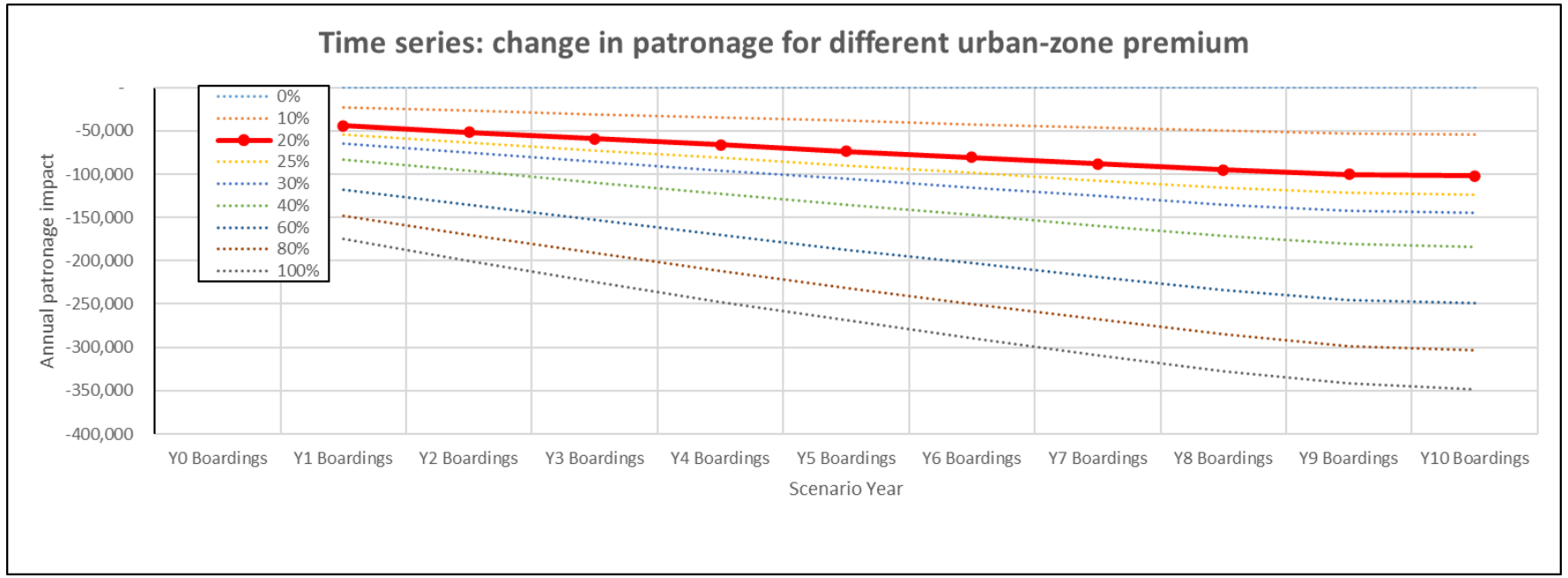
Modelling – two urban zones



This graphs shows the modelled impact of paying an additional premium for "outer urban" areas, i.e. the difference between the "five zone" and "four zone" models in Dunedin, and "two zones" and "one zone" in Queenstown.

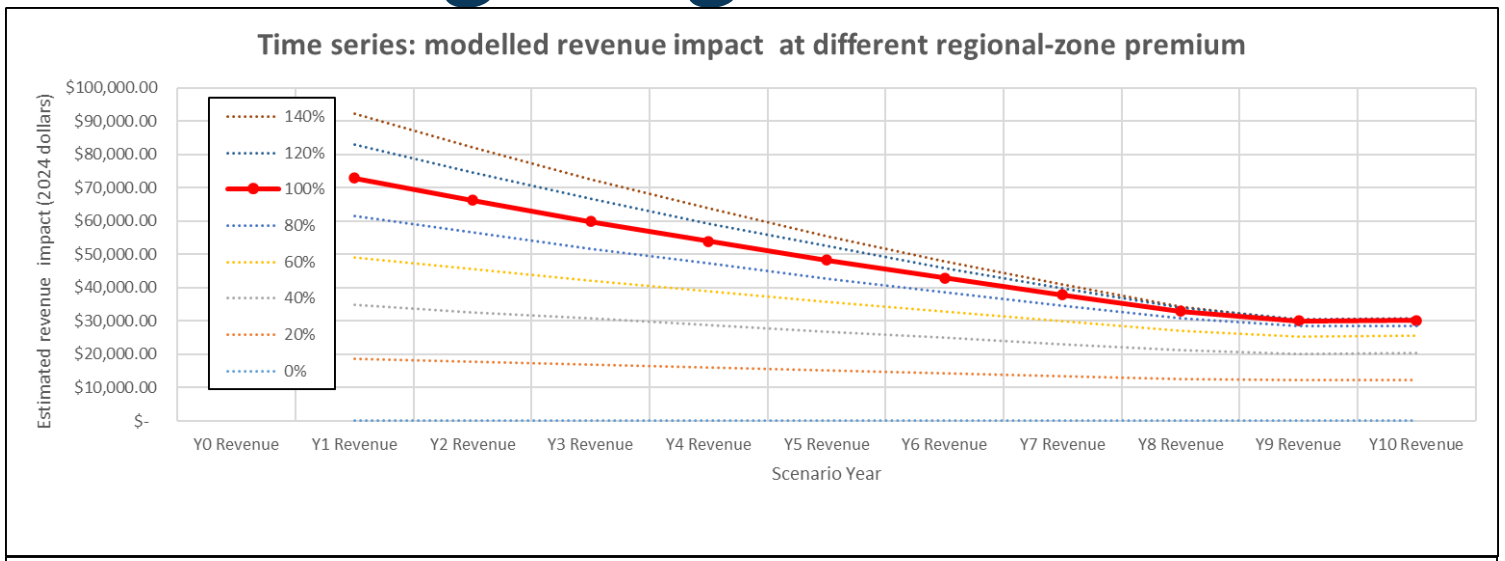
Modelling suggests, a large premium (up to 100% increase on the existing fare, i.e.$2.50 extra) would have a significant short-term gain of up to $500,000 on revenue but would lose revenue in the long term as patronage falls. A small premium of around 20% ($0.50) optimally balances revenue and patronage with a modest short-term increase in revenue that is able to be maintained long-term as patronage is sustained.

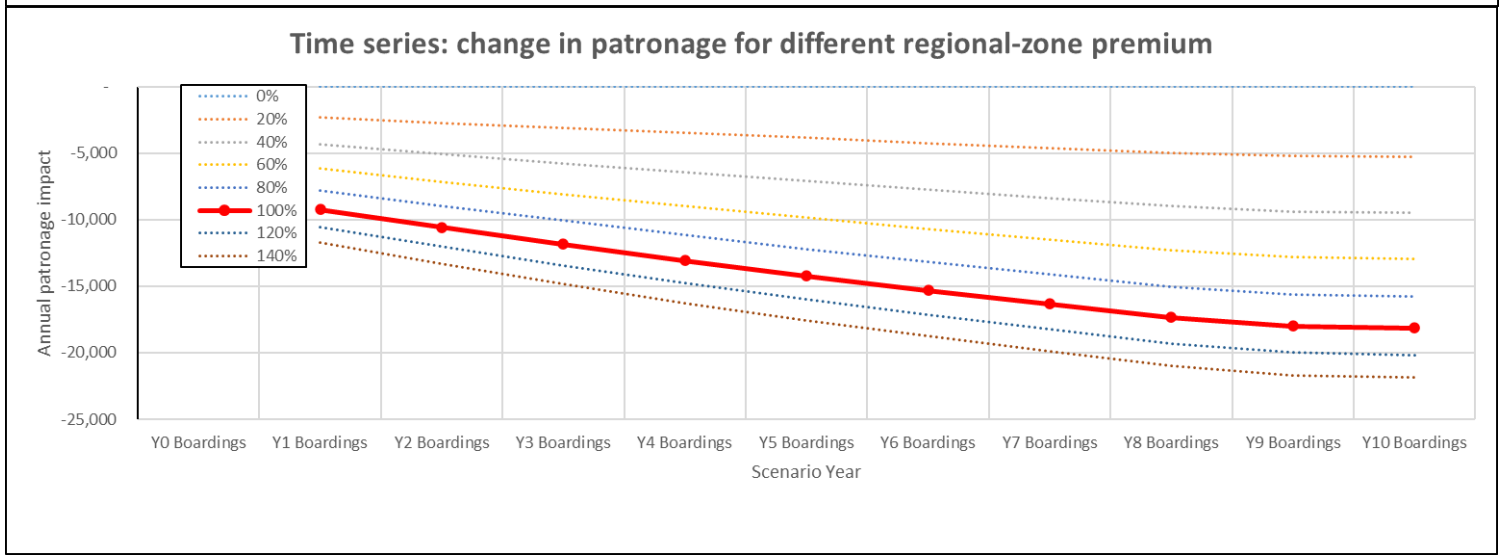
Modelling – two urban zones



This chart shows the modelled impact on annual patronage, relative to a flat fare (0%, no impact). The 20% fare premium is estimated to reduce patronage by 50,000 per year in the short term and 100,000 per year in the long term. The model estimates that each of the higher percentage change in fares would have a substantially higher impact of boardings (patronage loss)

Modelling – regional zones





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These graphs show the modelled impact of additional zones for route 1 from Dunedin to Palmerston (and potentially out to Ōamaru)

This shows that a fare increase of $2.50 per zone in this area (i.e. Palmerston-Dunedin as $5, Oamaru-Dunedin as $10) would generate the most sustainable revenue. If higher fares were applied per zone the revenue benefit becomes less due to the impact on patronage.

Topic 2: Fare capping

Fare capping rewards frequent use by capping the maximum amount a user pays over a given period (day or week)

Things to consider:

- Incentivises regular use
- Daily caps as well as weekly caps to incentivise both regular and occasional users
- Daily and weekly caps are standard across NZ and Australia. Christchurch have a 2 trip daily and 10 trip weekly cap, while Auckland apply a maximum dollar value per day and week.
- Other caps (e.g. monthly) are possible but not recommended as add complexity for users
- Positive effect on patronage
- Potential to increase equity for some local users versus visitors
- Removes the upfront cost of weekly or monthly passes that can be a barrier for low income users
- Cost through revenue loss, can be offset with an increase in the base fare

Fare capping consultation options

Option 1 – No fare capping

- Status quo

Option 2 – Introduce fare capping - and base fare increases to $2.70

- Rewards regular users (weekly cap) and less regular users (daily cap)
- To maintain revenue neutrality need to increase the base fare
- Therefore it comes at a cost to occasional users unlikely to hit either cap often
- Test the trade off with the public – what do they value – incentives for frequent uses or low base fare for all.

Option 3 – Introduce fare capping - base fare remains $2.50

- A revenue cost – estimated at ~7.6% of fare revenue which would only be partly offset by increased patronage
- Negative impact on private share and our financial position, both for ratepayers/ LTP, and for next NLTP bid
- Not recommended for consultation – can consider for final decision

What do we want to consult on for Dunedin?

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Ask for public feedback on two key decisions:

1. Do we apply zonal fares purely to longer-distance regional travel, or do we bring in limited zonal fares for the longest urban trips as well?
2. Do we introduce fare capping (2 daily trips and 10 weekly trips), paid for with a 20c base fare increase?

- The **four** fare structures for feedback are shown on the table on the right *
- The revenue-neutral fare-capping option is important to understand the public's view on the trade-off (not the financial cost) of the policy

Dunedin		**No fare capping**	**Fare capping**		
	Number of zones travelled in	Single fare (linked trip**)	Single fare (linked trip**)	Daily cap	Weekly cap
Option 1: Four zones for Dunedin Flat fares for urban Dunedin Three zones north of Dunedin	1	$2.50	$2.70	$5.40	$27
	2	$5	$5	$10	$40
	3	$7.50	$7.50	$15	$50
	4	$10	$10	$20	$60
Option 2: Five zones for Dunedin Two urban zones for Dunedin Three zones north of Dunedin	1	$2.50	$2.70	$5.40	$27
	2	$3	$3.20	$6.40	$30
	3	$5	$5	$10	$40
	4	$7.50	$7.50	$15	$50
	5	$10	$10	$20	$60

*these are adult fares, all concession fares would be a percentage discount on these

**"linked trip" includes a free transfer (45 minutes from tag-off to tag-on)

What do we want to consult on for QT?

Ask for public feedback on two key decisions:

1. Do we keep flat fares for all of Queenstown network or do we bring in limited zonal fares for the longest urban trips as well?
2. Do we introduce fare capping (2 daily trips and 10 weekly trips), paid for with a 20c base fare increase?

- The **four** fare structures for feedback are shown on the table on the right *
- The revenue-neutral fare-capping option is important to understand the public's view on the trade-off (not the financial cost) of the policy

Queenstown		No fare capping	Fare capping		
	Number of zones travelled in	Single fare (linked trip**)	Single fare (linked trip**)	Daily cap	Weekly cap
Option 1:	1	$2.50	$2.70	$5.40	$27
One zone for Queenstown network	QT Ferry premium fare (includes bus travel)	$10 ($60 weekly cap regardless)	$10	$20	$60
Option 2:	1	$2.50	$2.70	$5.40	$27
Two urban zones for Queenstown network	2	$3	$3.20	$6.40	$30
	QT Ferry premium fare (includes bus travel)	$10 ($60 weekly cap regardless)	$10	$20	$60

*these are adult fares, all concession fares would be a percentage discount on these

**"linked trip" includes a free transfer (45 minutes from tag-off to tag-on)

What would my bus fare look like - Dunedin example

Type of trip	Examples of origin-destination	4 zones Dunedin	5 zones Dunedin
Flat 1-zone fares maintained (83% of trips in Dunedin,)	Normanby to Central Dunedin	1 zone trip: $2.50 (+20c with fare capping)	1 zone trip: $2.50 (+20c with fare capping)
Flat fares in one option, 2-zones in other (16% of Dunedin)	Mosgiel to Dunedin	1 zone trip: $2.50 (+20c with fare capping)	2 zone trip: $3.00 (+20c with fare capping)
1-zone fare due to zone overlap	Mosgiel to Green Island Green Island to Dunedin	1 zone trip: $2.50 (+20c with fare capping)	1 zone trip: $2.50 (+20c with fare capping)
Existing regional travel in Dunedin	Palmerston to Dunedin	2 zone trip: $5.00	3 zone trip: $5.00
New regional trips	Hampden to Dunedin	3 zone trip: $7.50	4 zone trip: $7.50
Full Ōamaru-Dunedin	Ōamaru to Dunedin	4 zone trip: $10.00	5 zone trip: $10.00

What would my bus fare look like - Queenstown example

Type of trip	Examples of origin-destination	1 zone (no change)	2 zones
Flat 1-zone fares maintained (90% in Queenstown)	Sunshine Bay to Frankton	1 zone trip: $2.50 (+20c with fare capping)	1 zone trip: $2.50 (+20c with fare capping)
Flat fares in one option, 2-zones in other (10% of Queenstown)	Arrowtown to Frankton	1 zone trip: $2.50 (+20c with fare capping)	2 zone trip: $3.00 (+20c with fare capping)
1-zone fare due to zone overlap	Arrowtown to Shotover Country Shotover Country to Frankton	1 zone trip: $2.50 (+20c with fare capping)	1 zone trip: $2.50 (+20c with fare capping)

What about the Queenstown Ferry

- Popular service with community and visitors
- Well-patronised and generates significant revenue relative to its scale
- An existing “offline solution” with potential extensions to new development areas
- Expensive to operate so needs to be considered a premium service
- Continuation of a premium fare is necessary for financial sustainability, but lower fares for more fare-sensitive users could generate more patronage (and pay for themselves)

Recommendation:

- Continue current base $10 fare to maintain revenue
- Apply concessions consistent with bus services
- Apply a weekly fare cap of 6 trips ($60) so that service is more affordable for regular users (who are likely to be price-sensitive) – even if fare caps are not otherwise applied

Topic 3: Do we want to retain cash fares?

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- RPTP policy signals eliminating the use of cash following the implementation of bank card payments with the National Ticketing Scheme (July 2027)
- NTS will allow payment by most, but not all bank cards
- Removal of cash impacts vulnerable and marginalised communities disproportionately.
- Tourists that don't hold an accepted bank card would also be impacted
- Consultation would ask the public to tell us how removal of cash might affect them.
- Cash fare revenue in 2025/2026 projected at $964,099; would lose approx 1/4 (~$250,000) if this all became became card fares
- If cash fares are retained:
  - cash fares should be 20% higher than comparable card fares, rounded up to nearest dollar for cash-handling ease. For example:
  - $2.50 card fare gives $3.00 cash fare/ $2.70 - $3.24 rounds up to $4.00
  - No concessions
  - A special $10 cash fare for Queenstown Airport would be retained – not to generate revenue, but to discourage cash use

Implementation

June 2026	Council decision to consult on fare changes
June 2026	Council consider options for Ōamaru to Dunedin service
10 – 29 July 2026	Public consultation
September 2026	Council decide on fare changes
Jan/Feb 2027	Zonal fares go live in existing ticketing system
July 2027	NTS launch – would include removal of cash and introduction of capping (if these decisions are made)

What about free fares?

Benefits

- Popular with community
- Increased patronage

Why it is not practical

- Difficult and costly to increase capacity when patronage increases
- Decreased revenue - revenue would have to be found elsewhere (e.g. increased rates), or the service be reduced
- It is reasonable for users to pay a share of the cost
- The government expects that a reasonable share of the cost needs to be recovered from users and third parties
- May encourage anti-social behaviour
- Would need to maintain a tag on and tag off approach to continue to understand travel patterns and plan services effectively
- Good public transport is worth paying for

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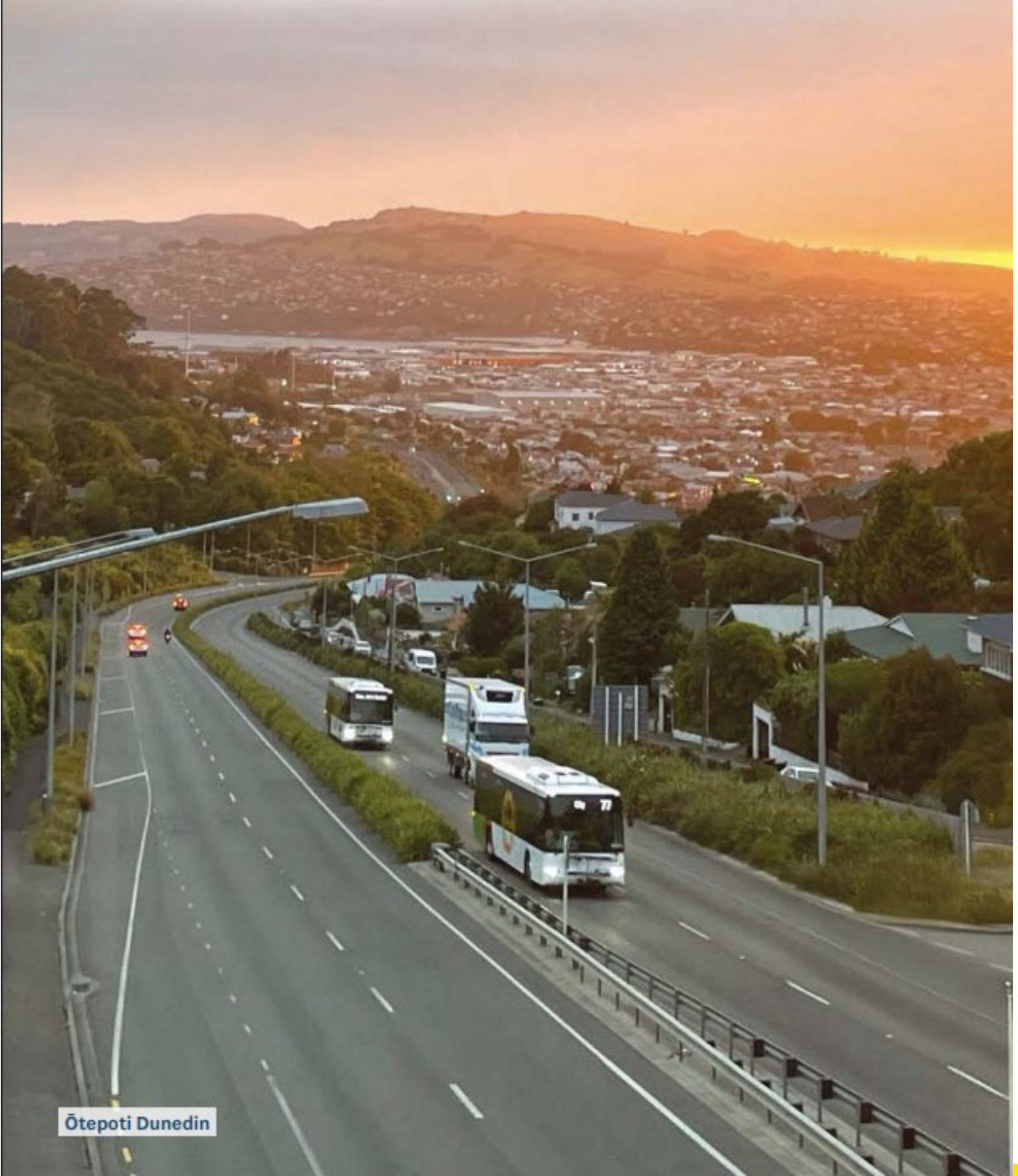
Public Transport

Anita Dawe, Robyn Hyde, and Jack Cowie - June 2026



These slides are for information only – they provide background about PT

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- Broad overview of costs
- Fare revenue
- NLTF and local share
- Future improvements

How we fund PT – National Land Transport Programme (NLTP)

Otago Regional Council

- Net cost = gross cost minus fares
- NLTP funding (via NZTA) is for 51% of net cost

  For example - If a bus cost $100, and $25 was received in fares, then the net cost ($75) would be split between NZTA 51% ($38.25) and ORC rates 49% ($36.75)
- NLTP funding based on Government Policy Statement (GPS) which, as a part of value for money, requires us to improve "private share ratio" (revenue divided by costs)
- NLTP broken down into Continuous Programme (highest priority, maintaining our existing services) and various improvement programmes
- Competing for funding with many PTAs around country seeking improvements
- 3 year cycle, our bids for funding come through the Regional Land Transport Plan

How we fund PT - Local share

- Local share = what the local council contributes from council revenue (mostly rates)
- ORC currently funds 80% from targeted rates, 20% from general rates
- If NLTP funding is not available, services can be operated from local share alone – this doubles the cost to ratepayer, so may not be considered sustainable to do this in the long-term

Other revenue opportunities

- Private share measures the proportion of PT operating expenditure that is funded from private sources such as passenger fares and third parties.
- Examples of third party revenue include advertising, sponsorship, private subsidy (e.g. employers-paying-fare schemes), developer contributions to infrastructure.
- Some of this revenue (e.g. bus-back advertising) exists but is absorbed into contract pricing and therefore not included as revenue; we have the right to take this over in new contracts but likely to impact tender prices.
- Currently not resourced to explore these opportunities in any detail.

How we fund PT – Improvements

- Any proposed new services or infrastructure will be included in the next RLTP for consultation.
- If adopted as part of the RLTP 2027 – 37, considered for funding through the NLTP.
- Funding is constrained - not everything in RLTPs will secure NZTA co-funding. In the last RLTP, all Otago Councils had a number of items not secure co-funding.
- For 2027 there will be a simplified process for simple PT improvements such as frequency improvements. Less hoops to jump through and an easier path to progress from a trial into the Continuous Programme
  - (but there will remain many competing improvement activities around the country, and we would need to be willing to pay our local share)

Some context – bus costs

- As public transport is characterised by fluctuations in demand across the day and across routes, we must take a **network view** of the service and timetable as a whole.
- This means there is significant **cross-subsidisation**. i.e the cost (and performance) of one route, or one trip in the timetable, is heavily dependent on relationships with other routes and other trips.
- This allows for efficient operations, and is attractive for a ride range of trips and users.
- The following costs summarised are “characteristic” and give an idea of how we’d attribute the costs of individual trips in our timetable
- Actual contract costs differ from the illustrated examples to follow

Broad Public Transport contract costs

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Cost area	Example of costs	Unit costs	Annual costs
Cost for operator to own 1 bus (before it gets used)	Depreciation on value of bus Fixed bus maintenance costs Cost of land to stable bus	$270 per day	$100,000 per year
Per-kilometre costs	Fuel or electricity Tyre wear Variable maintenance costs Consumables such as oil Road User Charges	$1-2 per in-service hour (electric buses at lower end of these values)	$100,000 per year (if bus is intensively used)
Per-hour costs	Driver wages Leave entitlements etc	$60-70 per in-service hour $40-50 per operational hour	$200,000 per year (if bus is intensively used)

These are contract costs only. ORC also has internal costs (staff costs, comms, etc) that may vary somewhat with the scale of the service and are considered in "private share"

Economies of scale and local conditions will impact how these cost drivers are really translated into contract costs. Overall, Dunedin costs are lower than the above numbers, while Queenstown costs are higher, particularly labour and fixed costs

Fare revenue

Network	Dunedin	Queenstown	Otago
Boardings	3,441,476	2,104,798	**5,546,274**
Fare revenue	$4,478,403	$3,990,143	**$8,468,546**
Revenue per boarding (average fare excluding GST)	$1.30	$1.90	**$1.53**
Scheduled trips	340,229	116,842	**457,070**
Boardings per scheduled trip	10.1	18.0	**12.1**
Fare revenue per scheduled trip	$13.16	$34.15	**$18.53**

Trip example: attributing contract costs of one Ōpoho – Shiel Hill trip

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Trip	Number of trips per day on this route	Distance cost 1 trip	Time cost 1 trip	Bus cost 1 trip	Cost per trip on timetable	Cost per weekday
Opoho – Shiel Hill, assume bus runs all day long	45 weekday trips, 2 buses = ~22 trips per bus per weekday	12km times $1.50 per km = $18	40 min (0.75 hours) times $60 per hour = $40	$270 per day, divided by ~18 trips = $15	$73	$3,285
Opoho – Shiel Hill, assume peak bus 7-9am and 3-6pm	18 weekday trips, 2 buses, ~9 trips per bus per weekday	12km times $1.50 per km = $18	40 min (0.75 hours) times $60 per hour = $40	$270 per day, divided by ~9 trips = $30	$88	$1,584
Opoho-Shiel Hill assume peak-of-peak with bus used for only 2 trips per day	0 trips	12km times $1.50 per km = $18	40 min (0.75 hours) times $60 per hour = $40	$270 per day, divided by 2 trips = $135	$193	$0
	Total - 63 trips per weekday					**Total cost per weekday** $4869

Trip example: attributing contract costs of one Mosgiel – City trip

Otago Regional Council

Trip	Number of trips per day on this route	Distance cost	Time cost	Bus cost	Cost per trip on timetable	Cost per weekday
Mosgiel – Dunedin, assume bus runs all day long	56 trips, 3 buses = ~19 trips per bus	19km times $1.50 per km = $29	45 min (0.75 hours) times $60 per hour = $45	$270 per day, divided by ~19 trips = $15	$89	$4,984
Mosgiel – Dunedin, assume peak bus 7-9am and 3-6pm	16 trips, 3 buses, ~5 trips per bus	19km times $1.50 per km = $29	45 min (0.75 hours) times $60 per hour = $45	$270 per day, divided by ~5 trips = $51	$125	$2,000
Mosgiel – Dunedin, assume peak-of-peak with bus used for only 2 trips per day	0 trips	19km times $1.50 per km = $29	45 min (0.75 hours) times $60 per hour = $45	$270 per day, divided by 2 trips = $135	$209	$0
	Total: 72 trips per weekday					**Total cost per weekday** $6,984

Trip example: attributing contract costs of one St Clair – Normanby trip

Otago Regional Council

Trip	Number of trips per day on this route	Distance cost 1 trip	Time cost 1 trip	Bus cost 1 trip	Cost per trip on timetable	Cost for all trips (per weekday)
St Clair - Normanby, assume bus runs all day long	124 weekday trips, 6 buses = ~21 trips per bus per weekday	10km times $1.50 per km = $15	40 min (0.75 hours) times $60 per hour = $40	$270 per day, divided by ~21 trips = $13	$68	$8,432
St Clair - Normanby, assume peak bus 7-9am and 3-6pm	0 trips	10km times $1.50 per km = $15	40 min (0.75 hours) times $60 per hour = $40	$270 per day, divided by ~9 trips = $30	$85	$0
St Clair – Normanby, assume peak-of-peak with bus used for only 2 trips per day	0 trips	10km times $1.50 per km = $15	40 min (0.75 hours) times $60 per hour = $40	$270 per day, divided by 2 trips = $135	$190	$0

Trip example: attributing contract costs of one Palmerston-City trip

Otago Regional Council

Trip	Number of trips per day on this route	Distance cost 1 trip	Time cost 1 trip	Bus cost 1 trip	Cost per trip on timetable	Cost for all trips (per weekday)
Palmerston-City primary bus	6 weekday trips, 1 bus	63km times $1.50 per km = $94.50	70 min (0.75 hours) times $60 per hour = $70	$270 per day, divided by ~6 trips = $45	$209.5	$1,257
Warrington-City second bus	2 weekday trips, 1 bus	26km times $1.50 per km = $39	30 min (0.75 hours) times $60 per hour = $30	$270 per day, divided by 2 trips = $135	$204	$408

Private share targets vs actual

Private share	FY 24/25	FY 25/26	FY 26/27
Target	20%	23%	25%
Actual	19.5%	24.88%	

Performance Monitoring - Otago

Private share

Performance

2025/26 Q2	2025/26 Q3	Increasing/ decreasing	2025/26 YTD (Q1–Q3)	2025/26 annual target	Meeting target?
26.43%	27.06%	Increasing	24.88%	23.00%	

Source: NZTA

The Otago network is performing well relative to other regions

Private Share Comparisons

As at 19 May 2025

Region	Actual 2023/24	Revised targets		
		24/25	25/26	26/27
Auckland	25.8	29.4	30.2	30.5
Wellington	20.5	23.9	25.1	25.7
Christchurch	12.1	11.6	12.7	13.5
Waikato	9.9	13.3	15.6	18.4
Bay of Plenty	7.7	10.0	13.4	14.4
Horizons	11.9	9.7	11.2	14.3
Taranaki	13.0	19.2	21.7	26.2
Marlborough	4.4	5.0	6.4	6.5
Invercargill	9.0	7.6	10.8	14.0

Source : MIN-4872 Private share targets for public transport authorities

Otago Regional Council

Thank you