

Metlink performance report

J U N E 2 0 2 6



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Partner performance

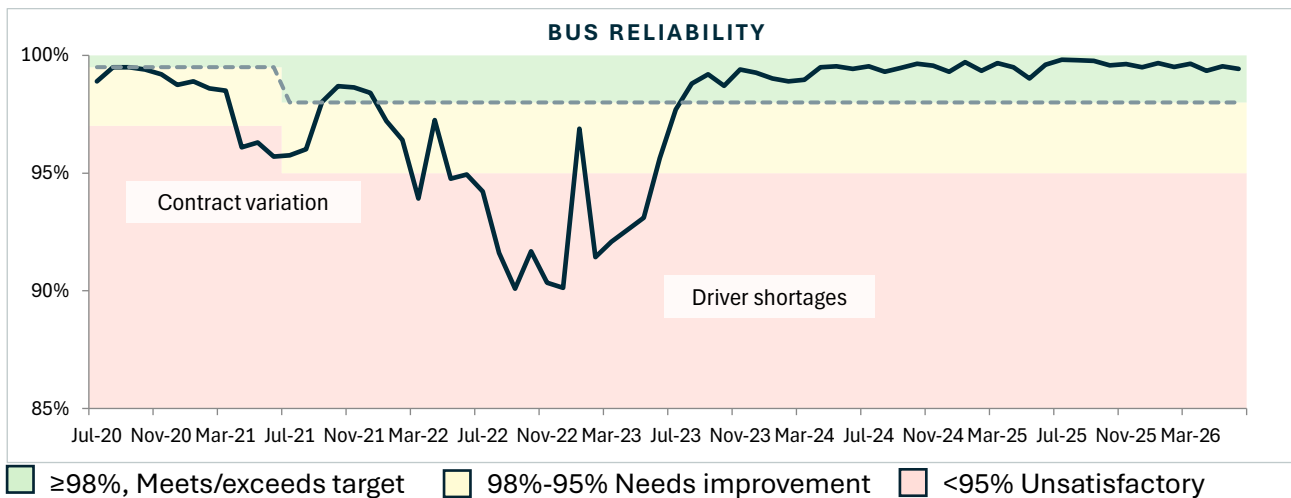


Bus operators

Reliability

The bus reliability measure shows the percentage of scheduled services that ran, as tracked by RTI and Snapper systems.

In June, 99.4% of bus services were delivered. Reliability performance continues to sit above target. Overall, bus reliability has remained consistent, noting that Wairarapa bus reliability was impacted by road closures due to heavy rainfall in June. Operators are meeting the expected reliability standards.

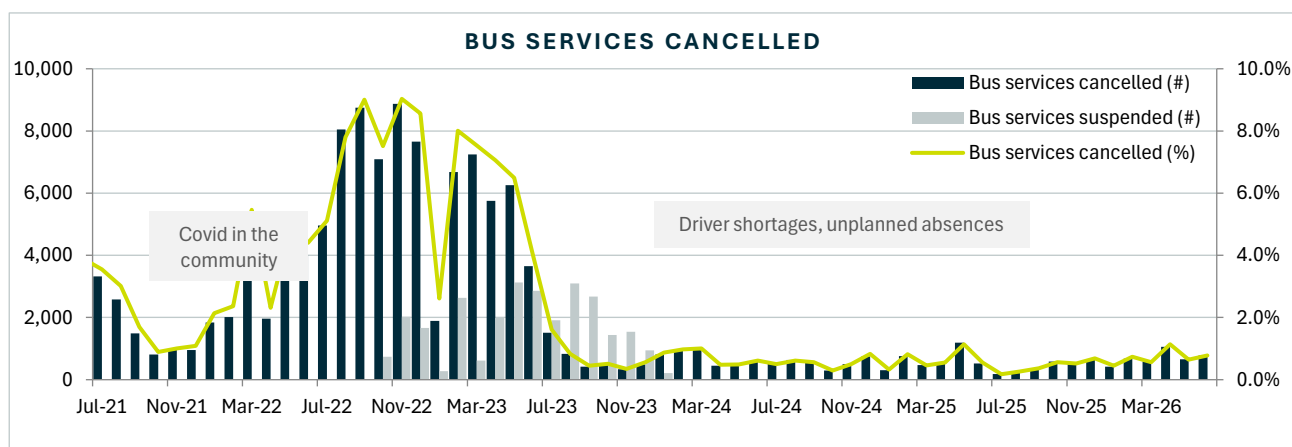


Reliability - current month

	Jun-26	Jun-25	Change
Wellington City			
Newlands & Tawa	99.7%	99.9%	-0.3%
East, West & City	99.8%	99.9%	0.0%
North, South, Khandallah & Brooklyn	98.6%	98.7%	-0.2%
Hutt Valley	99.5%	99.8%	-0.3%
Porirua	99.2%	99.4%	-0.2%
Kapiti	99.9%	99.9%	0.1%
Wairarapa	99.8%	100.0%	-0.2%
Total	99.4%	99.6%	-0.2%

Reliability - year to date (Jul - Jun)

	2025/26	2024/25	Change
Wellington City			
Newlands & Tawa	99.7%	99.7%	0.0%
East, West & City	99.9%	99.7%	0.2%
North, South, Khandallah & Brooklyn	99.0%	98.8%	0.2%
Hutt Valley	99.8%	99.8%	0.0%
Porirua	99.3%	99.1%	0.2%
Kapiti	99.9%	99.7%	0.2%
Wairarapa	99.3%	99.5%	-0.2%
Total	99.6%	99.5%	0.1%



Reliability – Lowest performing 5 routes this month excluding designated school services

Route Number	Route Destination	Reliability	Scheduled Trips
N22	After Midnight (Wellington - Naenae - Stokes Valley - Upper Hutt)	87.5%	24
32x	Houghton Bay - Island Bay - Berhampore - Wellington (Express)	95.5%	462
26	Khandallah - Ngaio - Brandon Street	96.6%	525
59	Greenacres - Tawa - Grenada North	97.4%	504
24	Johnsonville - Broadmeadows - Wellington - Miramar Heights	98.0%	1868

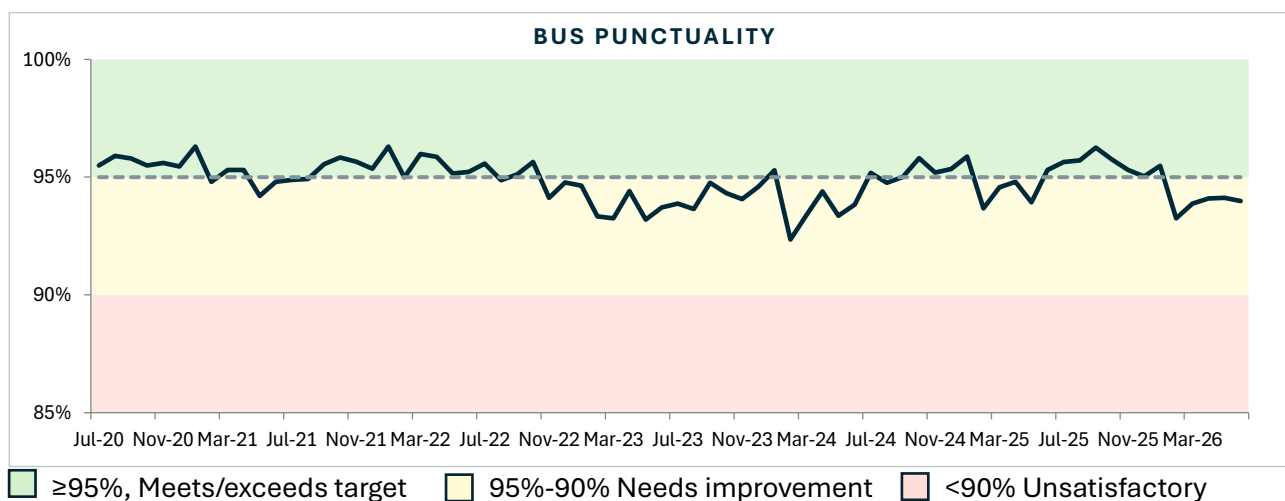
Punctuality

We measure bus punctuality by recording the bus departure from origin, leaving between one minute early and five minutes late.

Bus punctuality was 94.0% in June, and the overall percentage of trips that left early was 0.94%.

Afternoon peak traffic delays in the Hutt Valley continue to impact punctuality, primarily due to congestion resulting from the Te Wai Takamori o Te Awa Kairangi project. Performance will be monitored throughout the construction period, and work is continuing with road controlling authorities to mitigate the impact on bus services.

Services on the Wellington South Coast were also impacted by the State of Emergency declaration and associated road closures on 9 June.



Punctuality - current month

	Jun-26	Jun-25	Change
Wellington City			
Newlands & Tawa	96.7%	96.3%	0.4%
East, West & City	96.1%	96.4%	-0.3%
North, South, Khandallah & Brooklyn	92.5%	93.3%	-0.8%
Hutt Valley	90.0%	94.2%	-4.3%
Porirua	94.7%	97.1%	-2.4%
Kapiti	97.0%	97.1%	-0.1%
Wairarapa	96.3%	94.0%	2.3%
Total	94.0%	95.3%	-1.3%

Punctuality - year to date (Jul - Jun)

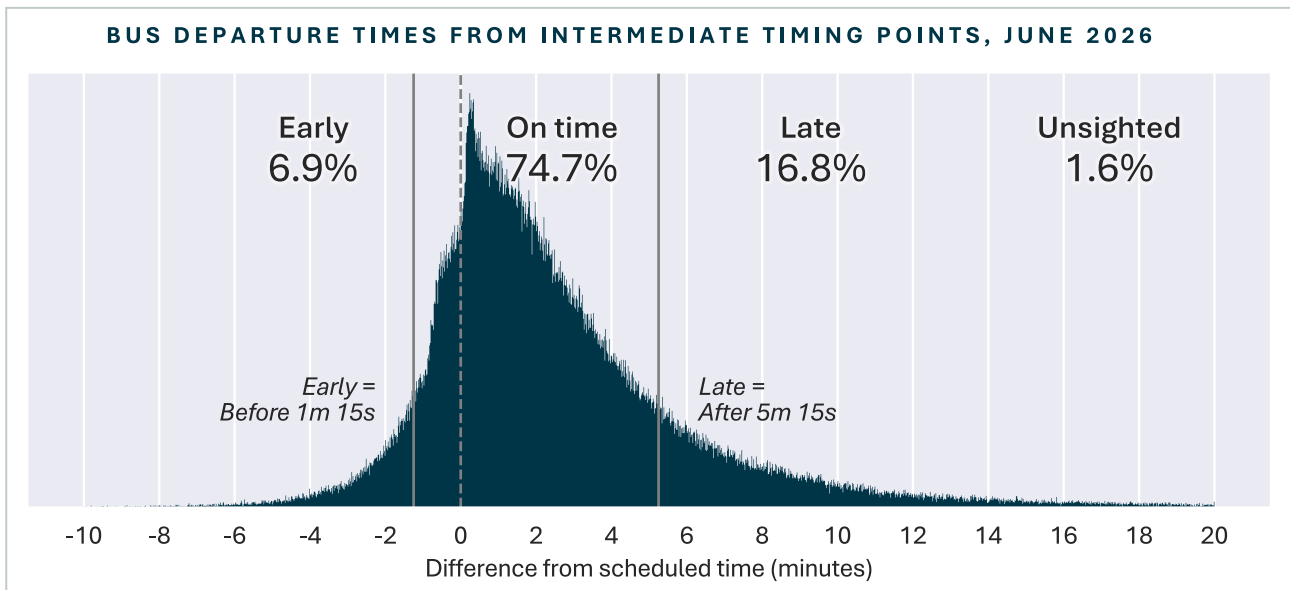
	2025/26	2024/25	Change
Wellington City			
Newlands & Tawa	96.7%	95.9%	0.8%
East, West & City	96.2%	95.9%	0.3%
North, South, Khandallah & Brooklyn	92.7%	92.9%	-0.2%
Hutt Valley	93.0%	94.0%	-1.0%
Porirua	96.3%	96.8%	-0.5%
Kapiti	97.2%	96.7%	0.5%
Wairarapa	94.4%	93.1%	1.3%
Total	94.9%	95.0%	-0.1%

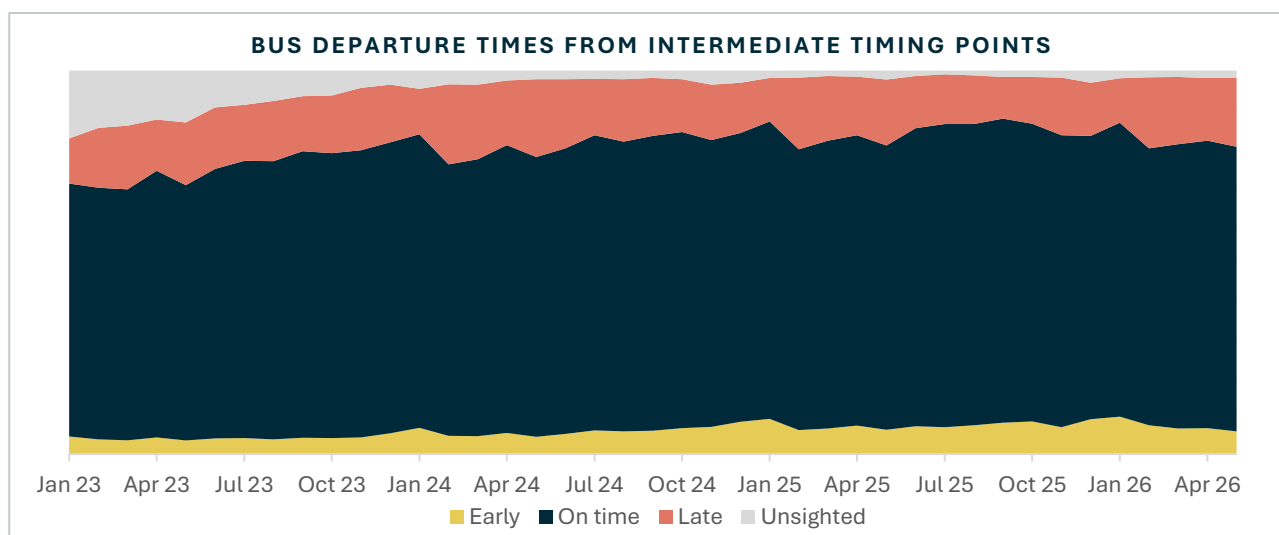
Punctuality – Lowest performing 5 routes this month excluding designated school services

Route Number	Route Destination	Punctuality	Trips Run
N22	After Midnight (Wellington - Naenae - Stokes Valley - Upper Hutt)	73.7%	19
N5	After Midnight (Wellington - Newlands - Churton Park - Johnsonville)	78.6%	14
120	Stokes Valley - Taita - Epuni - Lower Hutt	84.0%	2743
121	Stokes Valley Heights - Naenae - Lower Hutt - Seaview	84.6%	762
130	Naenae - Waterloo - Lower Hutt - Petone	85.6%	2610

Bus punctuality at intermediate timing points

The graphs below show when buses were recorded departing intermediate timing point stops, relative to their scheduled time. The timing source is the real time information system for stops where the vehicle was sighted by RTI at that stop, or the on bus announcement system where the vehicle was unsighted by RTI. The timing thresholds for early, on time, and late are the same as for the punctuality measure.



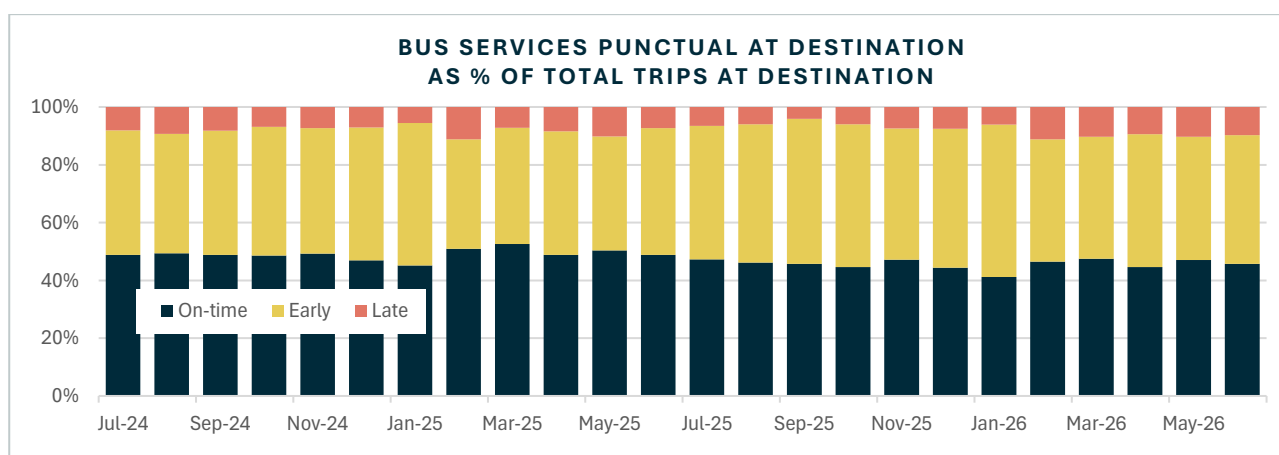


Punctuality at destination

Bus punctuality at destination is not a contractual measure and is included here at the request of our auditors. We have used the same criteria as for punctuality at origin as a proxy, recording the bus arrival at destination between one minute early and five minutes late.

We have little influence over punctuality once a bus has departed from the origin stop, with factors such as traffic, passenger volumes and behaviour, weather events, accidents and roadworks all affecting the punctuality of services.

In June, 45.8% of bus services recorded at destination arrived on time, with a further 44.5% arriving more than one minute early, while 9.7% of services arrived more than five minutes late.



Punctuality at destination - current month

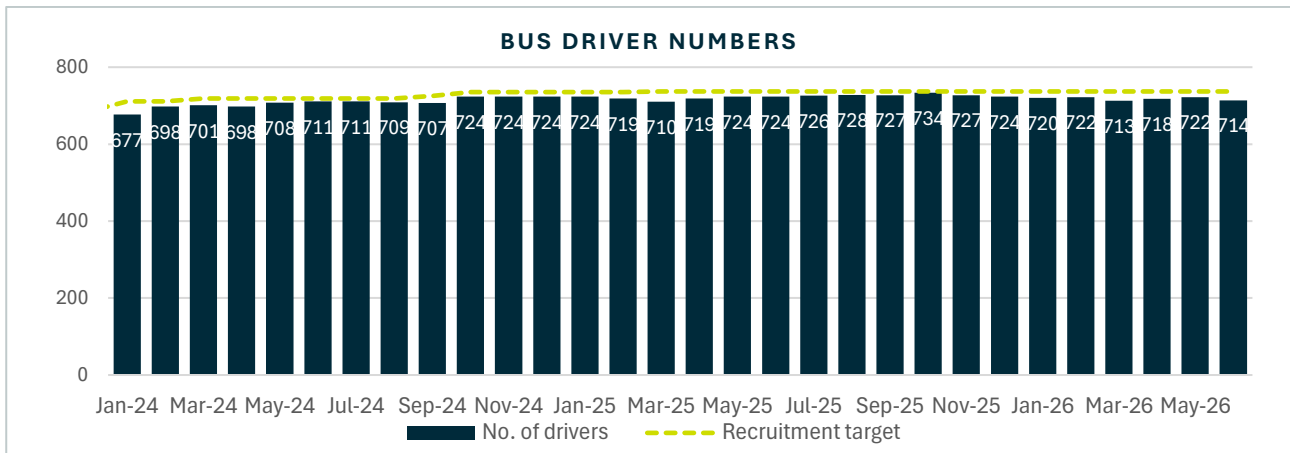
	Jun-26	Jun-25	Change
On-time	45.8%	48.8%	-3.1%
Early	44.5%	43.8%	0.7%
Late	9.7%	7.3%	2.4%

Punc. at dest. - year to date (Jul - Jun)

	2025/26	2024/25	Change
On-time	45.7%	48.9%	-3.2%
Early	46.4%	42.0%	4.4%
Late	7.9%	9.1%	-1.2%

Bus Driver Numbers

The graph below shows monthly total numbers of bus drivers against the current target of 737 drivers required to run the network. As of June, there are currently 714 drivers, and an additional 4 in training.

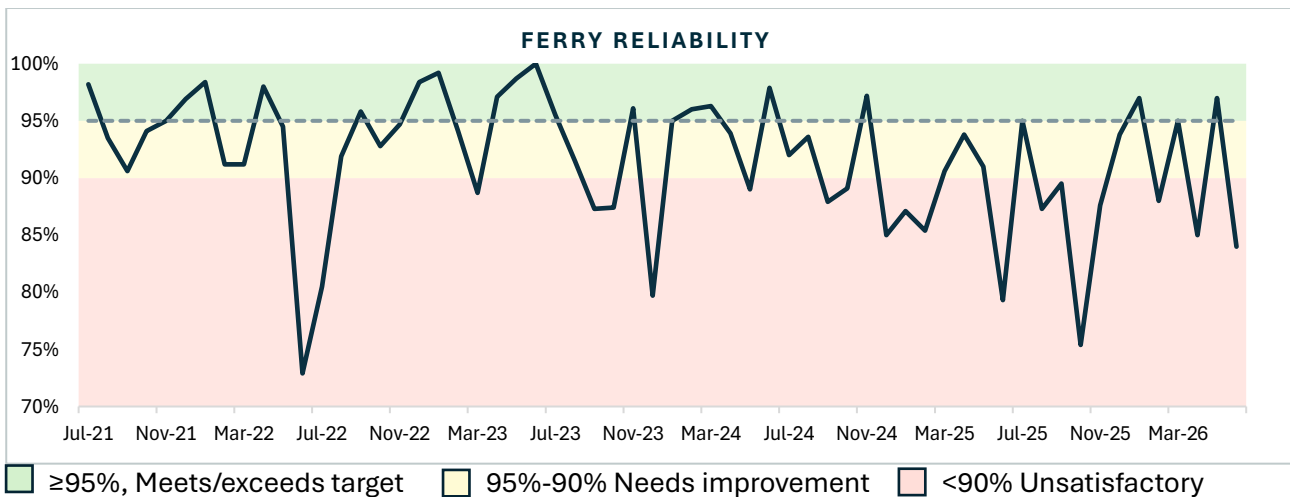


Ferry operator

Reliability

Ferry reliability is a measure of the number of scheduled services that ran.

Reliability for June was 84.0%, compared to 79.3% for the same month last year. There were 110 uncontrollable cancellations.



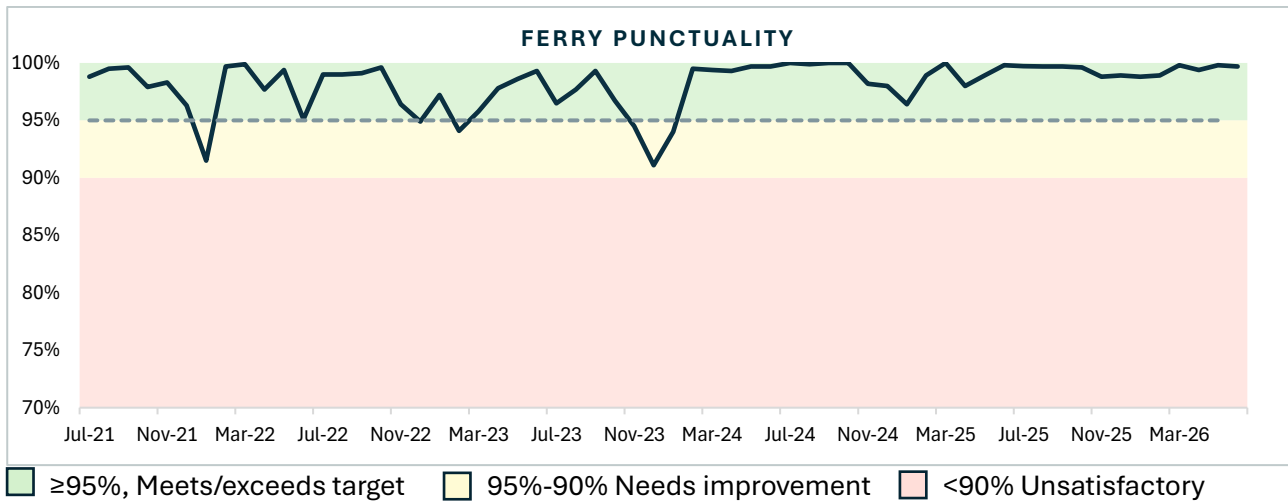
Reliability - current month

	Jun-26	Jun-25	% Change
Total	84.0%	79.3%	4.7%

Punctuality

Ferry punctuality is a measure of ferries leaving the origin wharf no earlier than 4 minutes 59 seconds before schedule and no later than 9 minutes and 59 seconds after its timetabled departure time.

Punctuality for June was 99.7%, compared to 99.8% for the same month last year.

**Punctuality - current month**

	Jun-26	Jun-25	% Change
Total	99.7%	99.8%	-0.1%

Ferry Staffing

As of June, ferry staffing (skippers + deckhands) is 13 out of a target 13.



Rail operator

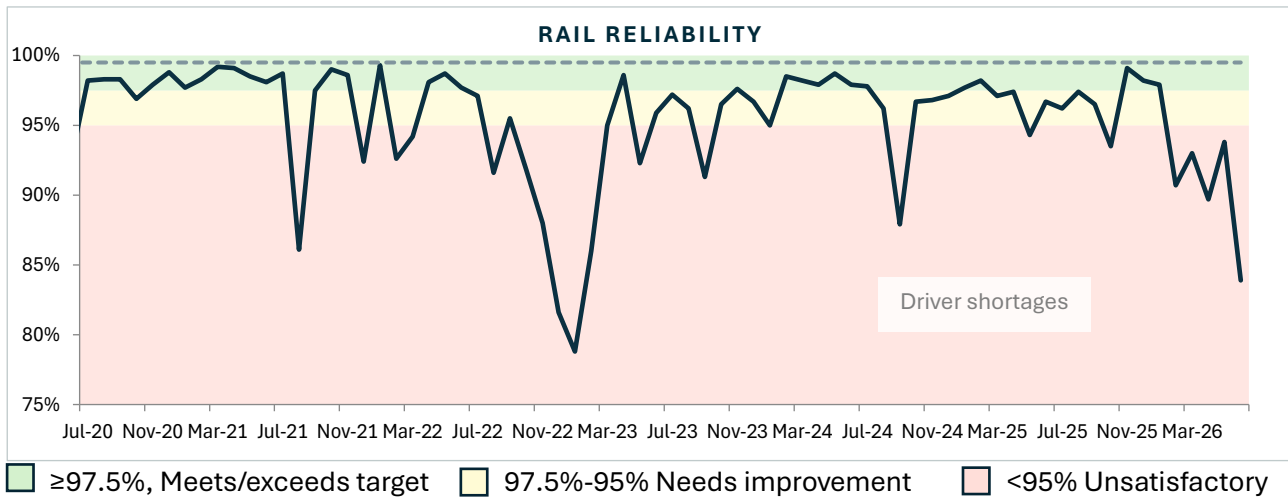
Reliability

The rail reliability measure shows the percentage of scheduled services that depart from origin and key stations no earlier than 30 seconds before the scheduled time, meet the consist size for the scheduled service, and stop at all stations timetabled for the service.

Rail service reliability was 83.9% in June and 96.7% for the same month last year.

Fleet availability due to maintenance deferrals (caused by the cessation of Trovon) affected 2.75% of services. An collision involving a passenger service at Khandallah led to services being bus replaced on the Johnsonville Line for 10 days.

Services were also affected by a number of network issues, including theft of signals cabling on the Johnsonville and Kapiti lines and a points fault on the Johnsonville line following the resumption of services.

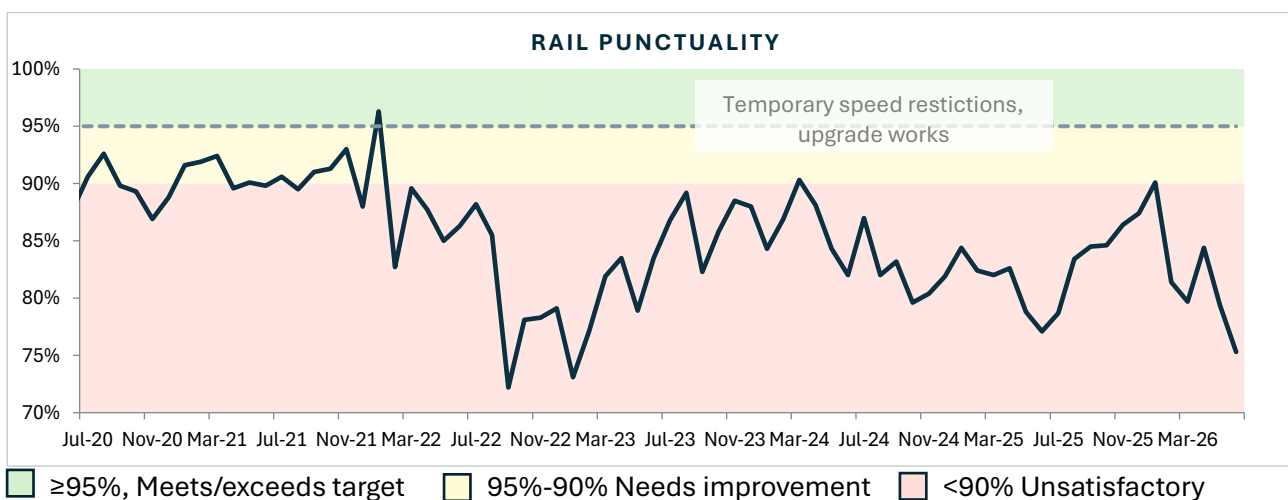


Reliability - current month				Reliability - year to date (Jul - Jun)			
	Jun-26	Jun-25	Change		2025/26	2024/25	Change
Hutt Valley	92.0%	96.9%	-4.9%	Hutt Valley	95.4%	96.2%	-0.8%
Johnsonville	45.9%	98.4%	-52.5%	Johnsonville	90.5%	97.7%	-7.2%
Kapiti	93.3%	96.8%	-3.5%	Kapiti	95.7%	95.7%	0.0%
Wairarapa	99.2%	76.7%	22.5%	Wairarapa	94.1%	83.6%	10.5%
Total	83.9%	96.7%	-12.8%	Total	94.2%	96.1%	-1.9%

Punctuality

Rail punctuality was 75.3% in June and 77.1% for the same month last year.

Speed restrictions across the network continue to delay services. Punctuality has also been significantly affected by the signals and points fault as trains need to run through the affected areas at reduced speed. The high levels of TSRs is also causing further congestion at Wellington station which is compounding the issue.



Punctuality - current month

	Jun-26	Jun-25	Change
Hutt Valley	73.4%	78.6%	-5.2%
Johnsonville	79.7%	83.9%	-4.2%
Kapiti	79.1%	72.0%	7.1%
Wairarapa	28.6%	46.8%	-18.2%
Total	75.3%	77.1%	-1.8%

Punctuality - year to date (Jul - Jun)

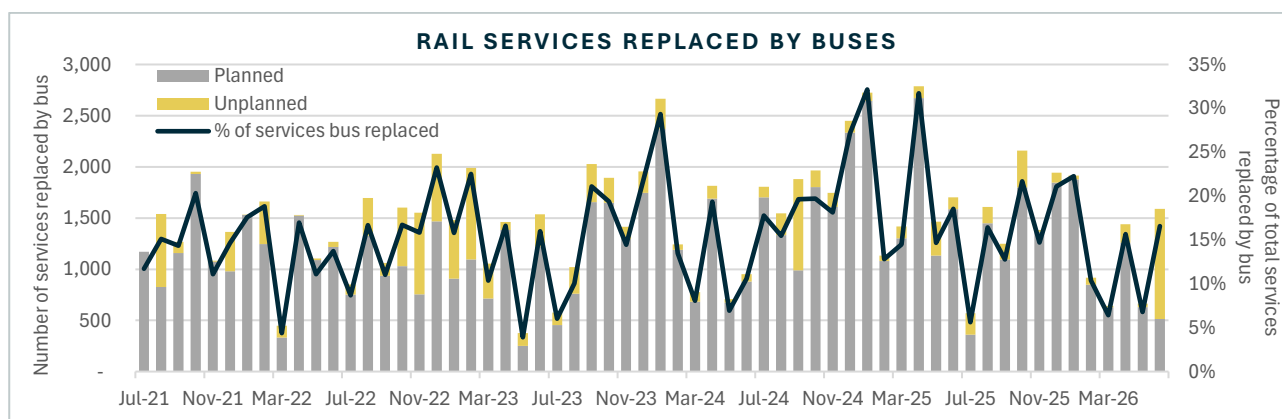
	2025/26	2024/25	Change
Hutt Valley	79.2%	85.2%	-6.0%
Johnsonville	92.7%	93.2%	-0.5%
Kapiti	82.9%	71.1%	11.8%
Wairarapa	41.7%	41.3%	0.4%
Total	82.8%	81.6%	1.2%

Rail Replacement Services

In June 2026, 16.6% (1590) of rail services were replaced by buses (planned and unplanned). 5.4% (515) of the rail services that were replaced by buses were planned and 11.2% (1075) of the rail services that were replaced by buses were unplanned.

Of the 5.4% of planned rail services that were replaced by buses: 87.2% of the services were awarded to Metlink bus operators (Tranzurban, Kinetic and Mana); 11.3% were awarded to NCS; 1.6% of services were awarded to Tranzit Coachlines; who used a mixture of coaches and low-floor fleet (coaches did not meet Metlink's preferred fleet requirements, however, the low floor fleet did).

Of the 11.2% (1075) of unplanned rail services that were replaced by buses: 56.8% of the vehicles used were provided by Metlink bus operators (Tranzurban, Kinetic and Mana); 4.1% were provided by NCS. The remainder of vehicles used did not meet Metlink's preferred fleet requirements.



The table below sets out the reasons for unplanned rail replacement services:

Reason/s	Number of services
Khandallah Incident	782
Ngaurangi Station weather related closure	132
Signal vandalism	97
Slip on JVL	24
Suspected track fault	19
Signal fault	6
Staff availability	5
Weather	3
Mechanical Fault	2
Operational incident	2
Track	2
Points fault	1

Data on vehicles used for unplanned services, including electronic ticketing and bike racks is included in the table below. Note that there is also provision for passengers to tag on and tag off at Wairarapa railway station.

Note that the number of vehicles used for unplanned rail replacement services does not align with the number of unplanned services. For example, one vehicle may be used more than once for a series of trips.

Operator	No. Buses	No. Shuttles
Capital Shuttles	-	Vehicles: 18 Electronic Ticketing: - Bike racks: -
Kinetic	Vehicles: 36 Electronic Ticketing: 20 Bike racks: 20	-
Mana	Vehicles: 6 Electronic Ticketing: - Bike racks: -	
NCS Taita	Vehicles: 3 Electronic Ticketing: 3 Bike racks: 3	-
Rambler	Vehicles: 8 Electronic Ticketing: - Bike racks: -	
Tranzit	Vehicles: 3 Electronic Ticketing: - Bike racks: -	
Total	Vehicles: 56 Electronic Ticketing: 23 Bike racks: 23	Vehicles: 18 Electronic Ticketing: - Bike racks: -

Rail Staffing

As of June, available rail staffing (locomotive engineers, train managers and passenger operators) is 300 out of a target 319. There are currently an additional 20 in training and a further 1 on long term ACC.

Rail network owner

Commentary

This commentary summarises the performance of the rail network, owned and operated by KiwiRail. The Key Performance Indicator (KPI) results below are for Wellington Network Services only and represent the measures in the contract. The following delays are not counted in the network owner's KPI results:

- *Network Temporary Speed Restrictions (TSR) relating to work being addressed by the Wellington Metro Upgrade Programme (WMUP). If this were included, the impact on performance measures would be significantly lower.*
- *Metro Rail Services Operator (Transdev) initiated delays.*
- *Events caused by third parties other than KiwiRail, which cause delays on the rail network.*
- *'Force Majeure' events such as weather induced issues that can cause delays; this includes all delays associated with slope instability and weather warning events.*

Therefore, the results do not mirror the customer experience of the punctuality and reliability of the rail network.

In June, overall rail network performance was similar with the previous month. A slight increase in Reliability but a slight decrease in Punctuality. The main impacts were from temporary speed restrictions and a signal failure due to adverse weather for train having to be controlled past signals.

Punctuality of rail network (i.e. tracks, signals etc)

This metric is a measure of Metlink services that achieve completed planned trips within 5 mins of agreed timetable. The punctuality of rail network target is 96.6%.

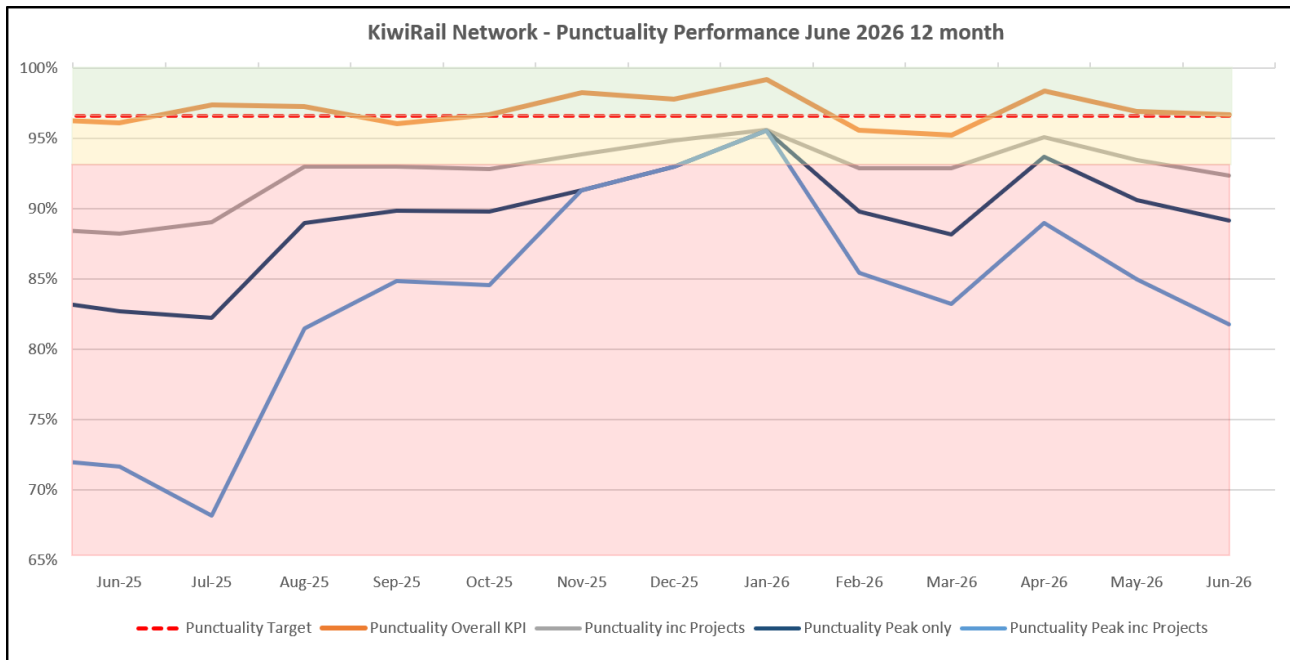
Overall network punctuality performance decreased compared with the previous month achieving 96.67%. The primary contributor of punctuality delays were TSRs, which accounted for 67% of total delay minutes.

A fault affecting a signal between Plimmerton and Pukerua Bay has occurred throughout the month, with the signal intermittently losing detection during periods of heavy rain. The issue remains under investigation by Signals Engineering, who are currently working on a long-term resolution.

Temporary Speed Restrictions

Temporary speed restrictions continued to affect journey times during June. New restrictions were introduced on parts of the network where track defects or broken rail issues were identified. Several existing restrictions were removed following completed track repairs, maintenance work and ballast improvements.

On the Johnsonville Line, three new temporary speed restrictions were introduced after the derailment at Khandallah and slip sensor work required around Wadestown.



Reliability of rail network (i.e. tracks, signals etc)

This metric is a measure of Metlink services that achieve completed planned trips. The reliability of rail network target is 99.30%.

Reliability was affected by the Khandallah derailment on 06 June which came in at 99.72%. The Johnsonville line was closed to allow recovery operations.

Network Availability

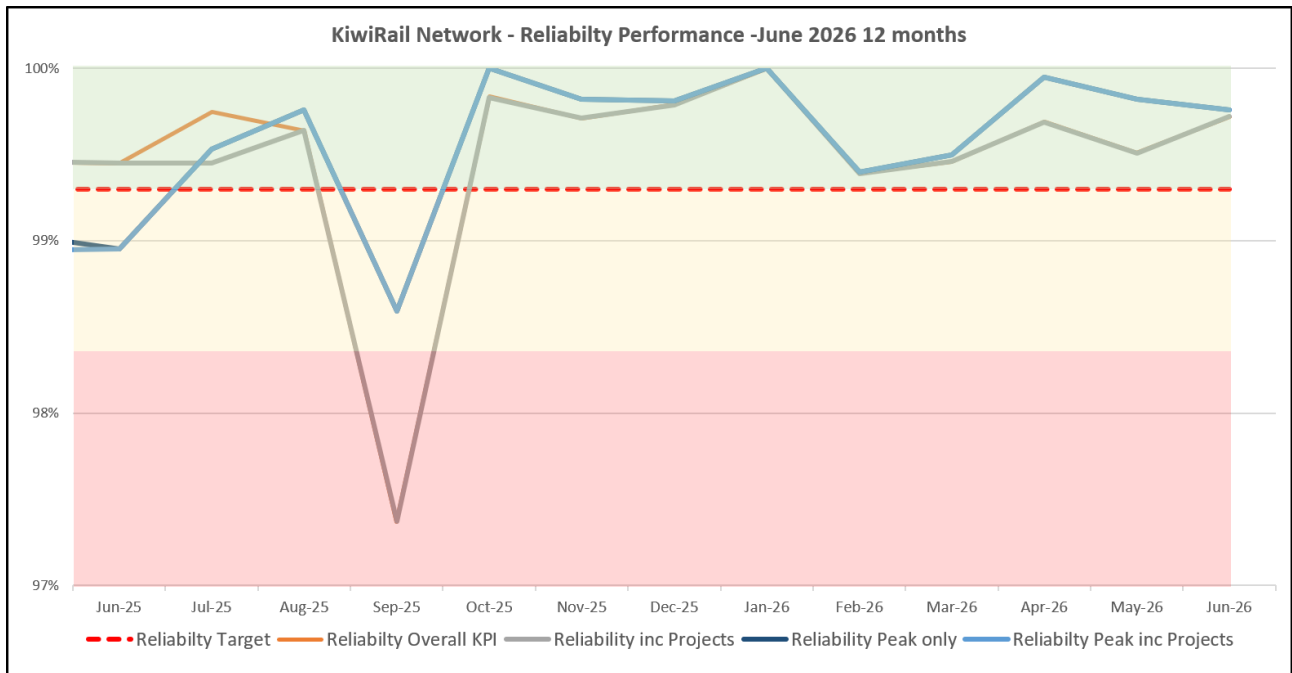
The Johnsonville Line was closed for 9 days following the derailment at Khandallah on 6 June.

Maintenance Compliance and backlogs (Maximo System)

Maintenance compliance remained strong in June with required track and signals, telecommunications and electrical maintenance completed.

Health, Safety and Environment

KiwiRail reported there was 30 zero-harm days recorded in June.



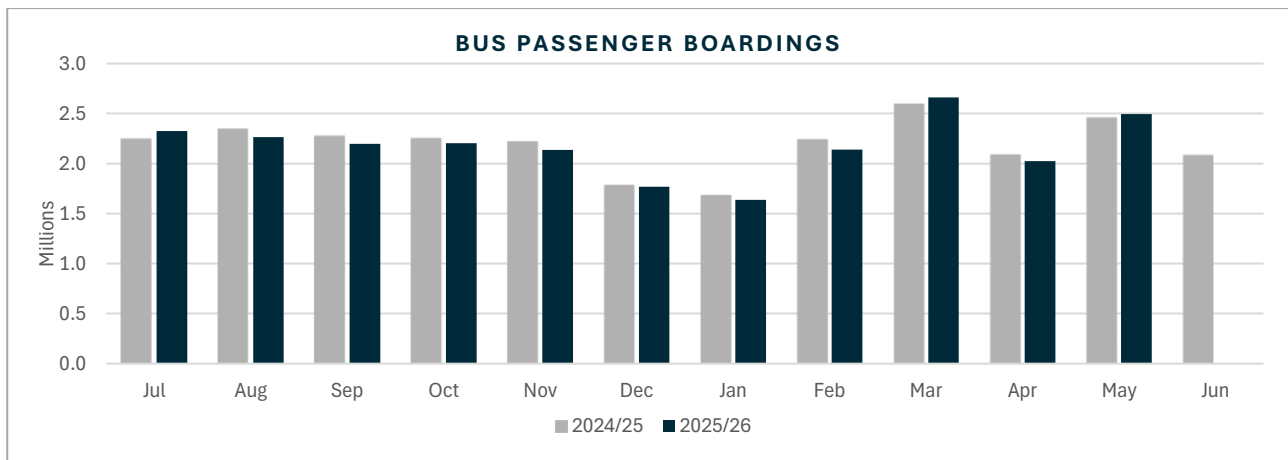
Operational performance

Patronage

There are two ways to report on patronage - passenger boardings and passenger journeys. We calculate passenger journeys by subtracting recorded transfers (movements from one vehicle to another within 30 minutes) from passenger boardings. Metlink generally reports passenger boardings given the lack of visibility on transfers between modes and on rail and ferry services.

Bus passenger boardings

June bus passenger boardings were 7.4% higher than the same month last year, and the year-to-date boardings are 0.5% lower than last year.



Boardings by area - current month

	Jun-26	Jun-25	% Change
Wellington	1,636,900	1,535,114	6.6%
Hutt Valley	429,249	396,171	8.3%
Porirua	88,173	81,964	7.6%
Kapiti	63,625	54,784	16.1%
Wairarapa	17,188	13,089	31.3%
Total	2,235,135	2,081,122	7.4%

Boardings by area - year to date (Jul - Jun)

	2025/26	2024/25	% Change
Wellington	19,374,322	19,449,350	-0.4%
Hutt Valley	4,909,374	4,941,162	-0.6%
Porirua	976,611	1,013,162	-3.6%
Kapiti	663,723	658,507	0.8%
Wairarapa	170,674	156,590	9.0%
Total	26,094,704	26,218,771	-0.5%

Patronage – Highest Patronage 5 routes this month excluding designated school routes

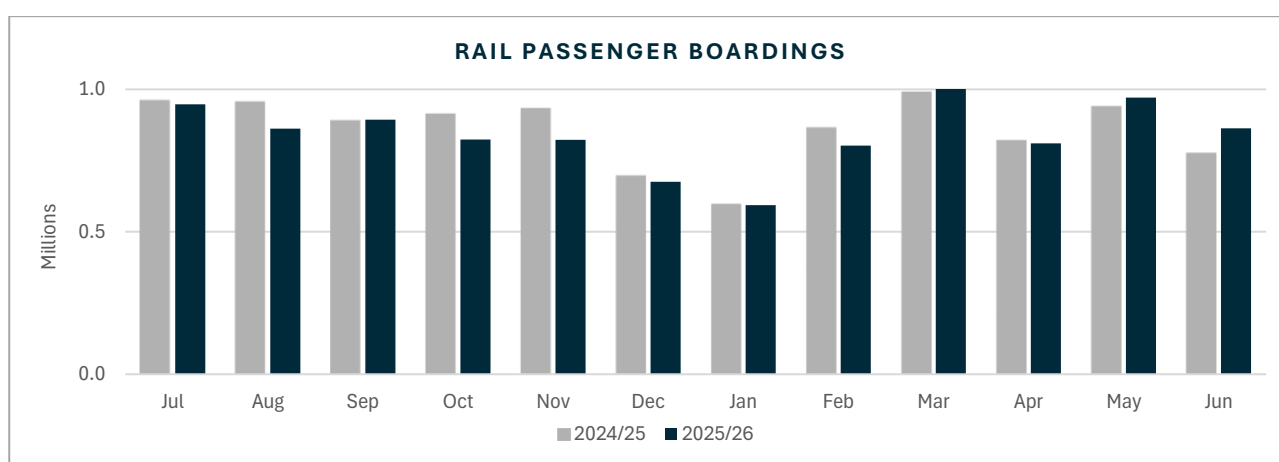
Route Number	Unit Area	Route Destination	Patronage	Scheduled Trips	Seated Capacity
2	Wellington	Karori - Wellington - Hataitai - Miramar/Seatoun	275,390	7,127	264,982
1	Wellington	Johnsonville West/Churton Park/Grenada Village - Island Bay	246,041	5,070	332,136
3	Wellington	Lyall Bay/Rongotai - Kilbirnie - Newtown - Wellington	158,903	4,816	245,231
4	Wellington	Strathmore - Newtown - Wellington - University - Mairangi	124,056	3,228	125,020
14	Wellington	Wilton - Wellington - Roseneath - Hataitai - Kilbirnie	90,041	2,917	114,580

Patronage – Lowest Patronage 5 routes this month excluding designated school routes

Route Number	Unit Area	Route Destination	Patronage	Scheduled Trips	Seated Capacity
264	Kapiti	Paraparaumu East - Paraparaumu - Kāpiti Health Centre	0	16	456
N8	Hutt Valley	After Midnight (Lower Hutt - Petone - Wellington)	14	16	653
300	Porirua	Whenua Tapu Cemetery - Porirua - Titahi Bay	17	2	66
251	Wairarapa	Paekākāriki - Paraparaumu - Kāpiti Health Centre	47	26	743
N6	Porirua	After Midnight (Wellington - Porirua - Whitby - Plimmerton)	49	32	1,079

Rail passenger boardings

June rail passenger boardings were 11.4% higher than the same month last year.

**Boardings by line - current month**

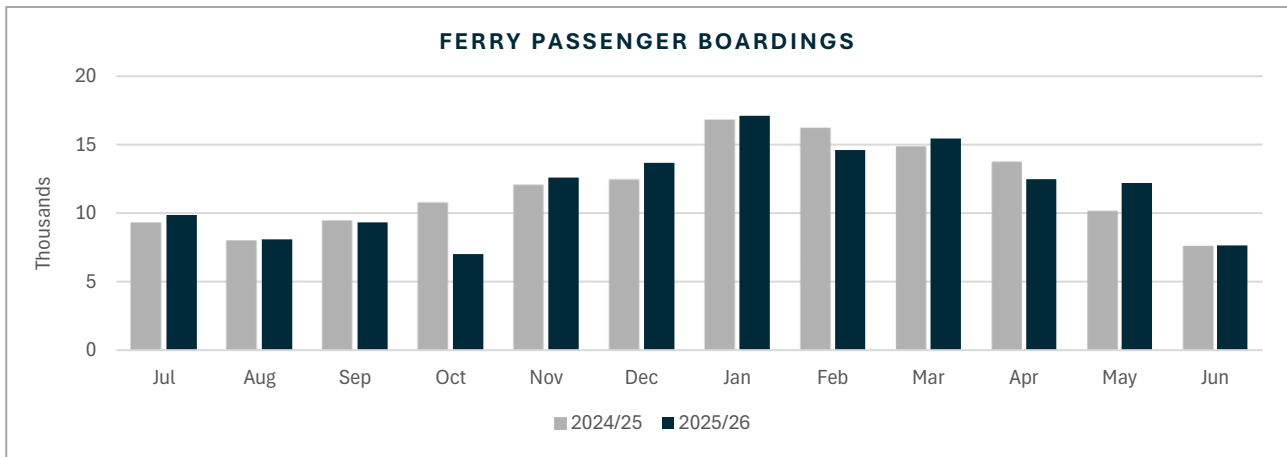
	Jun-26	Jun-25	% Change
Hutt Valley	382,500	339,366	12.7%
Kapiti	363,916	315,331	15.4%
Johnsonville	64,426	78,931	-18.4%
Wairarapa	52,557	41,751	25.9%
Total	863,399	775,379	11.4%

Boardings by line - year to date (Jul - Jun)

	2025/26	2024/25	% Change
Hutt Valley	4,364,111	4,540,622	-3.9%
Kapiti	4,184,773	4,196,377	-0.3%
Johnsonville	970,298	1,070,943	-9.4%
Wairarapa	579,849	518,930	11.7%
Total	10,099,031	10,326,872	-2.2%

Ferry passenger boardings

Ferry boardings show a increase of 0.6% on the same month last year.

**Boardings - current month**

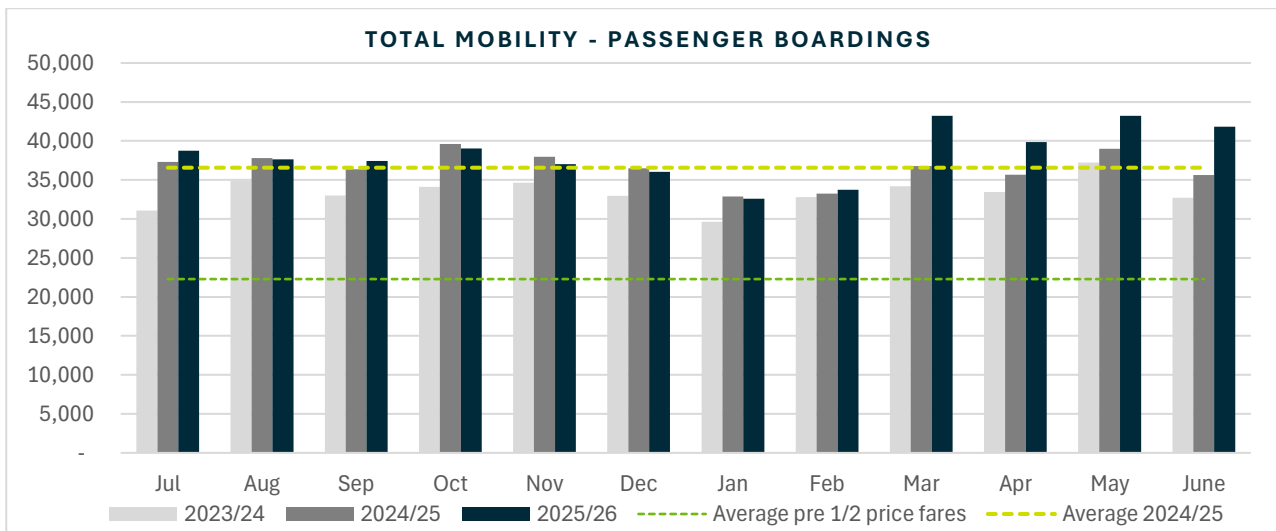
	Jun-26	Jun-25	% Change
Total	7,649	7,605	0.6%

Boardings - year to date (Jul - Jun)

	2025/26	2024/25	% Change
Total	140,095	141,235	-0.8%

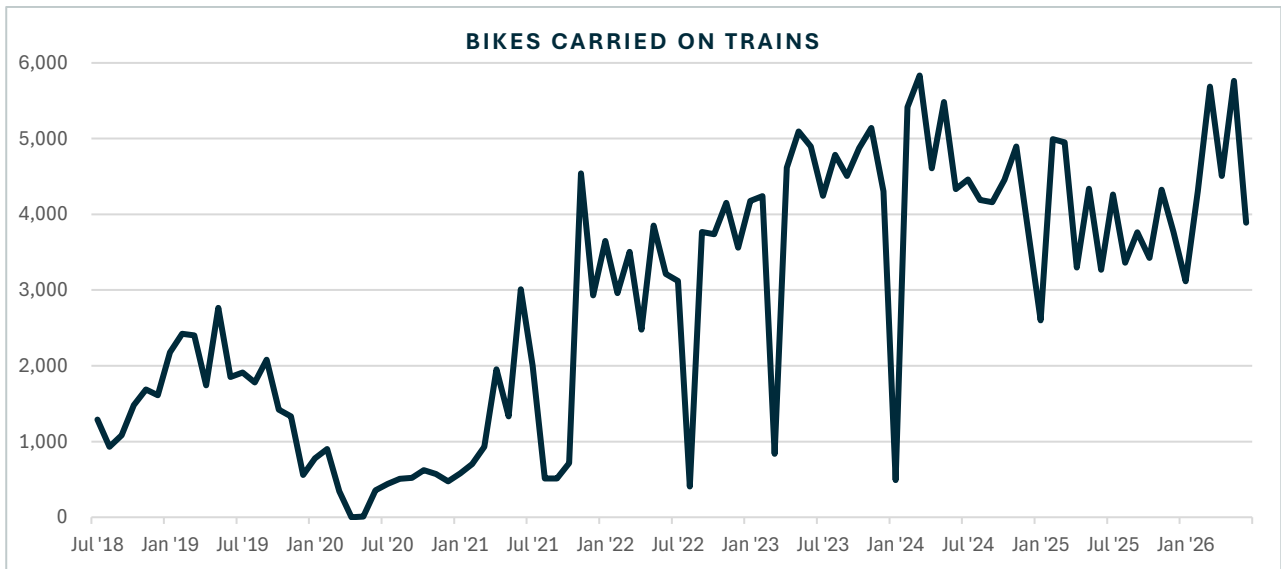
Te Hunga Whaikaha Total Mobility passenger boardings

In June, there were 41,836 Te Hunga Whaikaha Total Mobility trips, an increase of 17.4% compared to the same month last year. This shows continuing strong levels of usage of Te Hunga Whaikaha Total Mobility. From 1 July, 2026 a new subsidy level, changing the subsidy level from 75% to 65%.



Bikes carried on rail services

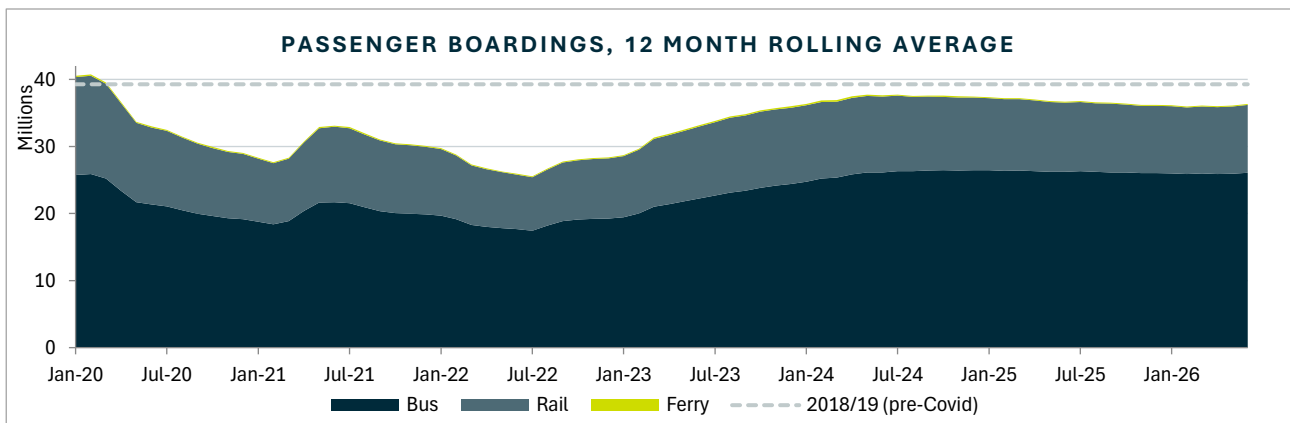
The following graph provides an estimate of the number of bikes carried on rail services, as recorded by onboard staff counts. These results may change over time as we improve data collection processes. In June, 3,889 bikes were counted onboard rail services, vs 3,267 over the same month last year.

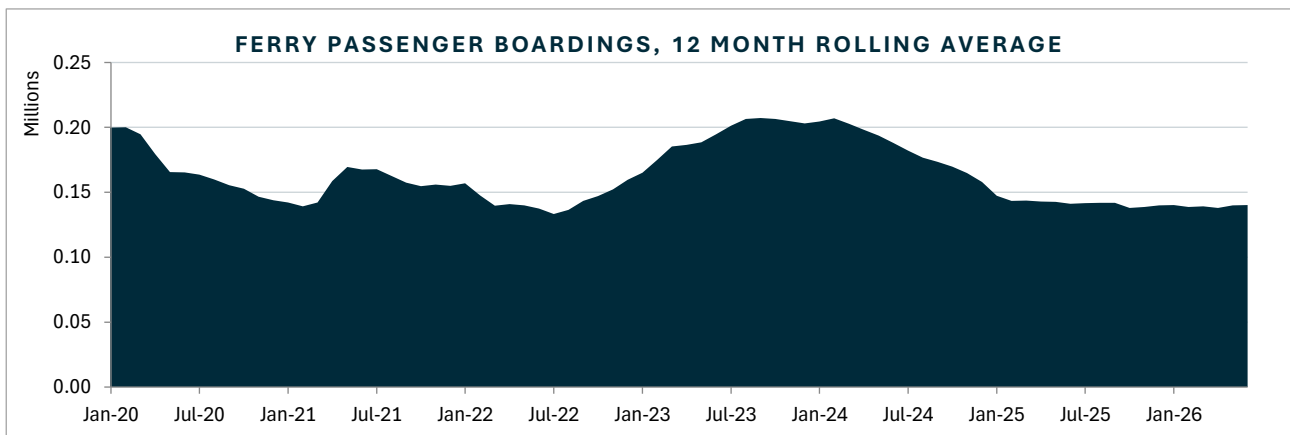
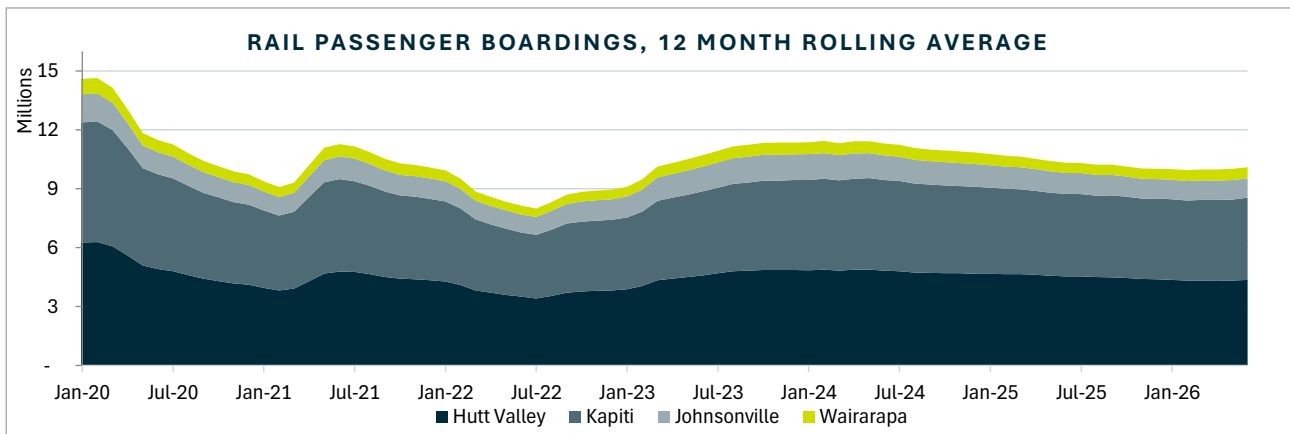
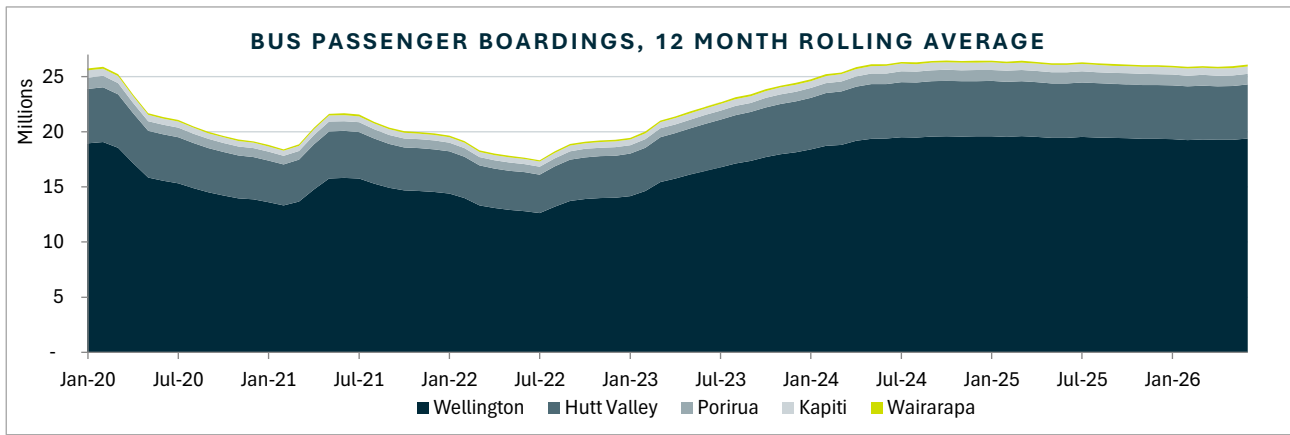


Passenger boardings trend – 12 month rolling totals

The following graphs show the number of passengers boardings using a 12-month rolling total. Each column in the graphs below represents the total boardings for the 12 months prior (e.g., for January 2024, the column is total boardings for February 2023 to January 2024). Rolling totals smooth out any seasonal differences (e.g., school and public holidays) and are a better indication of growth trends overall. For month-on-month totals refer to the graphs in the section above.

There had been continuing growth up to February 2020, then decreases with the Covid-19 pandemic (mid-March 2020 onwards, a move to level 4 in August 2021, and a move to Red of the Covid-19 Protection Framework in late January 2022).

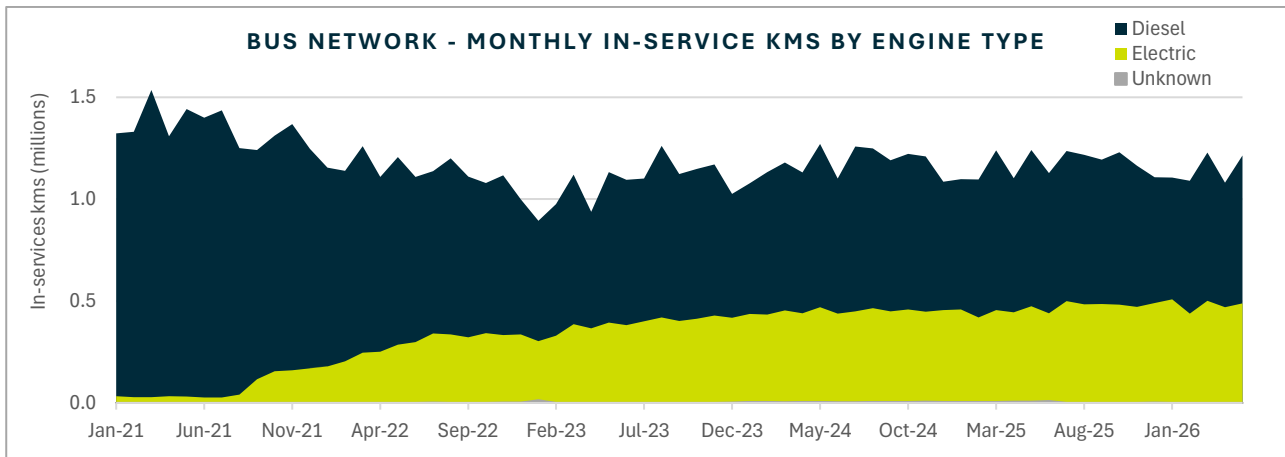




Bus emissions

In-service kilometres by engine type

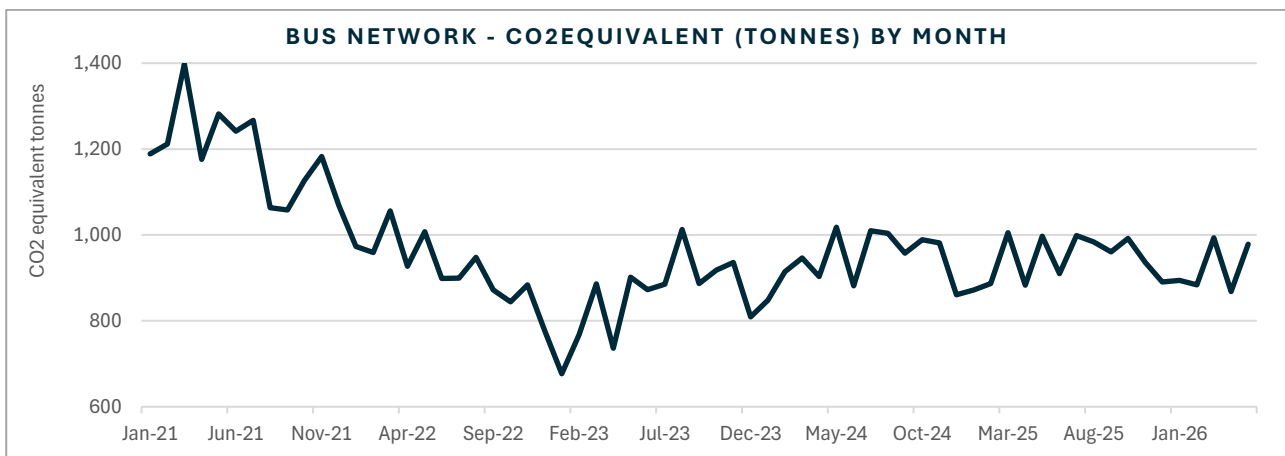
The graph below shows the monthly in-service kilometres by engine type for vehicles that have run Greater Wellington bus network services.



Please note – this is the graph as of May, and will be updated upon the implementation of our new bus emissions calculation system

CO₂ equivalent tonnes

The graph below shows the monthly CO₂ equivalent tonnes emitted by vehicles that have run Greater Wellington bus network services.



Please note – this is the graph as of May, and will be updated upon the implementation of our new bus emissions calculation system

Bus vehicles by engine type

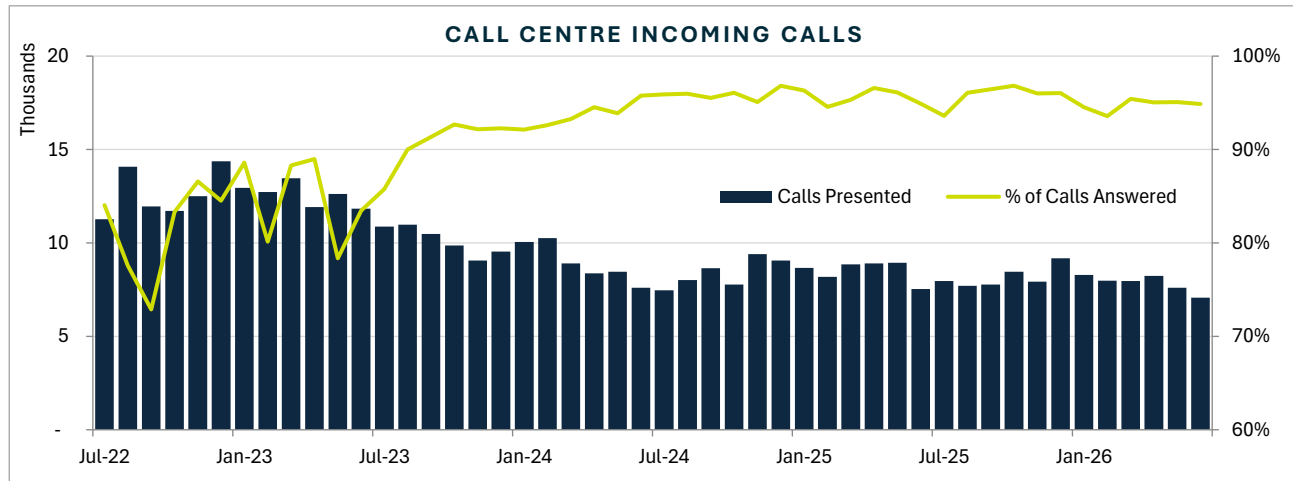
The table below shows the number of vehicles by engine type that ran bus network services in the Greater Wellington region in June.

Engine type	Count
Electric	120
EURO3	45
EURO4	19
EURO5	72
EURO6	216
Unknown	4
Total	476

Customer contact

Call centre incoming calls

Metlink answered 94.9% of the 7,065 calls received in June.



Warranted Transport Officer Activity

Payment validations of Metlink bus services fares are based on observations – passengers who are requesting free fares from drivers and/or passengers who are using an incorrect card are engaged in a conversation and details collected. We continue working with drivers and passengers to remind them of the tickets to be issued for all non-Snapper trips, including fares which do not incur a charge to the customer.

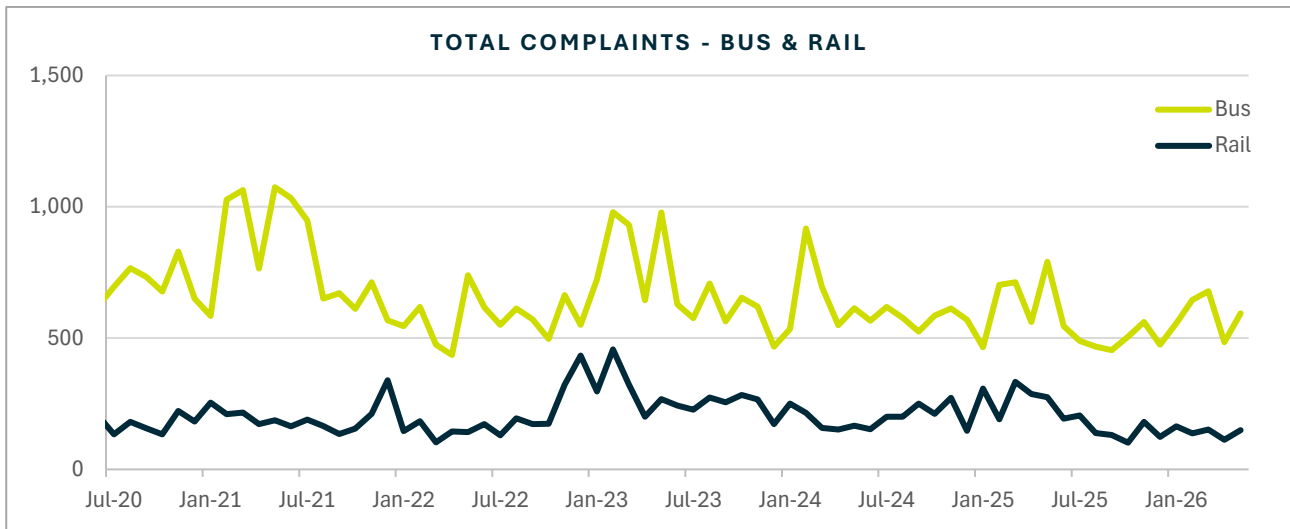
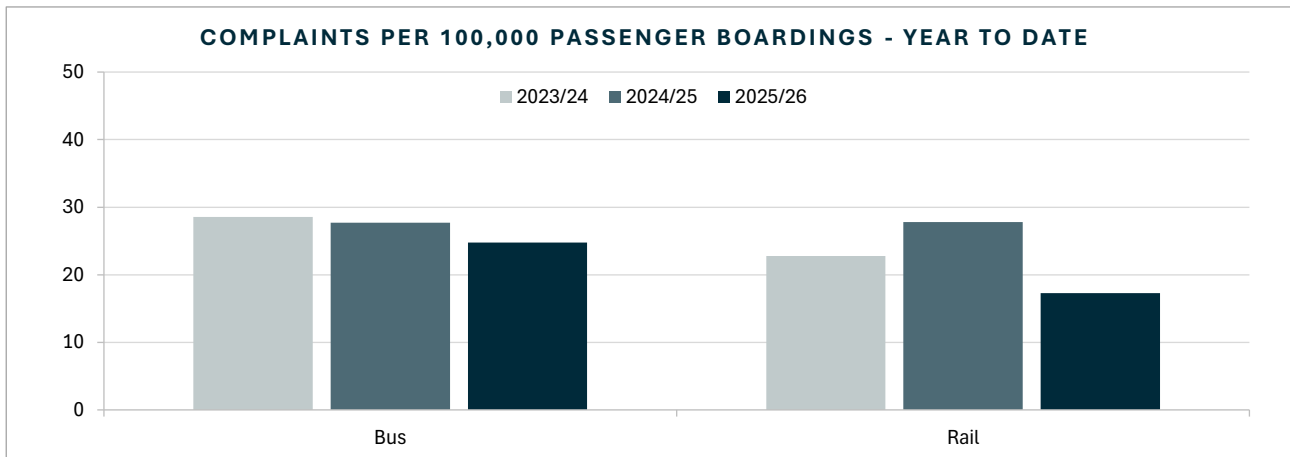
Metlink's Transport Officers undertook 6716 Snapper and 846 EMV payment validations on board rail services in June 2026. The table below reports on the number of times Transport Officers sought customer details in relation to their non-payment of the correct fare in the June 2026 period. No infringement notices were issued over the period.

Mode	Rail - HVL	Rail - KPL	Rail - JVL	Rail - MEL	Rail - WRL	Bus	Ferry	Platform/Roadside	TOTAL
Details sought	80	97	2	0	4	0	0	4	187

Complaints

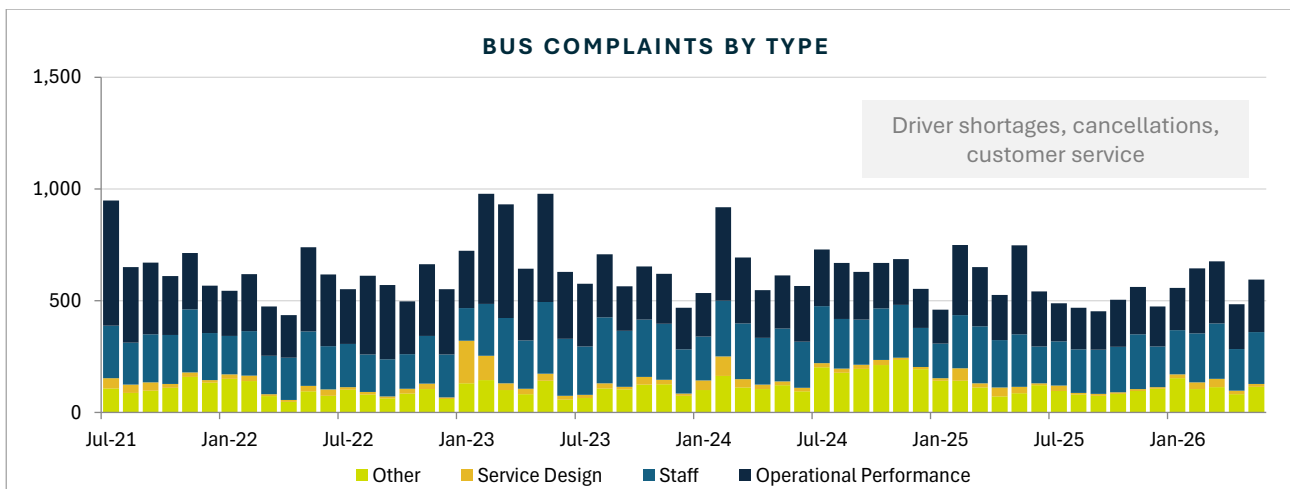
Complaints volume

To compare complaint volumes, Metlink reports the number of complaints per 100,000 passenger boardings. So far this year, complaint volumes relative to passenger boardings are lower for rail than bus.



Bus complaints

Bus complaints for the month were 6.6% higher than June last year. They relate mostly to operational performance and driver behaviour.



Bus complaints - current month

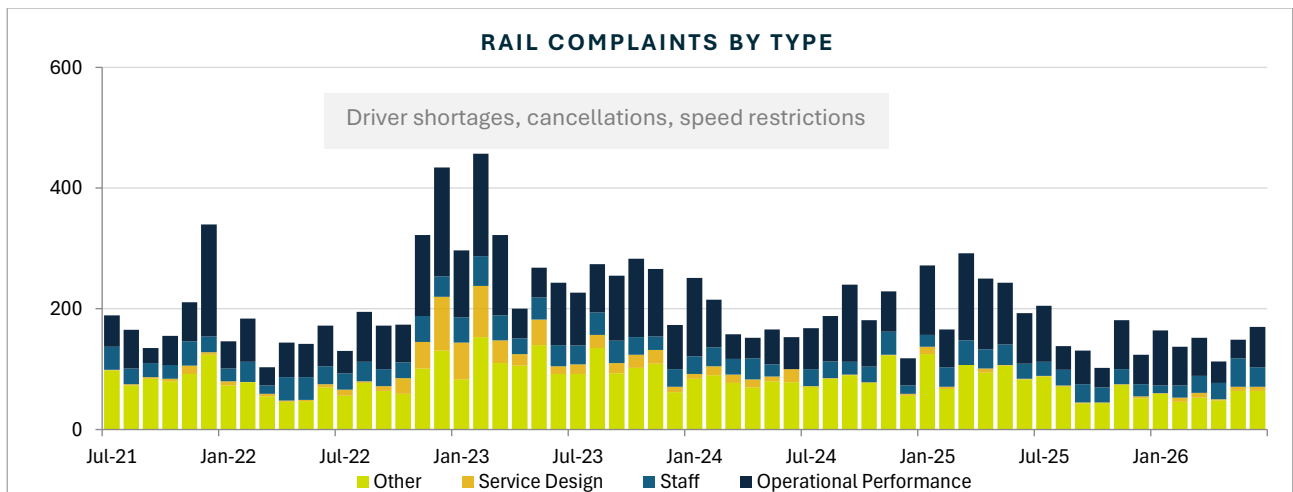
	Jun-26	Jun-25	Change
Wellington			
Newlands, Tawa	32	24	33.3%
East-West, City	155	142	9.2%
North-south, Khandallah, Brooklyn	210	168	25.0%
Hutt Valley	122	114	7.0%
Porirua	29	16	81.3%
Kapiti	23	15	53.3%
Wairarapa	10	8	25.0%
General	-	58	-100.0%
Total	581	545	6.6%

Bus complaints - year to date (Jul - Jun)

	2025/26	2024/25	Change
Wellington			
Newlands, Tawa	356	480	-25.8%
East-West, City	1,935	2,437	-20.6%
North-south, Khandallah, Brooklyn	2,114	2,176	-2.8%
Hutt Valley	1,469	1,555	-5.5%
Porirua	255	282	-9.6%
Kapiti	187	201	-7.0%
Wairarapa	98	79	24.1%
General	80	58	
Total	6,494	7,268	-10.6%

Rail complaints

Rail complaints for the month were 11.9% lower than June last year. They relate mostly to operational performance and staff.

**Rail complaints - current month**

	Jun-26	Jun-25	Change
Hutt Valley	48	70	-31.4%
Kapiti	66	46	43.5%
Johnsonville	36	28	28.6%
Wairarapa	20	30	-33.3%
General	0	19	-100.0%
Total	170	193	-11.9%

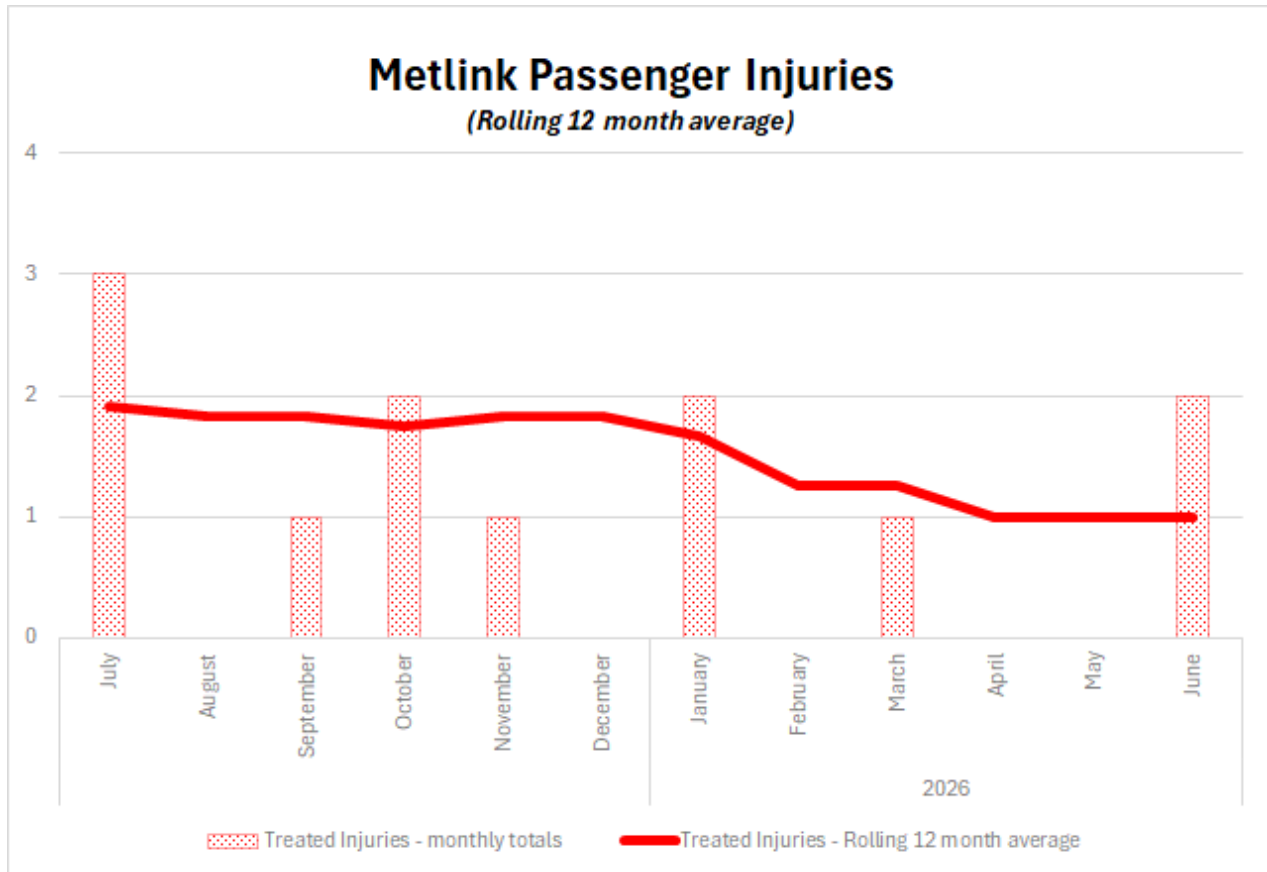
Rail complaints - year to date (Jul - Jun)

	2025/26	2024/25	Change
Hutt Valley	735	1,013	-27.4%
Kapiti	554	851	-34.9%
Johnsonville	197	173	13.9%
Wairarapa	239	378	-36.8%
General	41	454	-91.0%
Total	1,766	2,869	-38.4%

Health, Safety and Wellbeing

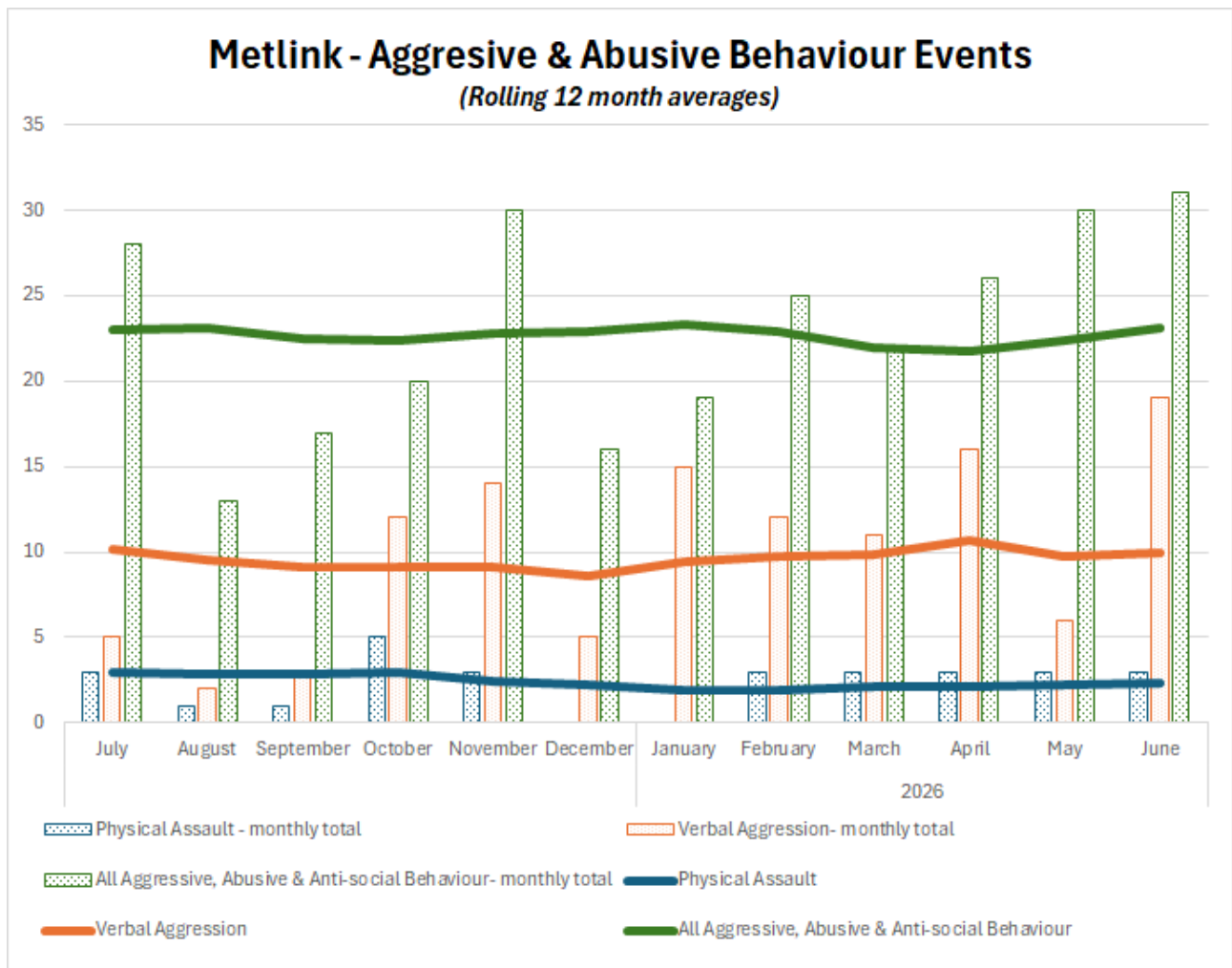
Passenger Injuries

The monthly passenger injuries since May 2025 is shown below, as well as the rolling 12 month average. In June, there were two reported injuries to passengers requiring medical treatment. The reported medical treatment injuries for passengers were for the two passengers hospitalised following the Johnsonville Line incident.



Aggressive & Abusive Behaviour

The graph below shows the aggressive and abusive behaviour events since April 2025, and the 12 month rolling total.



Financial performance

Fare revenue

Bus and rail fare revenue

In June 2026, there was a budget surplus of \$403,708 for the month across bus and rail services. The year-end budget shortfall for bus and rail fare revenue is \$5,774,656.

The ferry fare revenue in June was \$92,423.

Fare revenue - current month

	Jun-26	Budget	Excess/Shortfall
Bus	4,406,459	3,982,534	423,925
Rail	3,709,481	3,729,698	-20,217
Total	\$ 8,115,940	\$ 7,712,231	\$ 403,708

Fare revenue - year to date (Jul - Jun)

	2025/26	Budget	Excess/Shortfall
Bus	46,889,364	47,790,401	-901,037
Rail	39,882,754	44,756,373	-4,873,619
Total	\$ 86,772,118	\$ 92,546,774	-\$ 5,774,656