

Roadmarker 2019

The Official Publication of the Roadmarking Industry Association of Australia

Edition 3



RIAA INDUSTRY SEMINARS Article pages 10 - 11



**YOUR SPEED IS
OUR SAFETY**
SLOW DOWN FOR ROAD WORKERS.



Article PG 22



**Roadmarking Industry
Association of Australia**
and the NZ Roadmarkers Federation



**Roadmarking Industry
Association of Australia
and the NZ Roadmarkers Federation**

Roadmarking Industry Association of Australia
PO Box 5070, Hallam, Victoria 3803
Ph: 1300 625 983
Email: info@riaa.com.au
Website: www.riaa.com.au

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On Reflection

The last few months have been a period of great activity within the RIAA and within our industry.

I'm sure members will join me in welcoming on board new RIAA Sponsors Access Linemarking Equipment, Crystalite Design, and Main Roads Western Australia. The support and input of members and sponsors is critical to an Association like ours in our mission to be the best representative body we can be.

New sponsor, Access Linemarking Equipment, is a division of Access Industrial Products. Access are distributors for Borum, Graco, Titan, and line marking machines and equipment around Australia.

Established nearly 30 years ago, Crystalite provides all types of roadmarking paints, thermoplastics, raised pavement markers, and other roadmarking products.

MRWA represents one of the world's most expansive road networks, committed to ensuring its road network meets the needs of the WA community, industry and stakeholders.

The last few months have of course also seen the RIAA Board Nomination election process and Annual General Meeting take place. The RIAA thanks all members who participated in the voting process and especially those who were able to attend the AGM. As a result of the electoral process, the RIAA welcomes James Harriman from Logical Line Marking (Qld) as a new Director. James joins returning Directors John Sanford (Ennis Flint), Ryan Walker (Crystalite Design), and Rob Leonard (Access Industrial). We look forward to the perspectives and contributions these Directors will make over the next two years. We also take this opportunity to thank Scott Dornan from Action Line Marking (SA) for his contribution as a Director for the past two years. Scott did not seek re-election for this term.

In September, the RIAA ran a series of Industry Seminars in Perth, Brisbane, Sydney, and Melbourne (Ballarat). The events were held in conjunction with Main Roads WA, Transport and Main Roads (Qld), Roads and Maritime Services (Department of Transport, NSW), and VicRoads (Department of Transport) and we thank them for their support and assistance.

The seminars were extremely well attended and allowed industry participants the opportunity to network and learn about industry developments and the latest equipment. The Perth and Melbourne events included external practical demonstrations of the latest Graco, and Titan / Wagner equipment and we thank them for their participation.

The RIAA has also reconstituted its Technical, Training, and Car Parks / Off the Road Committee's, comprised of members with interest in these areas and the availability to contribute. Member feedback during the previous Branch Meetings indicated these were areas in which the RIAA could be more active, so we look forward to coming months as the work of these groups gradually rolls out.

The New Zealand Roadmarking Federation (NZRF) also held their Conference in conjunction with Civil Contractors New Zealand last August in Rotorua. It was a pleasure to represent the RIAA in support of our New Zealand colleagues and pleasing to see the Australian industry represented there.

In addition to the above, the RIAA has worked hard in recent months representing members to State and Federal Governments, the Roads Australia Pavement Marking Group (RAPMG) on its quest for national harmonisation, to Parking Australia, and to CSIRO as they consider the various issues, functions, and opportunities of their PCCP and APAS schemes.

All in all, it's been a very busy time and we are delighted to represent your view and play our part in the ongoing Road Safety battle.

We now look forward to our Conference in Coffs Harbor next July and call for your papers and presentations at that event.

Thank you for your support throughout 2019,

Paul Robinson
GENERAL MANAGER
ROADMARKING INDUSTRY ASSOCIATION
OF AUSTRALIA

“Look out for us, when we’re looking out for you.”

Luke, Tow Truck Operator.

Now, when you see the flashing lights of emergency vehicles, tow trucks or breakdown assistance vehicles stopped on the road you must:

- In speed zones of **90** or more, slow down safely and move over to give us as much space as possible.
- In speed zones of **80** or less, still slow down to 40 kilometres per hour.





AUSTRALIA NEEDS SMART POLICIES TO REVIVE ROAD SAFETY

25.9.2019

23 organisations have come together to develop the new Reviving Road Safety policy priorities document, calling for urgent Federal Government action to combat Australia's rising road toll.

- Reviving Road Safety priorities document brings together 23 organisations to tackle 5-year spike in fatalities
- Federal Government must link road funding to safety outcomes
- New Road Safety Research Program offers grants to tackle fatigued driving

Twenty-three national and state organisations have come together to develop the new Reviving Road Safety policy priorities document, which calls on the Federal Government to link infrastructure funding to road safety outcomes to combat Australia's rising road toll.

The document released today by Australia's peak motoring body - the Australian Automobile Association (AAA) - also seeks a commitment that the new Office of Road Safety will be charged with data collection and coordination. This must be a priority

because Australia still doesn't know how many serious injuries are caused by road crashes each year or how many crashes occur in which speed was a factor.

The AAA's Managing Director, Michael Bradley, said 1,203 people died on Australian roads in the 12 months to 31 August - higher than the equivalent period five years ago.

"This is a national crisis - we need a new approach to road safety from the Federal Government," Mr Bradley said.

"Eight years after all levels of government agreed to set 33 individual Safety Performance Indicators, half of these KPIs are not on track, while a further quarter - including the number of serious injuries - are still not being measured."

Mr Bradley said the AAA and its seven member clubs - the NRMA, RACV, RACQ, RAA, RAC, RACT and the AANT - received input from another 15 organisations to develop key steps to revive road safety action in Australia.

(Note: these organisations are listed at the end of this media statement).

Additionally, the AAA sought the input of the government appointed Co-Chairs of the Inquiry into the National Road Safety Strategy, Associate Professor Jeremy Wooley and Dr John Crozier.

“Reviving Road Safety is not a detailed blueprint on everything the government must be doing to help reduce road trauma. Instead it advocates the priority steps that the government can take at the beginning of its new term.”

“Critically for government, this platform is not asking for great sums of additional dollars. Instead we have focused on better and largely cost-neutral policies aimed at optimising existing investment to maximise better road safety outcomes and save lives.”

Reviving Road Safety advocates several high-impact policy measures.

- **Develop a National Road Safety Data Hub** within the Office of Road Safety. This would coordinate and analyse the collection of road infrastructure safety data to help develop future policy and investments.
- **Link infrastructure funding to road safety outcomes**, and use incentive payments, to ensure road funding proposals are tied to safety standards.
- **Encourage the uptake of safer vehicles** and work towards targets to lower the average age of Australia’s vehicle fleet.
- **Ensure the new Office of Road Safety has genuine authority to oversee**

the development and progress of the next National Road Safety Strategy, which will take effect from 2021.

To help ensure government has access to the best road safety research, the AAA has also launched its new Road Safety Research Program, which offers funding of up to \$1 million per research project into road safety.

“Our new program recognises that road safety is a shared responsibility,” Mr Bradley said. “Projects that examine fatigued driving will be considered for the inaugural round of funding.”

The AAA’s Reviving Road Safety document follows last month’s release of the Federal Government’s own Review of National Road Safety Governance Arrangements, which found:

“the Australian Government has not provided sufficiently strong leadership, coordination or advocacy on road safety to drive national trauma reductions.”

Mr Bradley said: “We congratulate the government for recognising the depth of Australia’s road safety problem and for having the courage to commission a full and frank analysis of failings and actions.

“That Review’s findings prompted the AAA and our seven member clubs to reach out to 15 other organisations for input into Reviving Road Safety to put together key policies for government to prioritise.”

The following organisations helped develop Reviving Road Safety and endorse its themes and priorities:

- Amy Gillett Foundation
- Australasian College of Road Safety
- ANCAP
- Australasian Fire and Emergency Service Authorities Council
- Australasian Trauma Society
- Australian Medical Association
- Australian Motorcycle Council
- Australian Road Safety Foundation
- Australian Trucking Association
- iRAP
- National Road Safety Partnership Program
- Roads Australia
- Royal Australasian College of Surgeons
- Safer Australian Roads and Highways Inc
- Towards Zero Foundation

For further details go to aaa@asn.com.au



Peter Fraser, President of Safer Australian Roads and Highways (SARAH) Group, founded the organisation with his family in 2012 after their 23-year old daughter and sister Sarah was tragically killed in a completely avoidable road crash.

The following year they established the National Road Safety Week and Peter is now a full-time volunteer dedicated to improving road safety outcomes through policy development, community education and advocacy work.

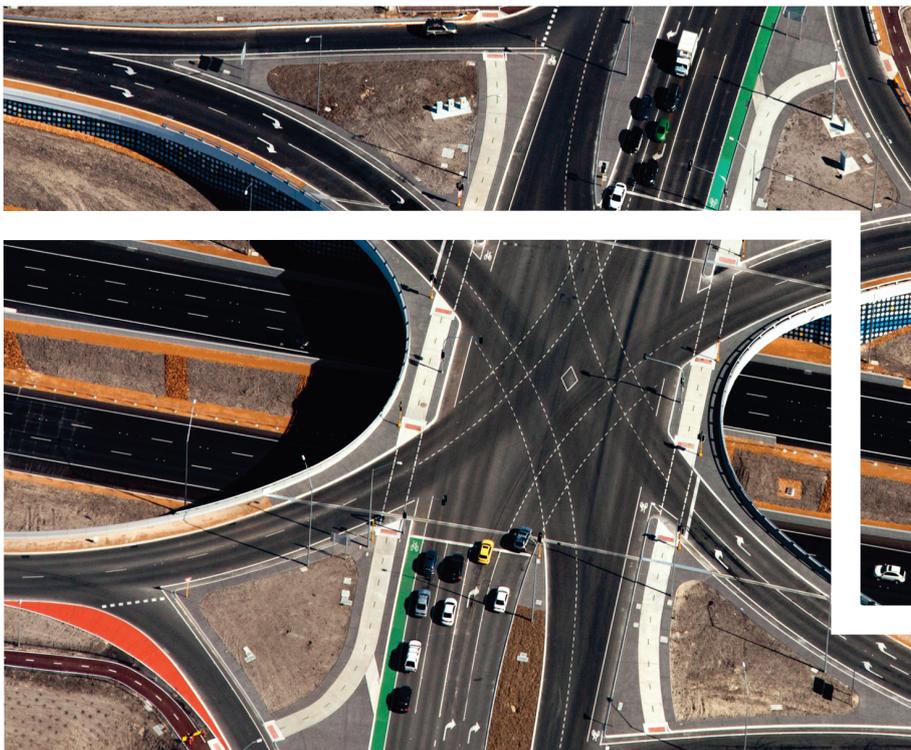
Peter regularly undertakes road safety speaking engagements at local, state, national and global events such as the 2015 International Roads Federation/Roads Australia Conference, 2015 World Health Organisation's Second High Level Road Safety Conference in Brazil, and the 2017 launch of UN Global Road Safety Week (Western Pacific) at the Sydney Opera House.

He is a National Ambassador for Road Safety Education's RYDA Programme.

At an international level, Peter is the Oceania member on the Advisory Board for the World Day of Remembrance for Road Traffic Victims (FEVR) and a board member of the International Road Victims' Partnership. He was Chair of the inaugural International Road Victims Conference in 2018.

Peter was a finalist in News Limited's 2012 Pride of Australia Award - Courage Category. In 2013, he was named Blue Mountains Citizen of the Year, while in 2014 he received the University of Western Sydney's Award for 'Community Service and Leadership'.

Peter is also a presenter for the Traffic Offenders Intervention Programme and a volunteer firefighter with the New South Wales Rural Fire Service.



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KEEPING WA
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A MINUTE WITH OUR MEMBERS

WITH *James Ashley Harriman*

Name: James Ashley Harriman

Position held: Managing Director

Nick Name: Ash

Brief Work History & How you got involved in the Roadmaking Industry: 5 Years in the line marking industry as the owner of Logical Line Marking a Brisbane based line marking company. James also has 28 Years in the Asphalt industry working in the UK and Australia with 17 years as the owner of Ash Industries.

Favourite Food: Sushi

Pets: 2 Killer dogs, Jack Russell Cross and a Maltese

Favourite TV Show: Peaky Blinders

Favourite Movie: Trainspotting

Favourite Book: I don't have time to read

What Type of Car Do You Drive? Jaguar FPace

Ideal Holiday: Motorcycle trek around the world

Favourite Sport: Kite Surfing

Dream Job: running any kind of successful business stimulates and drives me to be the best, now that's Logical



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HERE launches AI-based Live Sense SDK to keep drivers informed of unexpected road hazards

OCTOBER 10, 2019

- HERE Live Sense SDK turns devices with a front-facing camera into an intelligent vehicle sensor, benefitting drivers with little or no safety technology
- Enables drivers to stay informed of their driving environment and potential hazards, minimizing attention diversion while driving
- As an SDK which incorporates AI capabilities, Live Sense will enable customers to create multiple software applications for hardware devices

Amsterdam - HERE Technologies, a global leader in mapping and location platform services, today announces the availability of the HERE Live Sense SDK, a new software development kit (SDK), currently in beta, designed to give drivers real-time insight in order to be able to make informed decisions on upcoming obstacles, road infrastructure or driving conditions, without cloud processing or the need for connectivity.

Through the power of artificial intelligence (AI) and Machine Learning (ML), HERE Live Sense SDK turns devices with front-facing cameras, such as smartphones, dashcams or vehicle cameras, into highly intelligent vehicle sensors. By continuously scanning the driver's environment, devices can then detect objects on the road, such as other vehicles, pedestrians or cyclists, road infrastructure such as traffic lights and road signs and potential hazards such as potholes, road closures or construction zones.

Based on what has been detected ahead, HERE Live Sense SDK provides information through both audio and visual notifications, which will help the driver make an informed decision of which action needs to be taken next. All of this happens in real-time on the device itself, without the need for data processing in the cloud or for connectivity. HERE Live Sense SDK also has the ability to detect changes in reality versus the onboard map to keep drivers informed of a change in speed limit, for example.

"Driver safety is paramount in everything we do. Today there are still millions of commercial and passenger cars on the roads without the necessary technology to keep drivers informed about potential hazards. The HERE Live Sense

SDK will help to change that", said Angel Mendez, Chief Operating Officer at HERE Technologies. "It detects objects, behavioral changes and road conditions that can lead to such situations and notifies drivers in time to take action."

HERE Live Sense SDK uses multiple AI/ML detection models, including:

Road Basics: Detection and classification of objects on the road.

Road Alerts: Recognition and notification of braking vehicles, pedestrians and bicycle detection.

Road Hazards: Detection and classification of unexpected hazards along the way, with changing conditions, including road closures not yet detected on the map, construction zones and road works.

Road Signs: Detection and classification of speed limits and other signs.

As an SDK, these models can be implemented into an application or hardware device, providing customers with AI capabilities. The HERE Live Sense SDK has been created to benefit all drivers and is available for automotive & HW OEMs, fleet and ride hail operators and app developers. It is now available in beta for Android and will soon be available for iOS. In addition, HERE is already working with customers on the first commercial implementations of the SDK.

More information can be found on the HERE Developer Portal - <https://developer.here.com/products/live-sense-sdk>

About HERE Technologies
HERE, the Open Location Platform company, enables people, enterprises and cities to harness the power of location. By making sense of the world through the lens of location we empower our customers to achieve better outcomes - from helping a city manage its infrastructure or an enterprise optimize its assets to guiding drivers to their destination safely. To learn more about HERE, including our new generation of cloud-based location platform services, visit <http://360.here.com> and www.here.com.

RIAA INDUSTRY SEMINARS

The RIAA has embarked on a strategy of working collaboratively with stakeholders, leading Technical discussions relevant to our industry, and providing greater opportunity for member interaction.

As part of that strategy, the RIAA Industry Seminar series was held around Australia during September 2019.

The seminars provided an opportunity for RIAA members, stakeholders, and industry participants to come together for networking and to learn about the latest industry developments.

The events were held in conjunction with State Road Authorities (SRA's) Main Roads Western Australia (MRWA), Transport and Main Roads (Queensland), Roads and Maritime Services (Department of Transport, NSW), and VicRoads (Department of Transport, Victoria). Their support and assistance was greatly appreciated and we extend our thanks.

The Perth event was held at the beautiful Novotel Vines Resort in Swan Valley, about a forty-minute drive north of Perth. The venue was selected principally due to its close proximity to the Swan Railyards, within which is a large open asphalt asset that is owned by MRWA. That asset allowed our conduct of external demonstrations showcasing the latest Graco and Titan / Wagner smaller Linemarking units.

The Brisbane event was held at the TMR Offices in Adelaide St, the Sydney event at RMS Yennora, while the Melbourne event was held at the VicRoads (Sprayline) offices in Ballarat. Ballarat is a major and historic former gold mining provincial city about an hour and a half drive north west of Melbourne.

Presentations at each event followed a similar program, but of course varied to some degree from state to state. The program included:

Dr Dan Sullivan, Austroads, presenting the "Guide to Temporary Traffic Management"; Tracey Gramlich and Elenora Stepanova, CSIRO, "**The future of PCCP / APAS**"; Urban Camenzind, RoadData, "**Retro Reflectivity Saves Lives**"; Dean Crutchfield, Ennis Flint, "Right treatment for right outcomes"; Jeff Nind, Graco, "Graco Linelazer MMA 1:1 and 98:2"; and Hayden Smythe, Wagner, "Titan Pwerliners by Wagner".

The SRA's were strongly represented at each event with attendee's engaging members and the RIAA on policy, technical, procurement, and upcoming activities. SRA presenters in each state included Ron Koorengel from the MRWA Technical team, Simon Harrison the Director of Safer Roads from TMR, Kellee McGilvray the Director of Traffic Engineering Services from RMS (Department of Transport), Siva Sivakumara the Manager of SWD Roads and Signs, RMS (Department of Transport), and Dimi Robinson from the VicRoads Social Procurement team.





Among the many highlights, the Perth and Melbourne events included external demonstrations of the latest smaller machines from both Graco and Titan / Wagner.

The RIAA was blessed with similar perfect weather conditions at each event and nothing beats the opportunity for a hands on, live demonstration of materials and equipment.

The Industry Seminar series was extremely well attended with in excess of 120 delegates taking part across the four events. The events demonstrated a genuine hunger for information and networking opportunities from among our

industry, with glowing and positive feedback provided from attendee's and presenters.

In true Roadmarking fashion, the events also provided the opportunity for frank and respectful dialogue between attendee's, presenters, SRA's, and regulatory authorities.

On balance, the events were extremely well attended and successful. The RIAA expresses its thanks to all who played their part in attending, presenting, and demonstrating.

Paul Robinson
GENERAL MANAGER
ROADMARKING INDUSTRY ASSOCIATION OF AUSTRALIA

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HOW READY ARE AUSTRALASIAN ROADS FOR AUTOMATED DRIVING?

FRIDAY, 11 OCTOBER 2019

Austroads has released a series of reports that examine the readiness of Australian and New Zealand highways and freeways to support automated vehicles. These reports follow on from previous work by Austroads and other agencies which studied how well automated vehicles could read existing line marking and road signs.

“The project involved an extensive road audit that assessed how well vehicle machine vision systems could interpret more than 8 million line segments and 8 000 signs on a 25 000 km sample of the Australasian road network,” said John Wall, Program Manager, Future Vehicles and Technology, Austroads.

“This followed on from a review of available literature and engaging with local and international industry stakeholders to become better informed on the latest technology and standards for automated vehicles worldwide,” said John. “We also interviewed road agencies and found the single most important factor preventing them from updating detailed asset standards to reflect the needs of automated vehicles was the lack of clear guidance.

Data captured from vehicle sensors was also examined to consider whether it could supplement some asset condition information road agencies collect.”

Detailed project actions, specifications and findings have been documented in five reports, with recommendations including:

- adding edge lines, lane lines and centrelines to roads that do not have them
- ensuring these lines have good contrast with the road surface and are regularly maintained
- revising electronic speed signs so they can be easily interpreted by machine vision systems.

Initial guidance on thresholds for line marking width and reflectivity, and sign maintenance, has also been provided to assist road agencies when they update their asset standards.

“We found that most freeways and highways of Australia and New Zealand can support Advanced Driver Assistance Systems (ADAS) such as lane-keeping assistance, particularly when there are high quality lines,” John said.

“Achieving readiness for more highly automated driving will require a combination of smarter vehicles, changes to infrastructure, and improved infrastructure operations and maintenance practices.”

Vehicle automation on highways is expected to lead to improved road safety and significantly reduced risk of accidents, vehicle emissions and driver workload.

To Download the reports go to: <https://austroads.com.au/latest-news/how-ready-are-australasian-roads-for-automated-driving>

Care Day

WORLD DAY OF REMEMBRANCE FOR ROAD TRAFFIC VICTIMS

WRITTEN BY: PETER FRASER – SARAH GROUP

On Sunday 17th November the United Nations commemorates World Day of Remembrance for Road Traffic Victims. It's a time when we remember all those people who have lost their lives on the world's roads and highways ... it's a time when we remember those who have been left behind to grieve their loved one's loss for the rest of their lives. Six years ago, Safer Australian Roads and Highways (SARAH) decided to commemorate the day under the banner "Remember the 1200" because that's how many people die on our nation's roads each year with more than 36,000 Australians seriously injured.

The problem that we confront is that this avoidable tragedy is largely hidden from the public's view. So SARAH continues to promote the "Remember the 1200" event because once you scratch the surface, you realise that road tragedy affects every single person across our nation, and indeed everyone has a story.

Our industry puts tens of thousands of people in harm's way every day. There is no doubt that the tasks of a Traffic Controller make them extremely vulnerable to being hit by a distracted or speeding motorist. The industry is proactive in ensuring measures under our control are in place but one of our greatest risks is how members of the public drive through work zones. So if we want drivers to slow down and give our traffic controllers the space they need to be safe, what are we doing to educate the public?

This is not an academic exercise and sadly there are recent instances, not just of traffic controllers being seriously injured, but also being killed by speeding and distracted drivers. The most recent death occurred on 7th November 2017 when Traffic Controller Mr Ken Altoft was killed by a speeding motorist on the Bruce Highway on Queensland's Sunshine Coast. Back in 2013 another traffic controller, Ms Suzanne Caudell was killed while working on the Bruce Highway near Marlborough in Queensland. This time it was a speeding B-double truck. (I commend the great work of Suzanne's husband, Colin Caudell, who continues to fight for improved safety around traffic controllers).

As the protection of TCs must be a communal effort, with all road users committed to ensuring their safety, I also commend the TMAA for its recent "Your Speed is Our Safety" campaign. The initiative is focussed on ensuring the driver is aware of the implications of their high speed and distracted driving, which are both factors that threaten to seriously injure or kill our traffic controllers.

There is great work that is being done but there is no doubt that we need to further improve our engagement with the public to not just raise their awareness but gain their active commitment to "Drive So Others Survive!". We need them to understand that our workers have a right to get home safe every day... no exceptions.

On 11 August Mr Jeff Doyle, CEO Altus Traffic, published an excellent commentary entitled "Lollipop Lunacy? I think not!". It was written in response to a front-page article in Melbourne's Sunday Herald-Sun called 'Lollipop Lunacy', highly critical of the traffic management industry.

Amongst other things, Jeff's response honours those who have been killed and notes that we need to collaborate to improve awareness... and his message to the community is clear... "Obey the speed signs!".

"Please have a second thought while you're driving through your next work zone. Please obey the speed signs. Think about it this way, if you slow down to 40k for 1k, you lose 20 seconds of your day. The work zone you're driving through has somebody's Mum or sister, husband, daughter or son working in a dangerous environment. Is that 20 seconds you save worth it? The average speed we capture people travelling through our work zones right across Australia, is 80kph! Would you drive through a school zone at 40kph over the speed limit? I'm sure the Altoft and Caudell families would ask you the same."

I have done a lot of thinking about how we collaborate to get Jeff's, Colin's and the TMAA's message out to the public and how we can use "Remember the 1200" Sunday to bring focus to those who work on our roads. So here is my suggestion.

On Sunday 17 November 2019, let's commemorate this year's "Remember the 1200" as "Caudell Altoft Remembrance Event" or CARE Day. In fact, let's use the four weeks prior to bring focus to the safety of all who work in our industry... so that everyone takes care around our workers!

For starters, how about displaying a yellow ribbon (our national road safety symbol) on your vehicles. Then make sure you display a "Drive So Others Survive!" sticker on every vehicle you have access to, irrespective of whether it's a work truck or your personal vehicle.

Then how about talking with your local newspaper or radio station about "CARE" and ask them to run a story about you or your workers' experiences... tell them about near hits or if someone has been seriously injured or worse, tell them why you are committed to improving the safety of all who are vulnerable! Make it personal!

How about asking your kid's school to focus on road safety for all who work on our roads. See if you can talk to their students about why drivers must slow down around our workers... Why not see if one of your traffic controllers could talk in their kid's school. We all need to get the message out!

Last year Queensland Transport and Main Roads painted out a section of the Bruce Highway in yellow as a mark of respect for Suzanne Caudell. Let's use "Remember the 1200" to ask TMR to do the same for Ken Altoft. Let's ask every jurisdiction to make the same commitment so that the need for improved driver responsibility becomes clear to all who use our roads and highways!

There is much we can do to get public commitment, but it is not going to happen unless we collaborate and lead the way. So let's use the leadup to Sunday 17th November, not just to remember those who have been killed on our roads, but to show your leadership!

What will you do for "Remember the 1200" Sunday?

What will you do to show you "CARE"?



Every year around
1200
people die
on our roads.



TMR honours Ms Susan Caudell by painting in yellow a section of Bruce Highway Marlborough QLD

Every year around
1200
people die
on our roads.

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Rotorua provided a stunning setting for the New Zealand Roadmarking Federation (NZRF) 2019 two yearly Conference.

Held at the impressive Energy Events Centre Rotorua, the NZRF Roadmarking Conference was different from previous Conferences, as it was held in conjunction with the Civil Contractors New Zealand (CCNZ) Conference.

Over 400 delegates attended the Conference. Among the many guests and high-profile presenters, plenary speakers included 2019 New Zealander of the year Mike King ONZM; BNZ Economist Tony Alexander; Hon. Steve Chadwick, Mayor of Rotorua; Hon. Simon Bridges, Leader of the National Party and former Transport Minister; and Brett Gliddon System Design and Delivery General Manager, New Zealand Transport Agency (NZTA).

The NZRF Conference was run in conjunction with CCNZ in order to capitalise on and harness the natural links between the two sectors, providing additional scale and networking opportunities for presenters and delegates. We wish NZRF well with their partnership, offering the RIAA's support as we monitor the two entities progress

On raw numbers, the Conference partnership with CCNZ increased participation numbers and added a certain gravitas to the overall scale of the event. One of the goals for the NZRF and RIAA will be to ensure that our bodies maintain their "cut through" as part of the larger setting, a task made easier by the professionalism of the NZRF.

The NZRF co-ordinated three sessions specifically tailored to Roadmarking attendees. These sessions included a strong focus on road safety and the latest technical developments with speakers including Dr Hamish Mackie, Simon Douglas, Dr Jared Thomas, Andrew McKillop, Fabian Marsh, Steve Borrie, and Paul Robinson. The conference presentations are available on the NZRF website.

A traditional highlight of the New Zealand Conferences is the Damar Roadmarking Olympics. This event pits teams from leading NZ Roadmarking companies against each other in a range of events including a technical quiz and delivering various sets of markings in front of the assembled spectators. The results are monitored and tabulated by an independent judging panel and announced at the closing ceremony.

At this year's event, after a very close and hotly contested event, Roadmarkers New Zealand were announced as winners of the Damar Roadmarking Olympics. This year was probably the closest contest seen in recent times with just three points separating the three teams; Roadmarkers New Zealand, Ross Roadmarkers, and Coastline Markers. The trophy was taken out by the Roadmarkers New Zealand team, Stephen Clark and Nik Dunford.

As a first-time visitor to Rotorua, I was greatly impressed with the facilities and hospitality of Rotorua, particularly the excellent Energy Events Centre Rotorua. The general ambience of the event was enhanced by the vast number of dining and entertainment options in this beautiful and vibrant city.

The NZRF Conference 2019 was a great opportunity for our industries suppliers and contractors in our part of the world to network, showcase their products and services, and keep up to date with industry developments.

It was a pleasure to represent Australia, the RIAA, support our colleagues at the NZRF, and to see the Australian industry represented there by RIAA members.



As a first-time visitor to Rotorua, I was greatly impressed with the facilities and hospitality of Rotorua, particularly the excellent Energy Events Centre Rotorua.

Paul Robinson

GENERAL MANAGER

ROADMARKING INDUSTRY ASSOCIATION OF AUSTRALIA

(with thanks to Alister Harlow, Executive Director NZRF)

WAGNER & TITAN HIT THE ROAD AT RECENT DEMO DAYS...



For those of you who were able to attend the recent industrial seminars held across the country in September you might have been lucky enough to catch Wagner's engaging presentation on their Titan Linemarking range. The demonstrations were really well received and got everyone involved with all having a go and testing the gear out for themselves.

A special thank you to the Wagner team and to all those who attended, taking time out from busy work schedules.

Of great interest was the impressive Titan ProMark 200. This unique piece of equipment was on display and was demonstrated across the country. For the demos Hayden from Wagner used Ennis-Flint HPS 6 Spray 98:2 with their BHR pre-coated Xylene glass beads. Using a 427 linemarking tip at a steady walking pace, the attendees were able to easily achieve upwards of 1mm film build, which was trafficable in under 10 minutes. A fantastic demo of what can be achieved with the right equipment paired with the right product, and used at optimal settings.

The Titan ProMark 200 is a 98:2 ratio application system for Cold Applied Plastic (MMA). While Titan have both 1:1 & 98:2 systems in the PowrLiner range, the 98:2 ratio is the preferred application system in the USA, and is more recently proving to be the same in Australia, for a number of reasons:

Catalyst (BPO) is only added to the spray material when you're ready to spray. No pre-mix required.

Adjustment of catalyst ratio can be done on the fly as the day/night temperatures change. Adjustments take only seconds, is easy to do & very accurate.

All paint manufacturers use the same ratio, so there is no confusion on site around mix ratios.

Flushing the 98:2 mixer takes no longer than 20 seconds, and requires approximately 1 litre of Acetone. This is done from the on-board flush tank and no other cleaning is required.

The spray material & catalyst can be left in the Promark 200 for weeks without flushing (while within paint manufactures temperature range).

Thanks again to everyone who attended the industrial seminars and spray days, particularly those gave the Titan ProMark 200 a test drive.

Please contact Hayden at Wagner on 0458 008 999 if you would like to have a chat about any of the linemarkers in the Titan PowrLiner range, or visit www.wagneraustralia.com.au





Assessing long-term performance of polymer modified binders used in sprayed seals

WEDNESDAY, 9 OCTOBER 2019

Austroads has published the results of a study to test the long-term performance of polymer modified binders used in sprayed seals in Australia.

The resistance of non-modified bituminous binders to premature ageing has been assessed in Australasia using the durability test in the Australian/New Zealand specification AS/NZS 2341.13. This test, however, cannot assess the ageing performance of polymer modified binders and uses some equipment that can no longer be obtained.

“Austroads commissioned research into developing a long-term ageing or durability test for polymer modified binders based on test equipment that’s widely available,” said Dr Young Choi Senior Technology Leader, ARRB and lead author of the report. “We focused on using international devices, namely the pressure ageing vessel and the dynamic shear rheometer, to firstly age and then test binder samples.”

Austroads’ member agencies

collectively purchase over \$600 million worth of bituminous binders annually to build and maintain the Australasian road network. Up to 40% of roads resealed in some jurisdictions involve polymer modified binders, which enable constructed seals to be more resistant to cracking and other types of wear.

In 2011-12, two Austroads sprayed seal trial sites were established at Coober Pedy in South Australia and Cooma in New South Wales to provide field-related information about current and future polymer modified binder grades to be included in the Australian polymer modified binder specification AGPT/T190.

“To conduct the study, we collected unaged samples of binders from the two trial sites and artificially aged them using a pressure ageing vessel for between 30 and 72 hours. Field-aged binder samples were also collected between three to six years after the trial sites were constructed,” Dr Choi said.

“We used dynamic shear rheometer stress ratio tests and Fourier transform infrared spectroscopy tests to investigate the differences between laboratory and field aged samples, and found that both sets of samples had broadly similar properties.”

Results obtained for samples from the Coober Pedy trial site indicated that pressure ageing vessel times of 52 and 80 hours were equivalent to binders aged in the field for three and six years, respectively. The results for Cooma, which has a less harsh climate, indicated that 23 hours of laboratory ageing were equivalent to six years of field ageing.

“These results will help us assess the longevity of polymer modified binders under the different climactic conditions found in Australia and New Zealand,” said Dr Choi.

To Download the report go to: <https://austroads.com.au/latest-news/assessing-long-term-performance-of-polymer-modified-binders-used-in-sprayed-seals>



Roadmarking Industry Association Australia

Is your Supplier an RIAA Member?

- ◆ The RIAA strives to support our industry.
- ◆ Strives to deliver better outcomes for all industry participants.
- ◆ Please support those members who support the RIAA.

Contact:

Post: PO Box 5070
Hallam VIC 3803

Office: 41A Latham Road
Carrum Downs VIC 3201

Email: info@riaa.com.au
Telephone: 1300 625 983

LATEST ROAD TOLL FIGURES SHOW NATIONAL ROAD SAFETY STRATEGY *has failed*

31.10.2019

Australia's alarmingly high road toll remains stuck at the levels it was at four years ago. Latest road safety data, for the September Quarter, shows Australia will fail to meet agreed targets to reduce road crash fatalities and serious injuries by 30 per cent between 2011 and the end of 2020.

The Australian Automobile Association's latest road safety quarterly report shows that in the 12 months to 30 September 2019, 1,185 people died on Australian roads. This is a reduction of only 0.2 per cent from the toll of 1,187 deaths in the 12 months to September 2015.

Australian Automobile Association Managing Director, Michael Bradley, said the National Road Safety Strategy had begun in 2011 with initial success.

"In recent years however, that early success has dissipated," he said.

"Instead of declining, the road toll has plateaued at a level that makes it clear we cannot meet the Strategy's targets."

The AAA's report shows that all states except Tasmania recorded a red-light status - meaning their annual road fatality figures remain above the notional milestones that would put them on track to meet the Strategy's targets.

"Our five largest states - and Australia as a whole - are on track to miss the 2020 target," Mr Bradley said. "It is critical that we take this opportunity to reflect on our current policy failings to ensure they are not repeated."

The AAA's National Council last week met with the Deputy Prime Minister and Minister for Infrastructure, Michael McCormack, as well as the Assistant Minister for Road Safety, Scott Buchholz, to discuss the urgent need to revive, reform and revitalise road safety strategies.

"Mr McCormack and Mr Buchholz are acutely aware that governments at all levels - in partnership with the community - can do more to prevent death and injuries on our roads,"



Mr Bradley said. “The Federal Government has committed to sizeable investment in land transport infrastructure and that’s something motorists want the next budget to reaffirm.”

The AAA’s Reviving Road Safety strategy – developed in partnership with 15 national bodies focused on health, emergency services and transport policy – outlines four key priorities that the Federal Government can act on now to make substantial progress towards saving more lives.

“We’ve been very supportive of the Federal Government’s decision to adopt the AAA’s policy to establish a national Office of Road Safety to enhance co-ordination between states on road safety policy and standardise data collection to enable evidence-based investments and decisions,” Mr Bradley said.

“The Office of Road Safety must have genuine authority to oversee the development and progress of the next National Road Safety Strategy, which will take effect from 2021. But at this stage, the Office’s terms of reference, its resourcing, and its authority to drive greater cooperation within federal government and between different levels of government are unclear.”

The AAA’s Reviving Road Safety strategy has identified four immediate priorities that the government can act on now.

- Develop a National Road Safety Data Hub within the Office of Road Safety. This would coordinate and analyse the collection of road safety data to help develop future policy and investments.
- Link infrastructure funding to road safety outcomes, and use incentive payments, to ensure road funding proposals are tied to safety standards.
- Encourage the uptake of safer vehicles and work towards targets to lower the average age of Australia’s vehicle fleet.
- Ensure the new Office of Road Safety has genuine authority to oversee the development and progress of the next National Road Safety Strategy, which will take effect from 2021.

“Reviving Road Safety is not a detailed blueprint on everything the government must be doing to help reduce road trauma,” Mr Bradley said.

“Instead it advocates the priority steps that the government can take at the beginning of its new term.”

For further details go to aaa@asn.com.au



Slow down because 'Your Speed is Our Safety'.

The Traffic Management Association of Australia (TMAA) has proudly launched the final instalment in the three-part campaign Your Speed is Our Safety during October.

TMAA President Stephen O'Dwyer said the TMAA had released the advertisement live to prime time television in Western Australia, the Northern Territory, New South Wales and South Australia, while airing has also occurred in Tasmania, Victoria and the Australian Capital Territory through government funding.

Mr O'Dwyer said the release brings together the three 'Your Speed is Our Safety' advertisements which tell the story of a little girl and her father.

"Watch out for a twist in the last instalment," he said. "I believe it will impact the viewer strongly and reinforce the message to slow down at roadworks sites and on the roads in general."

"TMAA is proud to lead the development of the series. It highlights the high-risk nature of all roadwork activity, driving home the message to the motoring public to slow down," he said.

"As government pushes for further infrastructure projects to drive Australia's economy, it is important to promote the safety message. Another death of a traffic

controller recently in the USA reinforces this is a critical safety issue."

The 'Your Speed is Our Safety' campaign has been running for over three years across state and territory television and via a wide ranging social media promotion by government, road authorities, key stakeholders and TMAA.

"These advertisements strike a chord with the travelling public and it has brought industry and government together to share the same message," Mr O'Dwyer said. "So if you 'See the Cones. Obey the Zones.' and slow down at roadworks because 'Your Speed is our Safety'."

Mr O'Dwyer said all industry should promote the advertisement series via their social media.

Links to all three advertisements are below:

<https://www.youtube.com/watch?v=bWfIJmwZGBc&feature=youtu.be>

https://www.youtube.com/watch?time_continue=12&v=uB-VAg6nWwc

<https://www.youtube.com/watch?v=RfDraRjMxjw>

For more information contact TMAA on 1300 798 772 or visit www.tmaa.asn.au.

YOUR SPEED IS
OUR SAFETY
SLOW DOWN FOR ROAD WORKERS.



TMAA SAFETY ALERT

Fallen temporary traffic management signage heightens the safety risk on our roads

Fallen temporary traffic management signage is something regularly seen out on the road network. One of the responses made following a fatal crash event recently was to include the following section in the Traffic Management for Works on Roads Code of Practice.

7.5 SECURING SIGNS

AS 1742.3 indicates that signs and devices shall be positioned and erected so that they are properly displayed and securely mounted. The mountings should also be stable in windy conditions and from the effects of moving traffic.

Where windy conditions are expected either due to weather or heavy vehicles; signs should have additional sign support and be located with adequate lateral clearance from the travelled way. It is recommended in these conditions that signs either be mounted on permanent posts or, where this is not practicable, a cleat or similar should be affixed to the outside of the edge of the sign approximately a quarter up from its base. Sufficiently weighted sand bags should then be attached to this with rope / string with some tension applied to the cleat.

TMAA encourages you to highlight these requirements to traffic management companies working on our road network, and ask surveillance officers to also follow up on non-conformances.

For more information contact:
tmaa@tmaa.asn.au



ATA calls for increased NT blackspot roads funding

POSTED 25TH OCTOBER 2019

Australian Government funding for road blackspots in the Northern Territory should be increased with a focus on regional and outback roads, Australian Trucking Association CEO Ben Maguire said today.

Mr Maguire was speaking after meeting with the office of Northern Territory Senator Sam McMahon.

The ATA and its member associations, including the NT Road Transport Association, collectively represent the 50,000 businesses and 200,000 people in the Australian trucking industry. Together, we are committed to safety, professionalism and viability.

“There is a clear and pressing need to address regional and remote road blackspots in the Territory,” Mr Maguire said.

“Government statistics have found that blackspot funding, on average, reduces the number of crashes causing death and injury by 30 per cent.”

NT Road Transport Association Executive Officer Louise Bilato said that regional road safety was vital for the Territory.

“Road infrastructure is critical to the Territory’s economy and community,” Ms Bilato said.

“We urgently need to invest in more road safety projects in regional and remote communities.”

The ATA strongly supports the Australian Government’s existing commitment to fixing road blackspots and the 2019-20 Budget commitment for an additional \$50 million per year to the program.

“In 2019-20 the Government will invest \$1.48 million in road blackspots in the NT, with most funding going to the major towns,” Mr Maguire said.

“We welcome Senator McMahon and the Government’s commitment to fixing NT road blackspots.

“We’re calling on the Government to increase annual road blackspot investment in the Territory, specifically targeted to regional and remote locations,” he said.

Source URL: <http://www.truck.net.au/media/media-releases/ata-calls-increased-nt-blackspot-roads-funding>

Bruce Highway widening added to Infrastructure Priority List



BY HOLLY KEYS FOR ROADS & INFRASTRUCTURE

The Queensland Government's project for widening the Bruce Highway from four to six lanes between Caboolture and Steve Irwin Way, has been given the green light from Infrastructure Australia.

Infrastructure Australia Chief Executive Romilly Madew has announced that the 11 kilometre project will be added to the Infrastructure Priority List.

"In our rigorous assessment of the business case, we found the upgrade to be a sound investment that would not only reduce travel time and provide capacity for future growth, but also improve operational safety," Ms. Madew said.

Ms. Madew said the Bruce Highway's role in connecting regional centres and facilitating significant freight movement has been identified by

Infrastructure Australia as a key regional priority for Queensland.

"With the populations of Moreton Bay and the Sunshine Coast anticipated to grow to more than 50 per cent higher than the 2011 levels by 2036, without intervention, the highway will be severely impacted by this ongoing urban expansion and Queensland's increasing road freight," Ms. Madew said.

According to Ms. Madew, the 2019 Australian Infrastructure Audit, released in August this year, found that this section of the Bruce Highway is expected to become the third most congested in South East Queensland by 2031.

"The 2019 Audit also calls out the critical need for asset maintenance and renewal of our transport networks," Ms. Madew said.

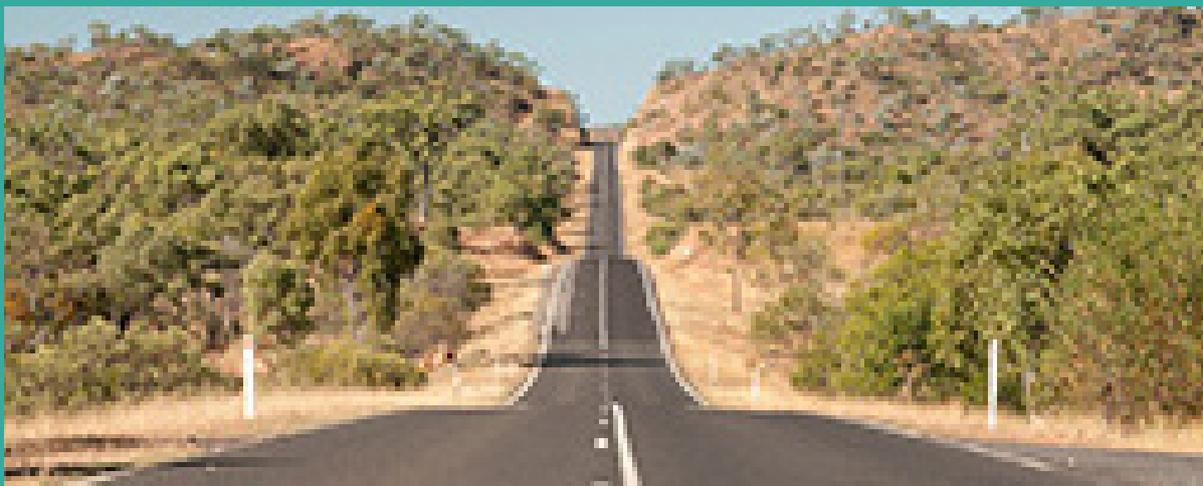
"This upgrade is a good example of how improving existing assets can be a better use of funds while still generating significant future benefits."

Ms Madew said the upgrade would also improve road safety outcomes on the Bruce Highway.

"Right now, this section of the highway has the highest crash rate of the 60-kilometre section between Pine River and Caloundra," Ms. Madew said.

"Between 2012 and 2017, 52 crashes were recorded and as traffic increases we can only expect things to get worse. By 2031, crash rates are forecast to increase by 50 per cent."

For more information go to: <http://www.roadsonline.com.au/>



Road Safety improvements worth \$16.5M for South Australia

BY LAUREN JONES FOR ROADS & INFRASTRUCTURE

The federal and state government have released a \$16.5 million package of works to improve regional road safety on the Limestone Coast in South Australia.

This package will include works to enable the safe reinstatement of the 110 kilometre speed limit on sections of Riddoch Highway, Carpenter Rocks Road and Clay Wells Road.

Works will also include roundabout upgrades, shoulder sealing, roadside hazard protection and delineation improvements.

Federal Member for Barker Tony Pasin said he was pleased to see the delivery of the Rural Roads Package gaining speed.

“This bumper package of works will target critical areas of the regional and rural South Australian road transport network, improving pavements, installing new overtaking lanes and upgrading key intersections,” said Mr. Pasin.

“Combined, these works will enhance liveability and connectivity between people and places, business and markets. They will also improve travel times, which is a great result for the community.”

The first roundabout at Riddoch Highway/ Lucindale Road/ Wimmera Highway. This will include the construction of a new roundabout, new stormwater drains, road

lighting and line marking. The upgrades will improve access for heavy vehicles to both the Wimmera Highway and Lucindale Roads and improve safety for all road users.

Then a minor upgrade will be undertaken for the existing Smith Street/McRae Street roundabout in Naracoorte to improve heavy vehicle movements.

Road improvements begin with 55 kilometres of shoulder sealing on Clay Wells Road, between Southern Ports Highway and Callendale Road, including seven bridge barrier replacements.

4 kilometres of shoulder sealing on Frances Road is included, just south of Bordertown funded by the National Black Spot Program.

16 kilometres of shoulder sealing on Carpenter Rocks Road will also be completed, between Burrungule Road junction and Mount Gambier, with four kilometres of this work funded by the National Blackspot Program.

Works will also include new audio tactile line markings, replacement of guide posts, roadside hazard protection, and improved delineation on main roads in the area.

For more information go to:
<http://www.roadsonline.com.au/>

POSTED 25TH OCTOBER 2019

WA'S FIRST CONGESTION-BUSTING PROJECT GETS UNDERWAY

The \$32 million multi-storey car park at Mandurah Station will start construction early next year following today's request for tender applications for its design and build.

Jointly funded by the State and Federal Governments, it will be one of WA's first congestion-busting projects under the Morrison Government's Urban Congestion Fund and was an election commitment from the McGowan Government.

It will also be one of the first car parks in Australia constructed under the Federal Government's Commuter Car Park Fund.

Federal Minister for Population, Cities and Urban Infrastructure Alan Tudge said demand for car parks at Mandurah station will skyrocket in coming years, with daily boardings jumping from 4431 in 2018 to an estimated 6500 by 2031.

"This project will take cars off the road and get people onto the trains, busting congestion and getting people home sooner and safer," Mr Tudge said.

"Stripping thousands of cars off the road, it will also remove a major bottleneck for the Mandurah

and bust congestion for people travelling to Perth."

WA Minister for Transport Rita Saffioti said she was pleased the project was moving ahead.

"The multi-storey carpark was a key commitment for local Member David Templeman and the McGowan Labor Government and we're pleased to be going to the market to get it built," Ms Saffioti said.

"The Mandurah Line has been an incredible success since the day it was planned and built.

"This success has led to increasing patronage from residents in Mandurah and commuters as far south as Bunbury who often struggle to find parking at peak hour."

Federal Member for Canning Andrew Hastie said about 70 per cent of passengers currently travel to Mandurah Station by car.

"The new car park will be built within the footprint of the existing northern car park and will boost overall capacity from about 1100 bays to about 1700," Mr Hastie said.

"Commuters will no longer have to park on

adjacent streets surrounding the station, which has been a source of frustration for local residents.”

“The Federal Government committed 50% funding toward the project during the federal election and so I’m pleased to see it getting underway.”

State Member for Mandurah David Templeman said the project was a response to predicted passenger numbers.

“Passenger numbers on the Mandurah Line aren’t slowing down, with boardings at Mandurah Station alone expected to grow by almost 50 per cent by 2031,” Mr Templeman said.

“The thriving service also been a catalyst for huge residential development in the southern suburbs, with many families enjoying the beachside Mandurah lifestyle.

“This \$32 million project will help future-proof Mandurah Station as more METRONET projects come online and our public transport network becomes an even more desirable way to travel.”

The open deck car park will be designed to maximise security, natural lighting and ventilation while providing shading and weather protection where possible, with lifts, an open staircase and façade screening.

Once a contractor is selected and works begin, the northern car park will be sectioned-off so the new multi-storey facility can be built. The Public Transport Authority is investigating options to partially offset the parking temporarily lost during construction, by using adjoining land reserves.

The project is expected to be complete by the end of next year, weather permitting.

For more information go to:

<https://minister.infrastructure.gov.au/tudge/media-release>

TOP IMAGE: DESIGN OF THE NEW MANDURAH STATION CAR PARK, COURTESY OF RITA SAFFIOTI MLA FACEBOOK PAGE

Delivering on our infrastructure plan for Tasmania

POSTED 24 OCTOBER 2019

The Hodgman majority Liberal Government is getting on with the job of delivering the infrastructure Tasmanians need now, and into the future.

Since coming to Government, infrastructure spending has increased by more than 230 per cent and we’re not slowing down.

The Government is progressing work at a number of projects across the state, and bringing forward works such as Prossers Road and Waterhouse Road in the

state’s north as part of our \$54.2 million *State Roads Upgrades – Northern Region* package.

The second stage of sealing is underway to finish strengthening and improving the condition and safety of the roads, with the first stage completed earlier this year.

Through bringing forward the combined \$7.5 million projects to this financial year, we are ensuring these roads are completed by early 2020 for the community and visitors who use the roads.

The newly-sealed roads will make travel safer and improve travel times, as well as provide a consistent, all-weather road environment for motorists.

These upgrades have been prioritised to help facilitate further development and accommodate the expected future growth of northern Tasmania.

For more information visit: <https://www.transport.tas.gov.au/road/projects>

Historic Reforms for Better Transport

PUBLISHED 19 NOV 2019

Customers and the community are set to benefit from historic reforms to the NSW Government's transport agency, which will result in better thinking, planning and delivery of services now and into the future.

Roads and Maritime Services (RMS) will cease to exist following the passage of the Transport Administration Amendment (RMS Dissolution) Bill 2019 through the NSW Parliament tonight.

The RMS functions will now be transferred into a new, fully integrated Transport for NSW.

Minister for Transport and Roads Andrew Constance and Minister for Regional Transport and Roads Paul Toole said the passage of the Bill marked a historic shift for all transport.



"The passing of this Bill enables a more integrated and strategic approach to transport for everybody in the State, leading to better roads and services," Mr Constance said.

"With a single transport agency we will no longer

have roads being built in one corner and transport delivered in another, without anybody talking to each other. These changes will better serve our community with a new fit-for-purpose, ready-to-respond transport agency."

"With \$55.6 billion being invested in transport and roads infrastructure over the next four years, an integrated transport agency that meets the needs of the community is vital."

Mr Toole said changes enabled by the Bill's passage will strengthen the NSW Government's focus on delivering integrated transport solutions across the entire state.

"We know how important transport is to our regional and rural communities," Mr Toole said.

"Transport for NSW is now better placed to plan and deliver roads, transport, and freight movements across the regions to support communities, create jobs and drive economic growth. This re-organisation is not about cuts, we have given a solid commitment that there will be no job losses in regional NSW."

Mr Constance and Mr Toole said there has been significant progress in bringing the two agencies together since the changes were first announced in April.

The passing of the Bill formalises these changes and provides clarity and certainty for staff and businesses that previously interacted with RMS.

Source: <https://www.transport.nsw.gov.au/news-and-events/media-releases/historic-reforms-for-better-transport>

VACC supportive but cautious of VicRoads privatisation

PUBLISHED 24TH OCTOBER 2019

The Victorian Government's openness to opportunities within the private sector, regarding the Registration and Licensing (R&L) delivery arm of VicRoads, has not gone unnoticed by peak industry body, the Victorian Automobile Chamber of Commerce (VACC).

"VACC supports any change beneficial to consumers and industry. However, we would expect absolute guarantees in regard to improved service delivery and fee capping," said VACC CEO, Geoff Gwilym.



As the peak body representing the automotive retail industry in Victoria, VACC has a vested interest in ensuring the efficiencies and service delivery of the VicRoads R&L system. Chamber-led bi-monthly meetings with VicRoads Registration and Licensing

Services have proven productive, resulting in many benefits for industry and consumers – most notably the implementation of flexible registration. Additionally, VACC meets periodically with C-Suite personnel from VicRoads.

Over the years, the lack of ongoing investment by state governments to completely overhaul the current R&L system has had a negative impact on industry. The much-hyped RandL project was abandoned in 2011, 2012 and 2015, and ultimately VicRoads has relied upon a legacy system for vehicle registration and driver licence purposes.

The current system is unreliable, with outages suffered almost weekly and constant system shutdowns for maintenance and software upgrades. In 2017 there was a period of fourteen days during which the system was completely inaccessible. No new or used car was able to be registered during this time, resulting in major disruption and financial inconvenience for industry and consumers. Taking this into consideration, VACC recognises that private investment may result in improvements.

However, the Chamber insists that government must safeguard against interference from the private operator in relation to future R&L policy direction and

outcomes – and learn from past, failed contracts, albeit in other areas. As a key stakeholder, VACC will maintain direct consultation with government before any legislative, regulatory or policy position is considered.

"Policy makers need to approach industry recommendations pragmatically, as well as assist in the reduction of red-tape. It's in everybody's best interest," said Gwilym.

Proper consideration must be taken before any new engagement is considered, and this includes recognising the knowledge and value of personnel within the current VicRoads arrangement.

"No doubt there are areas and opportunities for financial and service improvement with regards to VicRoads R&L. However, changes cannot be made at the expense of service delivery and industry," declared Gwilym.

VACC has a positive relationship with the Victorian Government and has written to convey this industry position.

Source: <https://vacc.com.au/News/Media-releases/Media-release-details/ArtMID/834/ArticleID/2229/VACC-supportive-but-cautious-of-VicRoads-privatisation>

CALL FOR PAPERS

The RIAA's biennial conference planning is well underway and it is promising to be an exciting, informative conference - exhibition - workshop.

The "ROAD TO SUCCESS" theme will provide you the opportunity to present papers to get everyone talking about your association and your industry. As part of this preparation we would like to invite you to share your knowledge and expertise and submit your paper for review.

Sessions may include:

Technical Papers or Case Studies: The latest technology from around the world

The Value of Linemarking: For customers, Pavement marking has a price but how do we communicate the value?

Road Safety: The vital role our industry plays

Harmonization: Is it that hard to achieve

Customer Service: Dealing with difficult clients and suppliers.

The future of Linemarking: Where can we expect to be in 5, 10 or 20 years

Your Workplace: And you thought it was tough out on the road!!!! We now have to be social workers, therapists, councilors, experts on substance abuse. I just want to paint lines

Principal Conference Sponsor



Papers need to be submitted prior to
Friday March 27th, 2020
to info@riaa.com.au or fax to: 03 9939 1017

29th & 30th July, 2020 | Coffs Harbour, NSW

