



Roadmarker

Autumn Edition 2020 / 21

The Official Publication of the Roadmarking Industry Association of Australia



New markings at the intersection of Robinson's Rd and Western Highway, West Melbourne.

(Picture courtesy of Road Art, Melbourne)

Tasman Highway voted worst Tasmanian road
pg 29 - 30

Road Safety Funding Flows to Queensland
pg 18 - 19



Roadmarking Industry
Association Of Australia Ltd

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

TERMS AND CONDITIONS

This publication is published by the Roadmarking Industry Association Ltd (RIAA). Materials in this publication have been created by a variety of different entities and, to the extent permitted by law, the publisher accepts no liability for materials created by others. All materials should be considered protected by Australian and international intellectual property laws. Unless you are authorised by law or the copyright owner to do so, you may not copy any of the materials.

The mention of a product or service, person or company in this publication does not indicate the RIAA's endorsement. The views expressed in this publication do not necessarily represent the opinion of the RIAA, their agents, company offices or employees. Any use of the information contained in this publication is at the sole risk of the person using that information. The user should make independent inquiries as to the accuracy of the information before relying on that information.

All express or implied terms, conditions, warranties, statements, assurances and representations in relation to the RIAA, its publications and its services are expressly excluded save for those conditions and warranties which must be implied under the laws of any state of Australia or the provisions of Division 2 of Part V of the Trade Practices Act 1974 and any statutory modification or re-enactment thereof. To the extent permitted by law, the RIAA will not be liable for any damages including special, exemplary, punitive or consequential damages (including but not limited to economic loss or loss of profit or revenue or loss of opportunity) or indirect loss or damage of any kind arising in contract, tort or otherwise, even if advised of the possibility of such loss of profits or damages. While we use our best endeavours to ensure accuracy of the materials we create, to the extent permitted by law, the RIAA excludes all liability for loss resulting from any inaccuracies or false or misleading statements that may appear in this publication.

Copyright © 2019 – Roadmarking Industry Association of Australia

Where to Begin?

03	On Reflection
05	Confidence In Local Councils
06	Approval For Western Harbour Tunnel
07	Singleton Bypass Locked In
09	Upgrade Fit For Freight
10	A Minute With Our Members
11	Road Maintenance Contracts Announced
12	Reasons To Get Local Infrastructure Right
13	Build Better Roads and Create Local Jobs
14	Councils In Recovery Planning
15	First Cross River Rail Tunnel Boring Machine
16	Infrastructure Budget
17	Golden Opportunity
18-19	Road Safety Funding
20	New Priorities to Lead Covid-19 Recovery
21	New Tech Improves Sustainable Concrete
22-23	Beams Lifted Into Place
24	Rehabilitation Works For Captain Cook Highway
25	High Definition Map Collaboration
26	Rest Area Upgrades For Heavy Vehicle Drivers
26-27	Unprecedented Funding For Regional Roads
27-28	South-West Unlocking Thousands Of Local Jobs
28	Keep On Keeping On
29-30	Tasman Highway
31	Infrastructure Boom

Proudly Sponsored by:

Gold Sponsors



Principal Conference Sponsor



Silver Sponsors



Bronze Sponsors and Recommended Insurer



On Reflection

It goes without saying that the whole world has changed so much over the past year.

Looking back to this time last year on photographs, news stories, publications and the like, I almost find myself feeling sorry for those in the stories for their naivety of what was to come in 2020.

The change seemed to happen so quickly. Words, phrases, and behaviours that I'd never considered became part of everyday life almost overnight. "Isolation", "social distancing", "Staying together by staying apart".

It felt like a rolling and ever expanding menu of negative news, shocks, and changes to life and freedoms.

I recall discussing the prospect of state border closures with colleagues very early in 2020, and it was felt at the time that could never happen in Australia.

From an RIAA perspective, as the impacts of COVID-19 rolled out, we initially rescheduled our National Conference from July to October, which seemed a sensible decision in that it was felt the pandemic would likely be well behind us by then. Of course, the event did not occur in October, either.

It's hard to know for sure, but I'm pretty certain 12 months ago I'd never heard of Zoom. The only "Zoom" I knew was that song from the 1980's by the Fat Larry Band "Zoom, just one look and then my heart went boom."

Which is all a way of saying that 2020 has panned out nothing like most of us had anticipated.

I'm based in Victoria, so with our strict and prolonged COVID lockdown, my suspicion is we're even more acutely aware of the extent of impacts brought on both by the pandemic itself, but also by the human response, both at the local and personal level, but also by the collective response of Government, regulators, media, and big business.

So many of us have found ourselves in the unfamiliar realms of webinars, Zoom, Teams, and WebEx.

And there's no escape. I often wondered where else in the world I'd go if ever there was cause to leave Australia. But even that option is no longer on the table, as the virus wreaks havoc around the world.

Our industry operates in somewhat of a paradox to the natural economic cycle. I once worked with someone from a background in recruitment. He was almost dismayed at a time when very low unemployment numbers came out. He explained low unemployment was bad business times for recruiting firms. A paradox to usual economic impacts. And in some respects that applies to the road and line marking industries. Various levels of Government have taken to their responsibility to help restart our economies and create jobs. And key to their thinking has been commitments to infrastructure, and yes, roads.

How effectively industry and stakeholders can manage that workload, and the maintenance works that will follow in the years ahead, is something that will create a whole new series of issues, challenges, and opportunities.

At times of great apparent complexity and confusion, it's important to keep a focus on the fundamentals.

For the RIAA that means representing our members, playing a constructive role, and working as hard as we can to assist communication between our industry stakeholders.

That will remain our on-going focus, as evidenced by the series of industry webinars we have already held throughout these unusual times.

Paul Robinson
GENERAL MANAGER

ROADMARKING INDUSTRY ASSOCIATION OF AUSTRALIA

Certified training
and upskilling for
**applicators,
operations teams,
sales and frontline staff.**

Academy Certification Course

Select from

11

units

Minimum of

6

units required

Must include

3

Core Units



Academy
ASIA PACIFIC

Upskill your applicators, operations and sales teams, and frontline staff with Ennis-Flint's Academy Certification.

This course concentrates on product knowledge and installation techniques, along with offering hints and advice from experienced trainers. It also lets everyone benefit from our product advances.

For enquiries and enrolments, please contact

Dean Crutchfield 043799 5375

academy@ennisflint.com.au

Industry first: Asia-Pacific's only dedicated roadmarking academy



\$1 billion vote of confidence in local councils

Further Commonwealth support for local government in the Federal Budget will help deliver the targeted short-term stimulus critical to national economic recovery and growth.

Australian Local Government Association (ALGA) President David O'Loughlin commended Treasurer Josh Frydenberg's announcement of a further \$1 billion investment in the local roads and community infrastructure as a vote of confidence in local government's ability to drive local economic prosperity.

The massive boost in funding builds on the \$500 million Local Roads and Community and Road Infrastructure (LRCI) program announced in May; with councils shortly to receive advice of their allocations from the Government

He said the extra money for local infrastructure, which will be provided to local governments in the calendar year 2021, coupled with councils' ability access to the \$1.2 billion wage subsidy program for trainees and apprentices, will enable them to green-light more "shovel-ready" projects that will employ people in regions still reeling from the combined effects of natural disasters and the coronavirus pandemic.

"When Covid-19 sent us into national lockdown in March, ALGA called for fast, targeted short-term stimulus with long-term benefits – directed through council – and here it is," Mayor O'Loughlin said.

"We reiterated local government's proven track record in delivering – together with the states and the Commonwealth – significant programs such as Roads to Recovery, Bridges Renewal, Road Safety Blackspots, and drought and bushfire relief initiatives.

"We said that financing shovel-ready projects in local government areas would help ward off recession by

stimulating businesses and creating jobs across the country, delivering long-term benefits to the nation in the process."

"The local government sector is already successfully delivering the first iteration of the LRCI stimulus program, and it stands ready to do more."

Mayor O'Loughlin also welcomed recent announcements by Deputy Prime Minister Michael McCormack that added nearly \$400 million to efforts to boost regional jobs, road safety, freight productivity, communication networks, and skills development.

Councils will also have a role in NBN Co's plans to invest in extending fibre-direct connections to homes and businesses. The \$4.5 billion plan includes the creation of a \$300 million fund to co-invest with local governments to improve broadband services in the bush and beyond.

Local governments that rely heavily on domestic and international visitors, especially those outside the big cities, will also benefit from a \$50 million Regional Tourism Recovery initiative, and a new \$200 million round of the Building Better Regions Fund.

Mayor O'Loughlin thanked the Government for its support for locally led economic recovery.

"The financing of infrastructure projects in local government areas will create jobs, provide support for local businesses, and provide new hope to local communities that have done it tough for nine months or more," he said

Mayor O'Loughlin said local government leaders – fully aware of the importance of the regions in enabling national economic recovery – would get on with the job of identifying eligible projects in partnership with their communities.

Planning approval for Western Harbour Tunnel

The Western Harbour Tunnel and Warringah Freeway Upgrade has received planning approval from the NSW Government, in a major step towards delivering the third road crossing of Sydney Harbour.

Minister for Transport and Roads Andrew Constance said the mega-project includes a 6.5 kilometre tunnel, with three lanes in each direction, which will help slash travel times from North Sydney to Sydney Olympic Park by up to 20 minutes.

"The Western Harbour Tunnel will take pressure off the Sydney Harbour Bridge, Sydney Harbour Tunnel, Anzac Bridge and Western Distributor corridors to revolutionise transport capacity in and around our city," Mr Constance said.

"The new tunnel will start at the new Rozelle Interchange and head under the Harbour to the Warringah Freeway, and will integrate new and existing public transport connections.

"This city-shaping piece of infrastructure will deliver a vital boost to the NSW economy, with the tunnel and freeway upgrade, along with Beaches Link, expected to support around 15,000 full time equivalent jobs."

Minister for Planning and Public Spaces Rob Stokes said the project will transform the way people move across our harbour, with traffic volumes to be reduced on some of Sydney's busiest roads.

"Planning approval means the NSW Government can get on with delivering the first stage, which is an upgrade to one of Sydney's busiest and most complex road corridors, four kilometres of the Warringah Freeway," Mr Stokes said.

"Community feedback on the project has been valuable in helping understand and deliver positive changes to the design and plan, and we will continue to work closely with local communities as the project gets underway.

"Conditions of the project include an investigation of more footpaths and cycleways in the area and a requirement that any trees removed need to be replaced at a ratio of two-to-one."

A survey of local residents and businesses will be carried out in early 2021, to ensure the project team understands and can mitigate the impact of construction.

Following the procurement process and contract awards, construction is expected to start in the first quarter of 2021.

The community is also being reminded to have its say on the Beaches Link Environmental Impact Statement which is on public exhibition until 1 March 2021.



1300 MARKER
(1300 627 537)

linemarkingequipment.com.au

THE LINE MARKING EQUIPMENT SPECIALISTS

EQUIPMENT FOR:

• ROAD MARKING • LINE MARKING • THERMOPLASTIC • LINE REMOVAL



Singleton Bypass locked in to bust bottleneck

Construction on the Singleton Bypass is on track to start in 2023, with funding committed to finalise planning and deliver the bypass.

State Member for Upper Hunter Michael Johnsen said the bypass will involve building a new section of highway across the floodplain west of Singleton, from near Newington Lane to north of McDougalls Hill.

"With 26,000 vehicles, including more than 3,700 trucks, currently using our Singleton town centre each day, the planned bypass will reduce travel times, ease congestion and improve safety for all road users along this key corridor," Mr Johnsen said.

"I know how much this project means to locals, which is why I've been pushing to get the job done, so I'm glad we've now received the funding required to finalise planning for the Singleton Bypass."

Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development Michael McCormack said the Australian Government last month committed \$560 million to the project in the 2020–21 Budget as part of its record investment in transport infrastructure.

"This project is great news for Singleton, great news for the Hunter and markets to the north-west – it's going to reduce congestion and travel times," the Deputy Prime Minister said.

"The bypass project is expected to support more than 1,370 jobs and we will draw on local businesses and contractors because we know how important it is to keep infrastructure and jobs in the regions as we lay the economic foundations for recovery following the COVID-19 pandemic."

New South Wales Minister for Regional Transport and Roads Paul Toole said the bypass would improve traffic flow, travel times and safety through the heart of Singleton.

"We know how important this project is to the community – that's why the New South Wales Government committed \$92 million towards the project last year," Mr Toole said.

"With the Australian Government coming on board, I'm confident we can now get on and deliver the community the bypass they deserve."

Federal Member for New England Barnaby Joyce said the proposed route will bypass five sets of traffic lights and remove about 15,000 vehicles per day from the town centre.

"The proposed bypass will be designed to cater for a later upgrade to a dual carriageway where required to meet future traffic demands," Mr Joyce said.

"Just like the Toowoomba Range Crossing is important to people in St George, the Singleton Bypass is important to people in the New England."

Senator for New South Wales Perin Davey said the bypass will make a massive difference to locals, as well as the thousands of motorists who travel along the New England Highway every day, especially freight and heavy vehicles.

"This project will bring us another step closer to delivering a seamless highway for tourists and commercial vehicles, which are both so important to the local economies," Senator Davey said.

A Review of Environmental Factors (environmental impacts assessment) was released for community consultation in late 2019 with the Submissions Report handed down in August 2020.

Transport for NSW are currently finalising the concept design based upon community feedback and will keep the community informed as the project progresses.

The Australian Government has committed \$560 million towards the project on an 80:20 basis, with the NSW Government providing the remaining funding.

Always leave a safe distance



**BE AWARE
OF YOUR TRUCK**

Gunnedah's Bloomfield Street Upgrade Fit for Freight

The Gunnedah heavy vehicle bypass project is now complete with a 1.8-kilometre stretch of Bloomfield Street upgraded to support B-doubles and other higher mass limit vehicles.

Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development Michael McCormack said the Australian Government had provided \$2 million to the project under the Heavy Vehicle Safety and Productivity Program (HVSPP).

"This program invests in these types of projects across Australia because they support our truckies and the many businesses that rely on them by improving the safety and productivity of key freight routes," the Deputy Prime Minister said.

"This is part of our \$110 billion nationwide infrastructure investment program, which we continue to roll out to lay the foundations for economic recovery following the pandemic."

NSW Minister for Regional Transport and Roads Paul Toole said the \$4 million project to strengthen the road, upgrade the Boundary Road intersection and improve line markings would not only deliver safer, more efficient journeys for the freight industry, but also take trucks out of the centre of town.

"The upgraded Bloomfield Street is a vital link in the strategic freight plan for the region," Mr Toole said.

"Providing road freight with a clear route around town is a big win for the community and the agricultural, resources and manufacturing sectors that power the economy.

"Projects like this that improve freight efficiency, productivity and safety outcomes have never been more important with the regional freight task in NSW growing so fast."

Federal Member for Parkes Mark Coulton said the project was a great example of all three tiers of government working together to deliver for the local community.

"Back in 2018, the Boundary Road and Oxley Highway intersection was identified as needing an upgrade to improve safety and traffic flow," Mr Coulton said.

"I'm so glad that this upgrade has now hit the finish line, because I know how important it is to the local community. I commend Gunnedah Shire Council on its vision to facilitate safer, more productive journeys for our truck-drivers and other road users."

State Member for Tamworth Kevin Anderson said the project had created 10 jobs since construction started in 2018.

"So many locals have told me they just want to see this heavy vehicle bypass built and now that we've crossed the finish line, it's going to be a game changer for how people travel around and through Gunnedah," Mr Anderson said.

"Funded under the NSW Government's \$543 million Fixing Country Roads program, the project is helping to unlock the economic potential of regional NSW through road repair and strengthening, sealing unsealed roads and road widening in towns like Gunnedah."

Gunnedah Shire Council Director of Infrastructure Services Jeremy Bartlett said the completed project would deliver positive outcomes for multiple stakeholders immediately.

"Completion of the Bloomfield Street project has resulted in significant gains for not only our community, but anyone who uses the State road network," Mr Bartlett said.

The project was jointly funded with the Federal Government committing \$2 million, the NSW Government \$1.5 million, and Gunnedah Shire Council the remaining \$500,000.



A Minute With Our Members

with Kim Berichon



Name: Kim Berichon
Position held: Director
Nick Name: KB

Pets: Nil

Brief Work History & How you got involved in the Roadmarking Industry:

Getting involved in the linemarking industry was though another business at the time. A customer requested some Linemarking which was a small job that they wanted completed and we had committed to it without a lot of experience, so we called in some professional's and they taught us the basics. From there we got more machines and extended the scope of work we do. Now we also erect signs, install wheel stops, paint factory floors as well. Being members of the RIAA helped a lot in the early days as they provided some guidance and kept us in the loop of what is happening nationally.

Favourite TV Show: Ren and Stimpy

Favourite Movie: The Magnificent 7

Favourite Book: Principles – Ray Dalio

What Type of Car Do You Drive? Nissan Navara

Ideal Holiday: Business Trip anywhere

Favourite Sport: Cricket and AFL

Dream Job: Trading Stocks successfully

Favourite Food: Cannot beat steak eggs and chips. But I have to say Pie Chips and Gravy come in at a very close second. Also, we have introduced a National Pie Rating System among the team



A Minute With Our Members

with Peter Sweetlove



Name: Peter Sweetlove

Position held: Director

Nick Name: Golf mates use Sweety

Brief Work History & How you got involved in the Roadmarking Industry:

Worked in Road Construction and maintenance industry for many years. I was the works manager for the asset management contract for MRWA when the owners of the Company bought out the road marking subcontractor and employed me to run it. Been doing it for 12 years now.

Favourite Food: Most foods with chilli or curry

Pets: Two Dogs

Favourite TV Show: Fawlty Towers and Cheers

Favourite Movie: One flew over the Cuckoo's Nest

Favourite Book: Most of Jack Higgins novels

What Type of Car Do You Drive? Subaru Forrester changing to Ford Ranger

Ideal Holiday: Golf Trip

Favourite Sport: Golf and Rugby Union

Dream Job: Golf tour operator

New road maintenance contracts announced

Transport for NSW today announced the preferred tenderers for the Sydney Road Assets Performance (SRAP) Contracts to deliver key road maintenance and capital projects across Greater Sydney, which will drive better outcomes for customers and support local jobs.

The new Sydney Road Assets Performance (SRAP) contracts are going to Boral, Lendlease and, Tyco (ConnectSydney) in the Harbour Zone, Fulton Hogan in the River Zone and Ventia (LinkingSydney) in the Parkland Zone and Regional ITS.

Executive Director Planning & Programs for Greater Sydney, Tessa Knox-grant said the announcement is a milestone that will help deliver an integrated transport system.

“Through these new contracts, Transport for NSW is working to achieve a road maintenance solution which provides value for money and optimum service outcomes by involving the private sector and setting clear and measureable performance outcomes,” Ms Knox-grant said.

“We believe we have struck the right balance with industry to deliver the best outcomes for the community, with a stronger focus on safety, performance, sustainability and innovation.”

The contractors will be responsible for, but are not limited to:

- Maintenance of roads, bridge, culverts, slopes and traffic signals (i.e. pot holes, vegetation, graffiti removal, line marking, etc.).
- Maintenance projects such as road resurfacing, bridge painting, slope rehabilitation and culvert relining.
- Minor capital improvement works such as left turn lane extensions, traffic signals upgrades and new variable message sign installations.
- Road-related traffic incident clearance and event management.

Two of the three winning tenderers are made up of companies which are part of the consortia delivering the existing Stewardship Maintenance Contracts.

The new Sydney Road Assets Performance contracts will last for 9 years with a possible extension to 15 years.

They will begin services from July 2021, with contract mobilisation starting in January 2021

Six tenderers participated in the procurement process and nine submissions were received.

Original source article: <https://www.rms.nsw.gov.au/about/news-events/news/roads-and-maritime/2020/201210-new-road-maintenance-contracts-announced.html>



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



Thirty billion reasons to get local infrastructure right

The Australian Local Government Association (ALGA) is partnering with the Institute of Public Works Engineering Australasia (IPWEA) to address the country's \$30 billion national local government infrastructure backlog.

The two organisations will work together – and with local councils around the country – to produce the “National State of the Assets” (NSoA) report providing detailed and informed analysis of local government-owned assets.

The last NSoA report put the cost of renewing and replacing roads, bridges, stormwater drainage, water supply, waste-water treatment plants, parks, and buildings classified as being in poor and very poor condition at \$30 billion and continuing to grow as governments seek productivity and safety improvements.

“Renewing creaky timber bridges, rutted tracks, corrugations, road pavements so thin you can see the rocks through them, ticking rust-bombs hidden in underground pipes, cracked buildings and access ramps so steep only a four wheel drive can manage them – they all constitute job-ready projects to improve local communities,” ALGA President David O’Loughlin said today.

“Local councils own 75 percent of the nation’s road length, and 33 percent of the nation’s non-financial assets. It’s a near-impossible task to maintain when we only collect around 3.6 percent of the nation’s taxes.”

ALGA established its National State of the Assets project in 2012 to improve the performance and management of the \$345 billion of infrastructure owned and operated by Australia’s 537 councils. The first NSoA report was published in 2013.

“We’re pleased to have IPWEA as a partner in our ongoing efforts to assess our roads, bridges, and other community infrastructure and to ensure they are fit for purpose and our limited funds are targeted as efficiently as possible,” Mayor O’Loughlin said.

IPWEA President Rita Excell said: “We are delighted to be working with ALGA on the State of the Assets project.

“Information from the assessments will drive more informed discussions on infrastructure investments, and that will not only deliver efficiencies but, ultimately, better infrastructure for communities around Australia.”

The 2018 NSoA Report, based on the responses of more than 400 councils, found that 63 percent of infrastructure assets was rated as being in good condition, while 9 percent was rated as poor. The remaining 28 percent was rated as fair.

The report stated that local government was at the beginning of a period of renewing infrastructure built during the 1960s and 1970s, when cities were expanding rapidly.

While there had been a steady increase in spending since 2005, the report said the proportion of infrastructure rated as being in a good condition was falling, indicating that a major renewal phase would be required over the next two decades.

“A significant and growing amount of our infrastructure inventory is nearing the end of its lifecycle,” Mayor O’Loughlin said.

“So, it’s essential to collate the very best facts and analysis to guide spending our scarce dollars and hard-won federal government funding.

“ALGA’s partnership with IPWEA on the National State of the Assets project will help drive this undertaking,” Mayor O’Loughlin said.

“We also hope the ALGA-IPWEA partnership encourages more councils get involved in the next NSoA report. The more data we have on the state of our infrastructure, the more compelling is our case for renewal or replacement.”

Original source: <https://alga.asn.au/thirty-billion-reasons-to-get-local-infrastructure-right/>

Victoria: \$3 billion to build better roads and create local jobs

Major congestion-busting upgrades to four of Melbourne's busiest suburban thoroughfares will be kick-started early in the new year as part of a new approach to delivering vital road projects.

Early works will begin from January with local contractors delivering the projects at:

- Childs Road, Mill Park. Contractor - Ace Infrastructure.
- Fitzsimons Lane, Eltham and Templestowe. Contractor - BMD Constructions.
- Hallam North Road and Heatherton Road, Endeavour Hills. Contractor - Symal Infrastructure.
- Lathams Road, Seaford and Carrum Downs. Contractor - Winslow Infrastructure.

As part of a new partnership approach to road building contracts, a 20-strong panel of prequalified contractors has been established to deliver these first projects as well as a \$3 billion pipeline of future vital road upgrades.

This will see these major upgrades move from paper to pavement sooner and easier - creating more jobs now and delivering the industry greater certainty into the future.

More projects will go into construction next year, with detailed planning currently underway for upgrades to:

- Craigieburn Road, Craigieburn
- Pound Road West and Frankston-Dandenong Road Bridge, Dandenong South
- Golf Links Road, Langwarrin South.

Upgrades to follow, as well as a series of other bridge rehabilitation projects are:

- Sunbury Road, Sunbury
- Bridge Inn Road, Doreen
- Healesville-Koo Wee Rup, Pakenham
- Narre Warren-Cranbourne Road, Cranbourne
- Epping Road, Epping.

This new partnership approach will also be used to fast-track other vital projects, including:

- Narre Warren North Road, Narre Warren North
- South Road, Bentleigh
- Barwon Heads Road, Geelong
- Princes Highway East, Flynn and Kilmany.

These projects will mean more than 4,500 direct Victorian jobs and will support a further 11,000 jobs within the Victorian economy in industries such as manufacturing, freight and tourism.

Future road upgrades will be progressively awarded to pre-qualified contractors using the new model, with projects awarded based on the contractor's capability, capacity, past performance and ability to deliver value-for-money solutions.

Pushing the boundaries of traffic paint



With highly visible, long-lasting road stripes and markings that can withstand punishing weather and traffic conditions, Dow's patented FASTRACK™ technology allows to formulate reflective pavement markings that meet the toughest performance requirements - while reducing emissions for a smaller environmental footprint.

Since 1990, FASTRACK™ technology has dramatically reduced volatile organic compound (VOC) emissions by driving a mainstream shift from solvent-borne to waterborne traffic paint. This fast-drying waterborne binder provides a durable acrylic backbone for road-marking paints, with patented Quick-Dry chemistry that enables accelerated return-to-service times.

- Superior environmental impact - as measured by life-cycle analysis, compared to other pavement marking technologies.
- Enhanced retention of glass beads and greater flexibility - for extended retro reflectivity and improved night-time visibility.
- Fast-drying properties - with fast-dry-to-no-pickup and resistance to early rain showers under a wide range of climatic conditions.
- Improved wear properties - over various bituminous and concrete road surfaces.

Produced in Geelong, Victoria, FASTRACK™ Technology powers the water based line marking industry in Australia and New Zealand.

Make sure your water based road marking paint contains FASTRACK™ Technology from Dow.

Opportunity for increased participation by councils in recovery planning

Victoria's recovery, following the COVID-19 pandemic, will be the top priority of the Municipal Association of Victoria's newly appointed interim President, Cr Josh Gilligan.

The MAV Board elected Cr Josh Gilligan, representing Wyndham City Council, to the position vacated by the former President, Boroondara's Cr Coral Ross, who retired at the recent local government elections on Friday.

Cr Josh Gilligan was first elected to Wyndham City Council in 2016, where he served as Mayor for the 2019/2020 term. At 26 years of age Cr Gilligan was the youngest person to be elected Mayor in Wyndham's history. Cr Gilligan has served as a board member of the Municipal Association of Victoria (MAV) since 2017, representing six councils in Melbourne's West.

Cr Gilligan thanked Cr Ross for her leadership during her two years as MAV Board President, especially during the COVID-19 pandemic, and her contribution to local government over 18 years as a councillor.

"It is an honour to be elected as the Interim President by my fellow Board members," Cr Gilligan said.

"It goes without saying that this year has provided many challenges, and the year ahead provides opportunities for all levels of government to come together to support the community and businesses as they move forward."

Cr Gilligan continued to say they were proud of the work of councils across Victoria, who have adapted and innovated service delivery models in response to the pandemic.

"Councils have shown their commitment to helping communities stay connected and supported, recognising the likely economic impacts of the pandemic on businesses and households," Cr Gilligan said.

"In fact, they have led the way in offering fee waivers, refunds and reductions, relaxing enforcement of infringements, reducing or waiving rent for council

facility tenants, and promoting financial hardship policies."

Cr Gilligan added that councils have also announced multi-million-dollar support packages for local businesses and implemented a range of practical support measures including facilitation of online training and networking opportunities and development of "shop / support local" campaigns.

"Efforts to streamline regulatory activities and fast-track approval processes, including the activation of street frontages and parklets for outdoor dining, have been well-received by the business community," Cr Gilligan said

"It has been especially heartening to see the development of campaigns and platforms to share stories of positivity, resilience, community spirit and kindness, councils remain committed to working with and looking after our communities.

"However, like many businesses and organisations, Victorian councils have suffered sizeable loss of revenue through the mandated closure of facilities."

Cr Gilligan explained the Victorian local government sector is anticipating sustained financial challenges ahead as their residents and businesses seek to recover from the pandemic.

"The State Government's Budget announcement on Tuesday is a significant opportunity for closer collaboration and coordination between the State Government and Victoria's councils as we recover from the impact of COVID-19," Cr Gilligan said.

"The Working for Victoria program is an example of positive engagement between the State Government and councils.

"We believe there is also opportunity for increased participation by councils in recovery planning to ensure better outcomes for communities and local businesses. This will be especially important in tackling the projected increases in the number of vulnerable and at-risk community members over coming years.

<https://www.mav.asn.au/news/opportunity-for-increased-participation-by-councils-in-recovery-planning>

First Cross River Rail tunnel boring machine launched

The first of two Tunnel Boring Machines (TBMs) to work on the Cross River Rail project has been launched under the Woolloongabba site station cavern.

The machine has been named Else after trailblazing female engineer Else Shephard AM and will soon begin tunnelling.

Else is expected to cut through 20 to 30 metres of hard rock every day before emerging at the project's northern portal at Normanby towards the end of the year.

This achievement marks the beginning of Cross River Rail's year of tunnelling in 2021. It was marked by a traditional indigenous blessing ceremony to wish TBM Else and the tunnellers safe passage as they make their way underground.

TBM Merle, the second machine to be launched will follow Else shortly, to ensure all the twin tunnels are complete by the end of 2021.

Each machine will carve out one of the Cross River Rail's 5.9 kilometre twin tunnels, passing underneath the CBD and Brisbane River. The machines will also install 25,000 concrete segments along the tunnel walls as they go.

Up to 15 people will work on these machines at any one time.

From Woolloongabba, the TBMs will tunnel under the river and break through to Albert Street station at a depth of 31 metres in mid-2021 and continue to Roma Street before emerging at the project's northern portal at Normanby.

At their deepest point the TBMs will reach 58 metres below the surface at Kangaroo Point and they will create a tunnel 42 metres below the Brisbane River.

Original Source article: <https://www.roadsonline.com.au/first-cross-river-rail-tunnel-boring-machine-launched/>



Still image from Cross River Rail's virtual tour of the Tunnel Boring Machines video.

Infrastructure Budget Welcome but Delivery of Projects Critical to Stimulus Success

Original source: <https://www.civilcontractors.com/wp-content/uploads/2020/10/7-10-20-Infrastructure-Budget-Welcome-But-Delivery-of-Projects-Critical-to-Stimulus-Success>

Australia's peak voice for the civil infrastructure sector, the Civil Contractors Federation National, has welcomed the Federal Government's infrastructure investment package announced in the 2020-2021 Federal Budget and has called on governments to work with industry to roll out the funds in fast and effective manner.

"CCF welcomes the \$7.5 billion worth of new infrastructure investment, taking the total Federal Government commitment to \$14 billion since the outbreak of COVID-19. This is in addition to the existing \$100 billion rolling 10- year infrastructure investment pipeline," said Chris Melham, Civil Contractors Federation National Chief Executive Officer.

"I would like to thank the Deputy Prime Minister, the Hon Michael McCormack MP and the Minister for Population Cities and Urban Infrastructure, the Hon Alan Tudge MP, for their constructive dialogue

with CCF over many months leading up to the Budget and acknowledge their recognition of the important role the civil infrastructure sector can play in contributing to Australia's economic recovery as evidenced in tonight's budget," Mr Melham said.

"This investment reflects the significant productive capacity of the civil infrastructure sector, and its readiness to generate additional jobs as outlined in the CCF's 2020-2021 Federal Government pre-budget submission. CCF has long argued for significant and sustained civil infrastructure investment to support Australia's economic recovery efforts and the budget announcements reflect CCF's policy," Melham said.

Mr Melham also welcomed the Federal Governments 'Use it or lose it' message to the States and Territories but he said it needs to go further by requiring 'shovel ready' infrastructure funds to be spent in a transparent manner

across urban, regional, rural, and remote Australia – and not to be used for 'pork barreling' in the lead up to respective State elections. "In addition, Federal, State and Territory government procurement policy must be more balanced by encouraging and maximizing greater participation of Tier 2 and Tier 3 head contractors, and I look forward to the Federal Government adopting this policy and its application to the release of infrastructure funds to State and Territory procurement agencies," he said.

"While the Government has made it quite clear that it is targeting 'shovel-ready' projects across all States and Territories, creating opportunities for parties to work more collaboratively is the key to contracts being awarded earlier and to identify and manage risks," he said. 380



Insuregroup are specialists in insurance advice for the earthmoving, transport and civil construction industries. If plant, machinery or trucks are integral to your operations, we've got you covered.

No matter the complexity of your operations we can provide advice for even the most hazardous activities such as cranes, dry hire, mine site work and large fleets of trucks or heavy plant and equipment.

We aim to develop lasting business relationships based on personalised service and trusted expert advice.

hello@insuregroup.com.au

Ph: 1 300 983 940

SMS: 0428 089 171

RIAA recommended insurer



State Budget a golden opportunity to drive a locally led economic recovery

Original source article: https://lgnsw.org.au/Public/Public/News/Articles/2020-media-releases/1111_locally-led_economic_recovery.aspx

The upcoming NSW Budget needs to invest big in local infrastructure and services to spearhead a locally led economic recovery, Local Government NSW (LGNSW) said today.

LGNSW President Linda Scott said the peak body's Budget submission called for a cash injection into grassroots infrastructure, such as roads, cycleways and footpaths, water security and waste management facilities to bring needed improvements, economic activity and create local jobs.

"Councils are grateful for the financial support the NSW Government has delivered to help communities recover from a devastating year of drought, bushfires, floods and COVID-19," Cr Scott said.

"The November 17 State Budget is an opportunity for the NSW Government to double down and put NSW on this winning strategy and put our State in the vanguard of economic recovery.

"Councils have a proven track record of getting the most out of taxpayers' dollars; through local services, infrastructure, environmental management and the plethora of work they do for their communities.

"That's why councils are best placed to drive an effective locally led economic recovery."

Cr Scott said the biggest ticket budget request from local government related to funds for the construction and maintenance of roads, footpaths and cycleways.

"That's not surprising since local government is responsible for 90 per cent of these vital and expensive public assets," she said.

"But this category of local infrastructure is far from the only area of investment in which State and local government can work in partnership.

"Investment in water, public spaces, affordable housing and waste and recycling management are all innovative ways to generate jobs, support businesses

and simultaneously deliver public good.

"Funding for pressing social priorities in the areas of physical and mental health, drug rehabilitation, Aboriginal incarceration, childcare, and in arts and community services delivers similar benefits, while helping to prevent future remedial expenditure."

Other key LGNSW State Budget funding recommendations include:

- a further \$250 million or a second round of the NSW Public Spaces Legacy Program – a proven program delivering local improvements and employment;
- Reinvestment of the \$800 million Waste Levy into an overhaul of recycling and waste management, to address critical waste export deadlines and diminishing landfill while creating new industries and jobs;
- an additional \$1 billion for the Safe and Secure Water Program to pay for badly needed upgrades to council-run regional water infrastructure, as backed by the NSW Auditor General; and
- \$2 billion for 5000 additional social housing units, supporting an estimated 18,000 jobs.

"With the economy threatening to slip deeper into recession, it is critical that all spheres of government work together to rebuild the economy," Cr Scott said.

"Councils punch above their weight in providing quality, cost-effective services and infrastructure and the best way to drive economic recovery is for the NSW Government to work with councils in delivering the range of projects and programs we've outlined in our State Budget submission."

Road safety funding flows to Queensland

Original source: <https://www.miragenews.com/road-safety-funding-flows-to-queensland/>

New road safety upgrades and jobs will be delivered right across Queensland with the Australian and Queensland Governments unlocking close to \$300 million in additional funding.

The Australian Government announced today it has approved \$225 million for Queensland under tranche one of the \$2 billion Road Safety Program, joining a further \$64.6 million to be provided by the Queensland Government.

Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development Michael McCormack said the additional works are required to begin and finish by 30 June 2021, improving safety and supporting around 950 jobs in Queensland.

"This funding will deliver key lifesaving improvements such as shoulder sealing, rumble strips to alert drivers they are moving out of their lane, median treatments to prevent head-on collisions and barriers to prevent run-off-road crashes and protect against roadside hazards," the Deputy Prime Minister said.

"Of this \$289.6 million, \$267.4 million has been earmarked for regional Queensland demonstrating the substantial focus we are placing on our regional communities.

"Road safety is everyone's responsibility and the Australian Government is playing our part by investing heavily in road safety upgrades across Queensland.

"This is all about getting Queenslanders home sooner and safer whilst we also create more jobs during this difficult economic time.

"Communities such as Rockhampton will benefit through projects such as upgrading intersections and roadside widening on the Bruce Highway at Nielsen Avenue and projects to improve safety for vulnerable road users on various sections of the Bruce Highway.

"These build on major existing investments such as the \$158 million Rockhampton Northern Access Upgrade, which will increase safety and reduce travel times by increasing the capacity on the Bruce Highway to four lanes."

Transport and Main Roads Minister Mark Ryan said the joint funding announcement would see another 87 projects across Queensland started and completed

within the next six months, creating close to 1,000 jobs and safer roads for families, businesses and industry.

"It means just over a year, the Queensland and Australian governments have delivered more than \$5 billion in stimulus to build roads and create jobs as part the state's economic recovery plan," Mr Ryan said.

"Last year was one of the worst when it comes to number lives lost on our roads – so to be able make our roads safer sooner while also supporting employment in our regional communities is a great outcome as we enter the new year.

"These projects will add to the record \$26.9 billion in roads and transport projects being delivered by the Queensland Government over the next four years, and our real jointly-funded \$12.6 billion Bruce Highway plan."

Assistant Minister for Road Safety and Freight Transport Scott Buchholz said road safety was a key priority for the Australian Government and this investment in road upgrades would provide a boost to the economy while ensuring Australians can get home sooner and safer.

"Making our roads safer is a critical component of our work to reduce deaths and serious injuries on our roads and move towards achieving Vision Zero – or no deaths or serious injuries on our roads," Mr Buchholz said.

"Projects are already underway through the \$500 million Targeted Road Safety COVID-19 stimulus package and this additional funding complements that work, resulting in an even greater roll-out of improved infrastructure and roads right across the nation.

"Queensland unfortunately saw a 26 per cent increase in road deaths in 2020, despite the falls in traffic due to the pandemic.

"We know we must do better – and this funding is part of our Government's unwavering commitment to doing our bit to get all Queenslanders home sooner and safer."

Queensland Assistant Regional Roads Minister Bruce Saunders said the list of projects would see intersections with a high crash history made safer, roads widened and more dirt roads sealed.



"These types of projects play an important part in supporting our industries right across Queensland, in particular those industries that rely on our regional roads to transport goods," Mr Saunders said.

"They build on major projects already being delivered like the \$480 million Bruce Highway upgrade south of Cairns, the \$1 billion Gympie Bypass and \$514.3 million Bruce upgrade south of Townsville.

"The works will give new opportunities for businesses as we continue to recover from COVID-19 and spark more jobs in industries like construction, traffic management and engineering."

Federal Member for Capricornia Michelle Landry said she was pleased to see a number of vital projects in Central Queensland – both small and large – would benefit from the Federal Government's funding for road safety projects.

"All of the works undertaken will mean better and safer roads, including improving lighting and widening busy roads to ease traffic congestion and hazards," Ms Landry said.

"Rockhampton is the gateway to northern Australia, and we are committed to investing much-needed funds in ensuring the safety of our roads."

Queensland Member for Rockhampton Barry O'Rourke welcomed the joint funding, with a number of projects to be delivered in Central Queensland, including

upgrades to the Capricorn Highway and Bruce Highway.

"Our community has already been reaping the benefits of major upgrades like the \$75 million Capricorn Highway duplication and Rockhampton Northern Access upgrade, plus a pipeline of future projects like the \$1 billion Rocky Ring Road," Mr O'Rourke said.

"With billions of dollars being injected into Queensland's economy thanks to local businesses and industry, making our supply chains continue to see sustained and additional investment is a welcome outcome for jobs and for the thousands of families who live here."

The Australian Government's funding for the Road Safety Program will deliver lifesaving measures on regional roads and to protect vulnerable road users across the Queensland while also supporting local jobs and providing a welcome boost to local economies.

The funding is subject to "use it or lose it" provisions which require States and Territories to use their notionally allocated funds within a timeframe, or those funds can be reallocated to projects in other jurisdictions. The program will be delivered in three, six-month tranches.

In total, the Australian Government has approved up to \$225 million and the Queensland Government a further \$64.6 million to fund the state-wide upgrades.

Infrastructure Australia releases new priorities to lead COVID-19 recovery

Original source: <https://www.roadsonline.com.au/infrastructure-australia-releases-new-priorities-to-lead-covid-19-recovery/>



Romilly Madew,
Infrastructure Australia CEO

Infrastructure Australia has released an updated edition of the 2020 Infrastructure Priority List, with projects worth more than \$64 billion.

The updated list presents 155 infrastructure proposals of national significance, expected to create jobs and boost the economy.

Infrastructure Australia CEO, Romilly Madew, said the list was updated to highlight a number of new proposals and showcase the extended pipeline of investment.

“Australia is planning its recovery from a rolling series of crises: drought, flood, the bushfires and now COVID-19. As we look forward, the focus is on delivery and as the nation’s infrastructure advisory body, we are continuing to improve our ability to move quickly to identify investments that will improve productivity,” Madew said.

She said this is about expanding the pipeline, keeping the economy growing, helping to create jobs and attract investment.

“The Priority List is a critical tool in recovery, as it directs investment to the infrastructure projects that will kick-start economic growth and have the greatest returns for all Australians.”

It is the first time the body has released its Priority List mid-year, in order to show the most recent priority proposals at a time where infrastructure investment is needed quickly.

The updated Priority List includes five new projects, two new High Priority Initiatives and five new Priority Initiatives.

The M12 Motorway in Sydney is listed as a High Priority Project. Queensland regional road network safety improvements and the Brisbane northern suburbs corridor capacity, are identified as High Priority Initiatives.

Other Priority Initiatives are:

- Browns Plains to South East Busway public transport connectivity, QLD
- Queensland inland freight route capacity and safety, QLD
- Browns Plains to Beaudesert road capacity and safety, QLD
- Mooloolah River Interchange capacity and safety, QLD
- Australian Institute of Sport modernisation (AIS submission), ACT

The Priority Projects are:

- More Trains, More Services Stage 2, NSW
- Port Botany Rail Line Duplication & Cabramatta Passing Loop (ARTC submission), NSW
- METRONET: Morley–Ellenbrook Line Project, WA
- METRONET: High Capacity Signalling Project, WA



**AT MAIN ROADS
WE CARE ABOUT
YOUR JOURNEY
ON OUR ROADS,
WITH OUR
PRIMARY FOCUS
ALWAYS BEING
SAFETY AND
KEEPING WA
MOVING**



Infrastructure Australia are assessing projects for the next formal edition of the Infrastructure Priority List which will be released in February 2021.

“We are continuing to assess a record number of projects and we’re encouraging jurisdictions to identify the infrastructure that will best lead a COVID recovery,” Madew said.

In addition to Infrastructure Australia actively supporting harmonisation and streamlining of infrastructure approval processes, Madew reaffirmed the critical role the Priority List plays in business case assessment.

“As more projects are accelerated, the Priority List will help support decision-making about Australia’s spending priorities by ensuring business cases for large projects include rigorous planning, evidenced based problem definition, options analysis and independent assessment.”



mainroads
WESTERN AUSTRALIA

*We're working for
Western Australia.*

www.mainroads.wa.gov.au





Cleaner, stronger, harder: New tech improves sustainable concrete

Researchers from RMIT have developed a new technology to manufacture concrete made from recycled materials that is stronger and more durable than the traditional product.

Recycled concrete aggregates made with everything from coffee cups to building rubble offer huge environmental benefits, from reducing landfill and CO2 emissions, to saving natural resources and boosting the circular economy.

Despite ongoing improvements however, challenges with matching the strength and durability of traditional concrete have hindered the practical application of these sustainable alternatives.

Now researchers from RMIT have developed a new method for casting prefabricated concrete products made with rubber tyres and construction and demolition waste that are up to 35% stronger than traditional concrete.

Professor Yufei Wu from the School of Engineering led the development of the Rubberized Concrete Processing Technology (RCP-Tech) and said it offered an efficient and inexpensive solution.

“This technology can be used to significantly improve the strength, hardness and durability of any type of concrete material, such as rubber concrete, recycled aggregate concrete, and even ordinary concrete,” he said.

The method involves combining a mix of coarse and fine aggregates with rubber tyre waste, cement and water which is then compressed to its minimum volume using pressure in a customised mould.

“By enhancing the properties of the recycled waste without the use of any additional materials, we have developed a feasible and practical solution that addresses the performance issues affiliated with waste recycling in concrete,” Wu said.

Rubber from waste tyres is the cause of significant health, environmental and land fill problems worldwide owing to its chemical, flammable and non-decomposable nature.

From 2015-16 Australia generated around 450,000 tonnes of waste rubber, 63% of which was sent to stockpiles or landfills and Victoria alone produces the equivalent volume of the Eureka Tower every four years.

PhD researcher and RCP-Tech co-creator, Syed Kazmi, said the team was now looking to partner with the precast concrete industry to manufacture and test prototypes of products like blocks and roadside barriers, wall panels, beams and slabs.

“The technology can be easily applied in the precast concrete industry and requires very little change to existing manufacturing processes with the addition of just one extra step in the final stage of production,” he said.

Kazmi and fellow PhD researcher Muhammad Munir presented the technology at the City of Melbourne Open Innovation Competition 2020 where they were finalists. They were also awarded the RMIT LaunchHUB prize for their work.

The findings, Application of waste tire rubber and recycled aggregates in concrete products: A new compression casting approach are published in the journal Resources, Conservation and Recycling (DOI:10.1016/j.resconrec.2020.105353).

Original source: Medianet Grace Taylor (RMIT)



Beams lifted into place

Original sources:
<https://roadprojects.vic.gov.au/news/beams-lifted-into-place-for-the-first-Mordialloc-Freeway-bridge>
<https://roadprojects.vic.gov.au/news/one-year-of-construction-mordialloc-freeway>

The Mordialloc Freeway has marked an important milestone, with the first twelve bridge beams lifted into place for the bridge over Old Dandenong Road in Dingley Village.

Made locally in Melton, these were the first of 252 bridge beams required for the six freeway bridges that will span Old Dandenong Road, Centre Dandenong Road, Lower Dandenong Road, Governor Road, Bowen Parkway and Springvale Road. The remaining bridges will be built between now and September 2021.

Work to complete the bridge over Old Dandenong Road will continue over the coming months, including building a concrete deck and the road surface on top of the beams, installing safety barriers and lighting, laying asphalt and line marking.

Old Dandenong Road will remain closed until Monday 23 November between Boundary and Tootal Roads to build the new road surface, install drainage and kerbs, and start work on the new shared walking and cycling path.

The intersection of Woodlands Drive and Lower Dandenong Road is also closed until Wednesday 2 December while our crews build the new freeway interchange.



Retaining walls for the bridge being built at Old Dandenong Road.

Over the past year, Major Projects Victoria has worked more than 650,000 construction hours, laid almost 3 million tonnes of earth and relocated over 74km of utilities along the Freeway.

At Braeside Park, structure for the pedestrian underpass that will maintain the important connection between Braeside Park and the Woodlands Industrial Estate has been completed.



Pedestrian Underpass at Braeside Park

In addition to new freeway interchanges, works have started to widen local roads to build new lanes and allow space for entry and exit ramps. Locals travelling on Centre Dandenong and Governor roads may have noticed that they are already driving on some of these new lanes.



Works to move utilities and build the bridge foundations at Governor Road

Sustainable work methods have been used. To date, the project has used more than 13 million litres of recycled water, laid more than 5,800 tonnes of recycled asphalt, and installed over 2km worth of recycled-material pipes to build our drainage.



Piling works for the twin bridges at Waterways

As works to complete the freeway continue in 2021, you'll also see other key parts of the project take shape such as the noise walls, the new pedestrian and cycling path along the full length of the freeway, and the landscaping works that will see over a million new plants, shrubs and trees planted. The Mordialloc Freeway is expected to be completed in late 2021.

Slope rehabilitation works for Captain Cook Highway

Slope rehabilitation works are about to start on the Captain Cook Highway at Yule Point.

Transport and Main Roads Regional Director (North Queensland) Sanjay Ram said the works would improve safety by addressing embankment erosion and reducing the risk of loose rocks falling onto the road.

"This rehabilitation project will be carried out by Geovert as part of Transport and Main Roads' (TMR) Maintenance, Preservation and Environment program," Mr Ram said.

"The project will involve removing large rocks and stabilising the

roadside by installing wire rope net and mesh. "The works will start from Monday, 30 November, and take up to about 10 weeks to complete, weather permitting.

"Crews will be on site between 6am and 6pm, with a single lane operating under traffic controller coordination starting from 9am.

"Several intermittent, full road closures will be required to carry out scaling, cleaning and large rock removal.

"Motorists should expect delays of up to 20 minutes during this time and plan their journey accordingly.

"Variable message signs will be in place on the approaches to remind motorists about the changed traffic conditions.

"We understand the importance of maintaining access along the Captain Cook Highway and minimising traffic disruptions as much as possible.

"We will monitor queueing lengths during the works and allow traffic through as soon as it is safe."

For up-to-date information about road works and conditions across the state, call 13 19 40, visit www.QLDTraffic.qld.gov.au or download the app.

Original source: TMR Media at <https://www.tmr.qld.gov.au/About-us/News-and-media/Media-statements>

ULTIMATE MEDIUM LINE MARKER

Ultimate Technical Solutions **U.T.S.**

BASIC SPECIFICATIONS:

1. 300L approx. paint tank capacity.
2. 300 kg. approx. bead tank capacity.
3. Graco 222-900 Severe Duty Airless Paint Pump
4. Graco 206-513 fixed guns - standard
5. Borum bead guns with flat adjustable spoons and atomizing air
6. Stainless steel paint tank - one full side removable for cleaning.
7. 185 x 14" light truck tyres all round.
8. Automotive style variable power steering - excellent "steering feel"
9. Steering lock of 40 degrees both sides of centre - great turning circle.
10. Excellent stability when product low - front mounted engine
11. Yanmar 4TNV88 / 2.2L / 47HP, 4 cyl. diesel engine.
12. Excellent accessibility for daily checks, servicing & maintenance.
13. 16CFM air compressor for rapid air supply.
14. Large capacity air tanks.
15. Electric switch for forward N reverse - drive it like an automatic car.

OR - BUILD TO YOUR SPECS!



UTS - ULTIMATE TECHNICAL SOLUTIONS

Contact Peter Serle: 0408 033 254 or peter.serle@bigpond.com



High definition map collaboration essential to automated vehicle success

The Queensland Government's contribution to high definition (HD) map development, essential for automated vehicle rollout, has been identified through a new report - Map Creation, Monitoring and Maintenance for Automated Driving.

A Transport and Main Roads (TMR), Queensland University of Technology (QUT), iMOVE Cooperative

Research Centre (iMOVE) and Royal Automobile Club of Queensland (RACQ) partnership has been investigating the government's role in creating, monitoring and maintaining HD maps to deliver accurate, realtime information to help safely guide automated vehicles to their destination.

Transport and Main Roads Director-General Neil Scales said this important research was key to building the foundations for a safe and successful future for automated vehicles in Queensland.

"The Queensland Government is committed to the future of automated vehicles and this review has given us a better understanding of the role we play in managing the technologies associated with it," Mr Scales said.

"We want to eliminate serious trauma on Queensland roads, automated vehicles will play a significant role in achieving this vision."

The QUT team, led by Professor Michael Milford, carried out an

in-depth literature review from jurisdictions around the world to inform the scope of further study. Professor Milford said most automated vehicles required purpose-built HD maps to operate safely.

"The technology may also enhance the capabilities of vehicles with more limited autonomy, including those already in use on Australian roads," Professor Milford said.

"Our review found major differences in how countries were approaching the issue of HD maps.

"We found that, unlike core autonomous vehicle technology driven primarily by tech companies, governments could and have been more involved in the discussion of how HD maps are created, used and maintained, especially in continents like Europe.

"This is exciting from a technology standpoint because there's still the possibility of further home-grown HD mapping developments in a collaboration between government, private industry and the research sector."

RACQ Head of Public Policy Rebecca Michael said while autonomous vehicles had the potential to improve road safety and alleviate transport disadvantage, Queensland's unique driving environment posed several challenges which could affect an autonomous vehicle's ability to navigate safely.

"HD maps will play an important role in overcoming these challenges. This report is a critical first step in understanding how purpose-built maps can be developed, monitored and maintained to support the roll out of autonomous vehicles in Queensland," Dr Michael said.

The interaction between automated vehicles and road infrastructure has been the subject of an ongoing TMR investigation.

In 2019, TMR, QUT and iMOVE initiated a study in which researchers took an electric car fitted with high-tech sensors, Artificial Intelligence (AI) and computers on a three-month, 1200km Queensland road trip.

The road trip assessed Queensland's road infrastructure in preparation for the introduction of automated vehicles in report, How Automated Vehicles Will Interact with Road Infrastructure Now and in the Future.

Published in January 2020, the road trip report identified the use and availability of HD maps as a critical enabler for significantly improved performance of automated vehicles.

For more information on Transport and Main Roads' automated vehicle project, visit www.qld.gov.au

Funding program to deliver rest area upgrades for heavy vehicle drivers in regional WA

The Western Australian State Government is working with transport industry to identify priority works in regional WA. There is a proposed initial package of works to target 17 locations at a cost of \$14 million, with a major focus on upgrading rest areas for heavy vehicle drivers. The works are to commence from June 2021 subject to approval by Commonwealth Government

The State Government is working with the transport industry to identify and prioritise upgrades to rest area facilities in regional Western Australia, as well as minor roads upgrades.

The program of improvements was determined by a working group involving Main Roads WA and peak industry bodies including the Transport Workers' Union, the Western Roads Federation and the Livestock and Rural Transport Association of WA.

Key works identified include:

Provision of ablution facilities at ten locations on key freight routes, near Bunbury, Northam, Port Hedland, Northampton, Exmouth, Wubin and Marble Bar (more than \$2 million);

Expansion of the Newman road train assembly area and new ablution facilities (\$6 million);

Sealing of existing gravel parking near Auski roadhouse (\$3.2 million);

Sealing and extension of parking at Leonora and provision of toilet facilities (\$1.5 million); and

Sealing of an existing parking area near Karijini to separate heavy and light vehicles (\$950,000).

The group will continue identifying projects on key regional routes that would benefit from the program, which is jointly funded by the Federal and State Governments.

Transport Minister Rita Saffioti said "Freight drivers provide an essential

service and we need to ensure we have the amenities and facilities available in regional WA these workers deserve.

"I commend the efforts of the working group and the contributions from key industry organisations, and am looking forward to working with the industry group and Commonwealth Government on delivering these upgrades.

"In addition to identifying further rest area improvements, the working group will continue look at opportunities to involve local government and private companies to help broaden the benefits of this funding initiative as well as better use of technology to assist in the management and utilisation of these rest area facilities."

Original source: <https://www.mediastatements.wa.gov.au/Pages/McGowan/2021/02/Funding-program-to-deliver-rest-area-upgrades-for-heavy-vehicle-drivers-in-regional-WA.aspx>

McGowan Government secures unprecedented funding for regional roads safety

The McGowan Government has secured a record amount of funding for regional road safety, with \$455 million now allocated to the Regional Road Safety Program.

An additional \$71 million was allocated through the Mid-year Review today building on top of a Commonwealth contribution of \$284 million announced in the Federal Budget.

Part of the Regional Road Safety Program, an initial \$100 million partnership was established earlier this year to upgrade 1,400 kilometres of regional roads across Western Australia.

Building on the success of this first tranche of treatments, an additional \$355 million has been allocated to further roll out these life-saving treatments with up to 7,000 kilometres of regional roads to be treated in total, while also supporting local jobs and providing a welcome boost to local economies.

The lifesaving treatments, expected to be rolled out by mid-2022, include sealing existing unsealed road shoulders and installing audible lines to warn drivers who veer out of their lane.

These treatments have been shown to reduce the number of single vehicle 'run off road' crashes and modelling indicates the potential to reduce road trauma by up to 60 per cent.

"We now have \$455 million allocated to upgrading regional roads all across our State over the next two years" said Transport Minister Rita Saffioti.

"These works will reduce crashes, while also providing a much needed boost to local economies and supporting local jobs.

"Up to 7,000 kilometres of regional roads will now be given these much needed treatments with works to be completed by mid-2022.

“Our Government was instrumental in getting this program on the national agenda and I want to thank the Commonwealth Government for their contribution.”

Road Safety Minister Michelle Roberts said:
“Experience has shown the installation of audible edge lines and sealed shoulders can reduce road trauma by up to 60 per cent.

“For many years now the principal funding for these safety treatments has come from the Road Trauma Trust Account.

“I welcome the Commonwealth’s involvement in this and the substantial boost to funding that has been provided.

“It will substantially reduce the risk on our regional roads and also provide local jobs.

“Another thing that experience has shown is that these holiday times are the most dangerous times on our roads and so I ask everyone to take extra care at this time.”

Original source: <https://www.mediastatements.wa.gov.au/Pages/McGowan/2020/12/McGowan-Government-secures-unprecedented-funding-for-regional-roads-safety.aspx>

Biggest ever South-West road project now underway, unlocking thousands of local jobs

Work on the biggest South-West road infrastructure project, the Bunbury Outer Ring Road, kicked off today, unlocking thousands of local jobs and economic benefits for the Greater Bunbury region.

The South West Gateway Alliance, comprising Acciona, NRW Contracting, MACA Civil, AECOM and Aurecon, together with Main Roads, will build the 27-kilometre, four-lane, high-standard road from Forrest Highway near Australind to the Bussell Highway, south of Bunbury.

Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development Michael McCormack said once complete, the project would improve freight capacity, efficiency and productivity across the region.

“Well-planned infrastructure projects such as the Bunbury Outer Ring Road are vital for the Bunbury area,” the Deputy Prime Minister said.

“The project has been planned for a number of years, recognising the significance of delivering vital infrastructure to provide a safer and more efficient road system for the South West of Western Australia.

“Bunbury Outer Ring Road will provide relief for local residents by removing freight and regional traffic from local roads while maintaining easy access to Bunbury and other regional destinations.

“Investing in well-planned transport projects will keep the Bunbury region moving and boost its status as a major economic regional centre - I’m pleased to see this project get underway.

“The Australian Government continues to roll out these types of major projects across the nation under our record \$110 billion infrastructure investment plan, which is laying the foundations for economic recovery as we recover from the global pandemic.”

Premier of Western Australia Mark McGowan said the \$852 million road project was the biggest ever undertaken in the South-West.

“The Bunbury Outer Ring Road will generate significant economic and employment opportunities,” the Premier said.

“My Government is committed to creating and supporting local jobs and this project will provide up to 5,680 direct and indirect employment opportunities,

benefitting the State and local community.

“The project will deliver significant benefits for our economy both during its construction and once in operation, unlocking thousands of local jobs.”

Western Australian Minister for Transport and Planning Rita Saffioti said the McGowan Government had worked hard to fast-track the project and get shovels in the ground as soon as possible.

“We are building Western Australia’s economy back up from the pandemic by continuing to deliver Building for Tomorrow, the biggest transport infrastructure program WA has seen,” Minister Saffioti said.

“The McGowan Government is spending more than \$260 million a month on major transport infrastructure projects with \$100 million being spent in regional WA.

“Maximising local business procurement is a key objective for the project with a target spend of \$300 million set to encourage and maximise local South-West industry participation.”

Federal Member for Forrest Nola Marino said the Australian Government is contributing \$681.6 million towards the \$852 million Bunbury Outer Ring Road project.

"I have worked with my colleagues to highlight the capability of businesses in the South West to deliver local projects," Mrs Marino said.

"I strongly believe local procurement is vital for projects in the South West to boost local jobs and the economy.

"From day one, I've been determined to see as much local South West procurement involved in the construction of this project as possible.

"It's important that money spent on our region is spent in our region."

State Member for Bunbury Don Punch said the project would help take freight and regional traffic off of local roads.

"The new Bunbury Outer Ring Road will support local businesses and jobs while also improving safety and efficiency," he said.

"This road will create new connections of Forrest Highway to Bussell Highway and South Western Highway, while also significantly reducing pressure on Bunbury's local road connections especially around Glen Iris and the Bunbury Regional Hospital."

"I have been working hard with the local Chamber of Commerce and Industry to ensure local businesses are first in line to gain work on this major, job-creating project and I'm pleased to see the McGowan Government is continuing to prioritise local jobs

and local content."

Promoting and maximising local Aboriginal participation is also a project priority, with a \$20 million target spend for Aboriginal businesses and an employment target equivalent to 60 full-time Aboriginal people engaged on the project during its three-year construction period.

The South West Gateway Alliance is committed to sustainably delivering the project by working with the local recycling industry to maximise opportunities to safely reuse waste materials in construction.

The \$852 million Bunbury Outer Ring Road project is jointly funded by the Australian (\$681.6 million) and Western Australian (\$170.4 million) Governments.

Original source: <https://www.mediastatements.wa.gov.au/Pages/>

Keep on Keeping on

The \$58 million Keep River Road project is now complete and officially open. The works include 30.7 kilometres of upgraded sealed road from the NT/WA border through to Legune Station, including two bridges over the Keep River and Sandy Creek.

Territory business Exact Contracting Pty Ltd delivered this project, which supported 111 direct jobs at the peak of construction, including 26 Indigenous employees. The completed works improve safety and reliability for this critical supply route and support economic growth in the north.

The Keep River Plains Road upgrade also forms an integral part in realising the future economic development of the Keep River region through

supporting the large-scale Keep River Plains Agricultural Development, which NT Land Corp currently has out to EOI.

The benefits of this new completed road include:

Increased route accessibility to support agricultural development;

Improved freight capacity, through sealing of existing pavements;

Improved flood immunity, through provision of new bridges over the Keep River and Sandy Creek;

Increased regional productivity and economic development, through provision of year-round road access.

The Keep River Road project is part of the Northern Australia Roads Program and is a partnership between the Australian Government and Northern Territory Government.

Original source: <https://nt.gov.au/news/2020/keep-on-keeping-on>



Tasman Highway voted worst Tasmanian road

Original source: <https://www.abc.net.au/news/2021-01-30/tas-sat-tasmanias-worst-roads/13106056>

The Tasman Highway has again claimed the title of Tasmania's worst road, according to a survey conducted by the Royal Automobile Club of Tasmania (RACT).

Key points:

- The Tasman Highway, Midland Highway and Southern Outlet are Tasmania's worst roads according to the RACT survey
- The RACT wants to see a confirmed funding plan for all highway upgrades
- The Government says there has been significant infrastructure investment and spending

Five thousand of the RACT's members responded to the survey, with 40 per cent saying the Tasman Highway was in need of urgent upgrade.

The 410-kilometre stretch of road connects Hobart and Launceston along the east coast of the state.

The RACT's Stacey Pennicott said with the Sorell area growing, the amount of cars on the road is exceeding the amount it was initially designed for.

"We have the congestion in the suburban area and then obviously as you get out onto the east coast you've get a very narrow, winding road and it's very difficult to overtake in those areas," Ms Pennicott said.

She said fixing the road would not be easy as it is

renowned for being a scenic route.

"You don't want to lose the unique nature of the drive because it's well known for the fantastic views and things along the way," she said.

"A great deal of consideration would need to go into how we address that particular road to make it safe but not lose the uniqueness."

The Midland Highway and the Southern Outlet were listed as the second and third most dangerous roads according to the survey.

Tasmania's worst roads, according to RACT members:

- Tasman Highway
- Midland Highway
- Southern Outlet, Hobart
- Bass Highway
- Channel Highway
- Arthur Highway
- Huon Highway
- West Tamar Highway

Calls for Government to release 10-year plan

The State Government is currently working to improve the Midland Highway, another stretch of notorious road which connects Hobart and Launceston through the centre of the state.



Despite extensive and ongoing work on the Midland Highway, fatal accidents are still common.(ABC News: April McLennan)

As at the end of 2020, over 90 kilometres of road had been re-done.

“The Midland is a success story in terms of the fact that there is a 10-year plan, it’s fully funded and it’s actually ahead of schedule,” Ms Pennicott said.

She said the same amount of funding certainty needed to be given to the Tasman Highway, as well as other dangerous roads across the state.

“Even though we know that there are funds coming through and there are plans in place, we actually haven’t seen that translate into changes on the road right now,” Ms Pennicott said.

She called on the State Government to create a 10-year plan for all major roads.

“Making sure that we have those that bring the

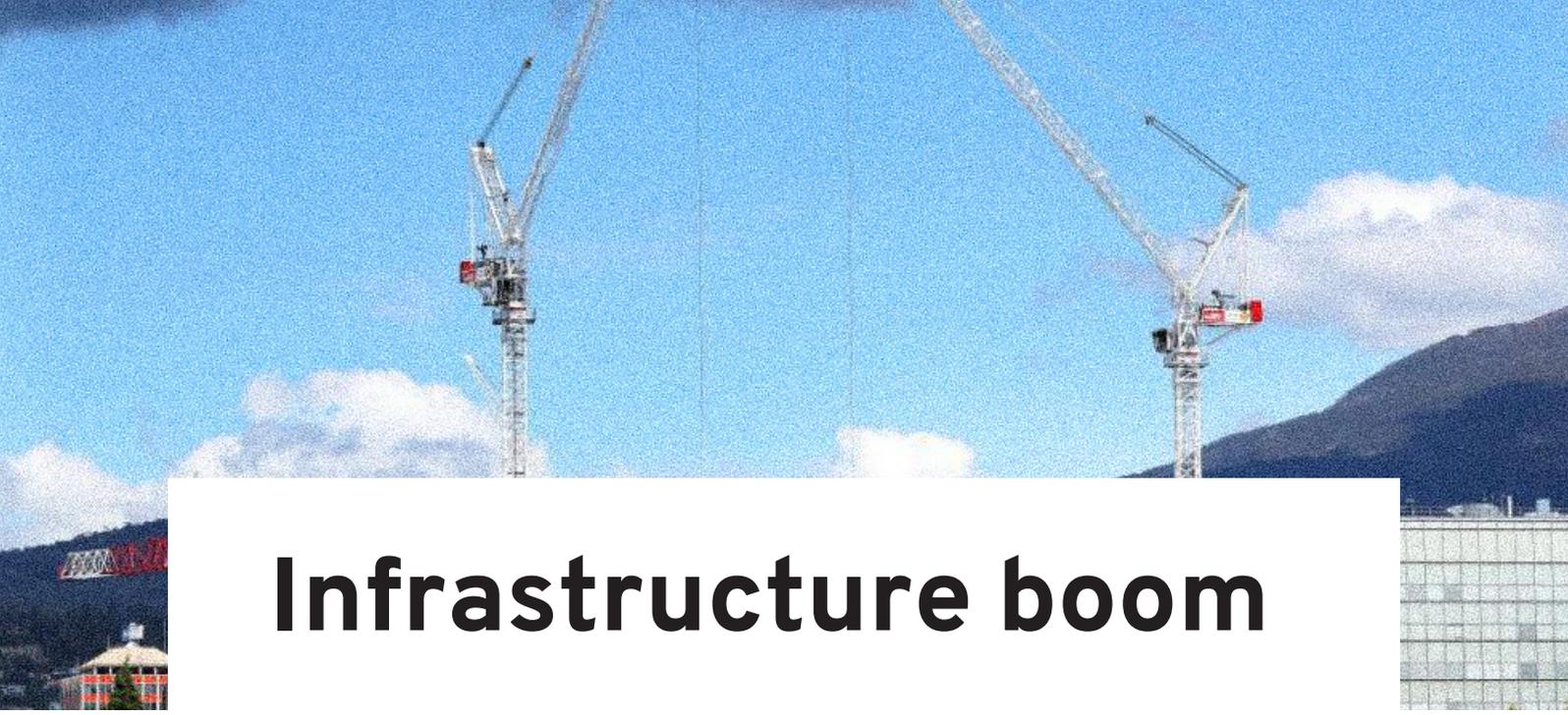
roads up to a minimum three-star standard is vitally important,” Ms Pennicott said.

“The RACT has called for that to happen by 2030, at the moment we’re not seeing that’s going to occur with what we have in place.”

Premier Peter Gutwein said there was already a substantial amount of money being poured into roads. “In the next 4 years around \$2.4 billion will be spent. In the south around \$350 million will be on the southern end of the Tasman Highway and across the north around \$70 million is being spent,” Mr Gutwein said. “We welcome the RACT’S interest in this and we’ll have a look at what they’re proposing,” he said. “We’ll continue to invest and I think for any Tasmanian that’s driven around the state, they’d be well aware of the fact that there are significant roadworks going on at the moment in Tasmania.”

The Bass Highway is one of the three northern roads on the “worst roads” list.(ABC News: April McLennan)



A photograph of a construction site featuring two large tower cranes against a blue sky with scattered white clouds. In the background, there are dark, hilly mountains and a modern building with a glass facade on the right side.

Infrastructure boom

\$15.2 billion to be spent over next decade.

Tasmania is benefiting from an infrastructure boom with almost \$1.6 billion to be spent on infrastructure projects this financial year and \$15.2 billion planned for the next decade.

The projects are detailed in the second annual Tasmanian Infrastructure Project Pipeline, which documents government and private projects.

The positive figures add more confidence to recent building and business statistics that show a thriving and overwhelmingly positive economy.

The pipeline details 265 infrastructure projects, with 38 individual initiatives over \$50 million.

Private sector projects at a business case stage include the \$1.6 billion Robbins Island Wind Farm, a \$300 million Kingston Park project and the \$120 million Launceston Calvary Hospital co-location.

Private projects outlined as under construction include the Hermal Group's \$190 million timber mill at Hampshire, the \$56 million BioMar fish feed facility at Wesley Vale, MONA's \$200 million Dark Lab and Hobart's unprecedented hotel investment – Vibe (\$46m), Hyatt (\$40m), Intercontinental (\$45m) and Marriot (\$50).

Government sector projects in the pipeline include the \$6.5 billion Battery of the Nation and Project Marinus, the \$60 million Cradle Mountain cableway and the \$1.5 billion Macquarie Point development.

General infrastructure spending continues to grow.

More than \$300 million is planned to be spent on roads in 2019-20 and once in a generation projects like the Bridgewater Bridge (\$576 million) and significant programs, like the Roads of Strategic Importance (\$606 million), will be delivered over the decade.

In 2019-20 TasRail will commence the second tranche of its Tasmanian Freight Rail Revitalisation Program (\$120 million).

Other key projects scheduled to get under way in 2019-20 include the \$206 million upgrade to the Bryn Estyn water treatment plant and the Longford sewerage treatment plant upgrade (\$25m).

The 2020-21 financial year will see the commencement of project works on the \$85 million combined sewerage and stormwater system in Launceston.

The Hobart Airport will complete \$200 million of landside upgrades by 2030 to double the passenger carrying capacity of the airport and is forecasting another \$91 million in airside upgrades over the coming five years.

Infrastructure Tasmania CEO Allan Garcia said: "We hope the pipeline continues to provide visibility for industry in terms of what is soon to come on line and provides a valuable tool for resource planning and decision making through its yearly updates."

Source: Tasmanian Business Reporter at <https://www.tasconference.com.au/news-detail:6d3bf5a7-cf01-17aa-b94c-5d671a36f059.html>

The Official Publication of the Roadmarking Industry Association of Australia



Roadmarking Industry
Association Of Australia Ltd

Office: 41A Lathams Road, Carrum Downs, Vic 3201
Post: PO Box 5070, Hallam, Vic 3803
Phone: 1300 625 983 | Mobile: 0400 870 301

www.riaa.com.au