

Roadmarker

The official publication of the Roadmarking Industry Association of Australia

**INDUSTRY
AWARDS
EDITION
2023**



Roadmarking Industry
Association Of Australia Ltd

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Detail correct at time of printing.

On reflection

The RIAA is very proud to be holding our inaugural RIAA Industry Awards Night. This will become an ongoing and regular part of the RIAA Calendar, joining our National Conference, and State Branch Meetings, as an opportunity for fellowship, networking, business development, Information exchange, and above all celebrating the wonderful people and achievements that make up our industry.

Of course, such an event wouldn't be possible without members and sponsors invaluable support. To them, thank you:

Cove Training	Red Carpet Sponsor
Altus	The Sarah Fraser Award
Damar	The Innovation Award
Crystalite	The Workplace Culture Award
Brick n Pave	Beverages Sponsor
RoadData	Dinner Sponsor

For the RIAA, the return to post-COVID normality was heralded by the RIAA National Conference. It's hard to believe that one year has now elapsed since that thoroughly enjoyable event, attended by in excess of 200 delegates and creating a swathe of learning and business development opportunities for participants.

The world continues to come to terms with post-COVID economics and the Ukraine situation. In our sector we have seen the emergence of some stability in general road marking product inflation. The RIAA has noted raw material cost increases have settled but remain higher than pre-COVID, noting that some freight costs from China had settled. Labor availability and costs are also still a concern.

RIAA in-person Branch Meetings have recommenced, with meetings held in Queensland, South Australia, Western Australia, Victoria, and New South Wales. The RIAA has been pleased to note the attendance of State Road Authority representatives at each of the meetings, noting the increasing cooperation with these bodies as we work through issues relevant to our industry.

Ours is such a diverse industry that touches on so many different aspects of safety and civil construction.

In the safety space, continuing developments towards the nationally harmonised AustRoads Guide to Temporary Traffic Management (AGTTM) is a pervasive development for contractors.

The RIAA is delighted and proud to have COVE Training and other training providers available to advise us on the pending changes.

COVE Training advise the RIAA that Registered Training Organisations (RTO's) are required to work with industry associations to demonstrate practical placement arrangements during the second half of 2023, with skill sets becoming mandatory nationally.

The RIAA is also incredibly proud of the work done by the RIAA Technical Committee to further develop and refine the range of RIAA Industry Guides available to members and industry. In recent times, the Technical team has liaised with a range of key stakeholders in the Airfields Specifications area, including the Australian Airports Association, as we seek further clarity and uniformity for operators in requirements.

We welcome the RIAA Awards Night, and look forward to celebrating and working hard representing our industry.

Paul Robinson

General Manager
Roadmarking Industry Association of Australia

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The Sarah Group and National Road Safety Week



For more information visit
roadsafetyweek.com.au

The RIAA is honoured and proud to name our highest award in honour of Sarah Frazer.

This award reminds us all of the risks many of our industries workers face, and the vital role we can all play in road and road worker safety.

The Safer Australian Roads and Highways (SARAH) Group was established by Peter Frazer after his 23-year-old daughter Sarah was killed in a road crash on the Hume Highway in February 2012.

Sarah's car had broken down on her way to University and she had pulled into the emergency breakdown lane while waiting for assistance. Tragically, the breakdown lane was not built to the 3 metre Australian standard and while the tow-truck driver was hooking up her car, a passing truck side-swiped the broken-down car killing both Sarah and the tow-truck driver instantly.

As a tow-truck driver was hooking up her car, a truck side-swiped the broken-down car and collided with the pair, killing them both instantly.

Although the driver was found guilty of dangerous driving, the road was also at fault by not meeting the standards required to allow sufficient room to pull off the road safely. Had the breakdown lane been made to the Austroads standard, Sarah and the tow-truck driver would not have been left in the line of high speed traffic.

Safer Australian Roads and Highways (SARAH) Group was set up by Sarah's father Peter Frazer to ensure more lives are not lost through preventable and clearly foreseeable situations like the one that took Sarah's life.



ABOVE: Sarah Frazer

The SARAH Group campaigns for changes to policy and legislation to ensure that lives are not lost in preventable and clearly foreseeable situations by lobbying for a commitment to renewing poor infrastructure and asking drivers to take responsibility for their actions on our roads and highways.

The Group campaigns to ensure that major Roads and Highways/Freeways have breakdown lanes/road shoulders that do not leave drivers, passengers and the first call service personnel (i.e. Roadside Assistance, Tow Truck Drivers, Road Workers) and emergency service personnel (ie. Police, Ambulance, Fire) who come to their aid, in harm's way.

Ensure that “first call” and emergency service personnel who aid and protection on our roads and highways are protected by requiring drivers who pass a vehicle displaying hazard or emergency lights to “slow down” and when safe to do so, “move over” into the lane away from the hazard.

National Road Safety Week 2023

I pledge to drive as if my loved ones are on the road ahead.

I will remove all distractions and never use my mobile phone while driving.

I will not put other people at risk by speeding, driving while tired or under the influence of alcohol/drugs.

I will protect all vulnerable road users, especially those whose job places them in harm’s way, by slowing down and giving them the space they need to be safe.

Every year, approximately 1200 people are killed and another 44,000* are seriously injured on Australian roads. Traffic injury is the biggest killer of Australian children under 15 and the second-biggest killer of all Australians aged between 15 and 24. These numbers are growing every year but are preventable if we choose to Drive So Others Survive!.

National Road Safety Week is an annual initiative from the Safer Australian Roads and Highways (SARAH) Group, partnering road safety organisations and Government. The week highlights the impact of road trauma and ways to reduce it.

Since Sarah was killed, Peter Frazer has dedicated his life to improving road safety in Australia and overseas. In March 2012, Peter founded SARAH (Safer Australian Roads and Highways), colloquially known as SarahGroup. Since then, he has used his more than 40 years’ experience in social justice, policy, research, law enforcement and intelligence, to not only positively influence government, corporate and community road safety advocacy, but legislative and infrastructure reform. He created and remains the driving force behind both Australia’s National Road Safety Week, as well as the nation’s road safety symbol, the “Yellow Ribbon”.

Peter is a Board Member of the International Road Victims Partnership, a member of the Global Alliance of NGOs for Road Safety and previously a Member of the Advisory Board for FEVR’s World Day of Remembrance for Road Traffic Victims. While he has been in demand to speak at conferences since 2012, his keynote speakership was initiated at the Roads Australia/IRF Sydney Conference on 6 May 2015. Since then, he has presented and keynoted numerous national and international events/conferences, including those sponsored by the World Health Organisation (WHO). Recently, (November 2021), along with Hon Abdulla Shahid, President of the United Nations General Assembly and international Road Safety Advocate, Ms Zoleka Mandela, Peter spoke at the globally broadcast UN World Day of Remembrance for Road Victims (WHO Geneva Switzerland), while on 28 November 2022, he was the Keynote Speaker for the 14th World Conference on Injury Prevention & Safety Promotion, jointly sponsored by WHO and the Public Health Association of Australia.

At a personal level, Peter has received numerous honours including: NewsCorp’s 2012 Pride of Australia Medal (Finalist – Courage Award), 2013 Blue Mountains Citizen of the Year, 2014 Community Service Achievement Award (Western Sydney University), 2018 Global Light of Hope (Irish Road Victims Association), 2019 Australian Volunteer of the Year (Third Sector) and 2019 Australian of the Year (Finalist – NSW Local Hero). In 2020, he became a Winston Churchill Fellow, and the following year, he received the Region’s highest road safety honour becoming the 2021 Fellow of the Australasian College of Road Safety. On Australia Day 2022, Peter was awarded the Order of Australia Medal for his “service in the advancement of road safety, both nationally and internationally.”

In addition to the above, Peter is also a volunteer Bush Fire Fighter with the NSW Rural Fire Service, and in late 2022, he received a NSW Premier’s Bushfire Emergency Citation for the 2019-20 NSW Bushfire Emergency. Also in 2020, Peter was NSW DPC’s Australia Day Ambassador for Hawkesbury Council, while in 2023, he was the Australia Day Ambassador for Lithgow City Council. Lastly, he has spent numerous years in the past working as a volunteer presenter for the NSW Traffic Offenders Intervention Programme.

Please support National Road Safety Week and the SARAH Group.

The RIAA Industry Awards Night

INDUSTRY
AWARDS
NIGHT
2023

INDUSTRY AWARDS EDITION 2023

The RIAA is proud to add the Industry Awards Night to our events calendar.

The night represents both a poignant reminder of the vital role we play in safety, and a celebration of our industry and the people who make us what we are.

The Awards Night is also an opportunity for our industry to come together, an opportunity for fellowship between industry professionals, business development, information exchange, and networking.

The iconic Royal Automobile Club of Australia (RACA), right next to Circular Quay, provides a fitting and majestic venue for our night of celebration.



ABOVE: The beautiful MacQuarie Room at the Royal Automobile Club of Australia (RACA)

6:00pm	Pre-Event Social
7:00pm	Sponsor introduction
7:05pm	Welcome and introduction
7:10pm	A moment with Cove Training
7:15pm	RIAA 25 year member Awards
7:30pm	Workplace Culture Award(s)
7:45pm	Innovation Award(s)
8:00pm	Safety Award(s)
8:15pm	RIAA Life Membership
8:30pm	The Sarah Award

RIAA Awards Night Sponsors



Since 2003, COVE Training has been providing first-class training programs to maximise opportunities for students in the construction, mining, and infrastructure industries. With three convenient Melbourne locations and a growing range of courses, licence training, and Certificate-level qualifications, COVE is a leader in skilling our current and future workforce.



ALTUS GROUP

Wherever you are in Australia, it is likely that you've come across an Altus worksite. Since being founded in 2002, Altus has grown to become the largest provider of traffic management services in Australia, servicing the needs of industry and communities throughout the country.

Altus leverage an immense resource base of people, equipment and infrastructure to help customers get on with the task of delivery, bringing order to the safe management of traffic and steadfast reliability to fulfillment.

No matter a worksite's complexity, location or size, Altus and its army of dedicated people have forged an industry leading reputation for safe and effective delivery.



Roaddata is the leading provider of road data collection and analysis in Australasia.

RoadData supply accurate retroreflectivity measurements of all road markings types without the need for expensive and inconvenient lane closures and traffic control. RoadData's mobile retroreflectivity collection service can cover large road networks at normal traffic speeds, collecting information that would normally require multiple teams of workers weeks or even months to achieve.

CRYSTALITE

Industries

Established nearly 30 years ago, Crystalite is committed to providing the highest performing products, formulated from the finest materials, to create the safest and most cost effective roadmarkings available.

We supply the Australian and international market with traffic paints (waterborne and solvent), preformed thermoplastic, hot applied thermoplastic, glass bead and aggregate, raised pavement markers and application equipment. We have manufacturing and distribution centres in Sydney, Brisbane, Northern NSW, and Perth, ensuring competitiveness and unparalleled service.

Crystalite's proven product performance, enduring quality, and customer support has resulted in many exclusive supply contracts and agreements with large government and private organizations.



As a compliance managed and innovation driven company, Damar Industries are a leading manufacturer of aerosols, coatings, chemicals and pigment dispersions across multiple industry sectors in local and international markets. A core component of Damar's portfolio is in Linemarking where, Damar Industries has been a leading supplier of products and services to the roadmarking industry across ANZ for over 30 years. With an unwavering commitment to product performance, service excellence and ongoing investment across product innovation, capacity and capability Damar Industries are proud to support the road safety sector across ANZ.



Brick N Pave have been industry leaders in the field of commercial coating systems, including colour and textured pavements, in Australia for over 15 years; utilising internationally recognised StreetPrint and StreetBond coating systems as our product of choice.

Installing on average over 65,000m² of pavement coatings annually makes Brick N Pave Australia's largest coloured surfacing company. Key personnel have been sourced and trained to form the backbone of our workforce, allowing Brick N Pave to sustain our high quality standards in skilled workmanship and professionalism, and to uphold our unwavering dedication and commitment to client satisfaction as our priority goal.

Brick N Pave are the licenced installer of StreetBond and StreetPrint coating systems throughout Queensland, New South Wales, and Victoria. Brick N Pave currently utilise 5 full-time crews, all trained under licenced StreetPrint training programs. Drawing on additional staff from our interstate and regional offices gives Brick N Pave the capacity to meet tight deadlines and complete large scale projects.

RIAA Industry Awards Night

Your host: Elliot Goblet
MC, Comedian, Corporate Entertainer



Elliot Goblet (real name Jack Levi) first performed in mid 1981 and in his early days he worked mainly in the comedy clubs of Melbourne, Sydney, Brisbane to develop a unique comedy identity. Fortunately it was 10 months later that he was discovered by Daryl Somers and started getting regular exposure on national television variety shows to become one of Australia's best known & favourite comedians.

Career highlights

Over 60 stand up comedy spots on Australian national television shows including Hey Hey It's Saturday and The Footy Show (NRL).

Many guest appearances on celebrity TV game shows and cameo appearances on shows like Swift And Shift, Pizza and Neighbours.

Thousands of public performances all over Australia and in 7 other countries including The Montreal Comedy Festival.

An Aria nominated Album "internally berserk", and in 2015 a collection of some of his best one-liners in the Album "goblet's greatest bits".

When it comes to function entertainment, an MC in Melbourne, Sydney and Brisbane for corporate events and private events such as weddings, parties...but not anything.

A best selling book "Business According To Goblet" containing heavily nonsense coated business advice.

Support act for the band "America" in the Australian cities of Sydney, Melbourne, Brisbane, Canberra and Hobart and it was a big thrill for him to be called back on stage at the end of the nights to join in the chorus of "Horse With No Name".

Host of the Qantas in flight audio comedy channel world wide...and beyond.

Cameo role in the film "Fat Pizza" as a pesky health inspector.

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The Hitchhiker's Guides to Pavement Marking

David Eldridge, Managing Director Guidance Road Management,
RIAA Director, RIAA Technical Committee

The average commuter sitting in their Ford Prefect making their way to the airport carpark, down the Intergalactic By-pass may not even notice the bright, white pavement markings that affect many aspects of the journey. Yet every part of that journey is impacted by those markings. From lane keeping to regulation of traffic, efficient parking to the safe operation of the aerodrome, all is enabled by pavement markings.

The patterns, placement and materials are a product of a hierarchy of documents being Legislation, Standards, and specifications. This can be very confusing for applicators and designers alike, often with misinformation or poorly applied Standards being used. Each facility type has specific legislation appropriate to that facility, with a flow-on to the correct Standards and specifications.

Don't panic. To provide some guidance through this confusion the RIAA is in the process of producing a series of Technical Guides to indicate the appropriate treatment for each facility type, together with advice on materials and their selection. We have aimed to write in plain English so that a Babel Fish is not required to understand the content.

Series 1 Facilities Pavement Marking

- 1.1 Off Street Parking Facilities Marking Guide
 - 1.1.1 Outdoor Car Park Fact Sheet
 - 1.1.2 Undercover Car Park Fact Sheet
- 1.2 Aerodrome Marking Guide
 - 1.2.1 Airside Marking Fact Sheet
- 1.3 Ports and Wharves Marking Guide
- 1.4 Warehouse and Factory Marking Guide
- 1.5 Sports Facilities and Off-Road Shared Paths Marking Guide
- 1.6 Roads and Highways Marking Guide

Series 2 Materials

- 2.1 Cold Applied Plastic
- 2.2 Thermoplastics
- 2.3 Waterborne Paints
- 2.4 Raised Pavement Markers

Series 3 Methods

- 3.1 Pavement Marking Removal Systems
- 3.2 Set Out and Spotting
- 3.3 Plant Calibration Methods

Series 4 Inspection Guides

- 4.1 Marking Pattern Compliance
 - 4.2 Performance Compliance
 - 4.3 Thermoplastic Material Application Compliance
 - 4.4 Waterborne Material Application Compliance
 - 4.5 Cold Applied Plastic Material Application Compliance
-

The intention of these documents is to detail the issues not covered by regulations and specifications, pull together what items are relevant to specific topics, and provide a central source of information for each facility type or material type.

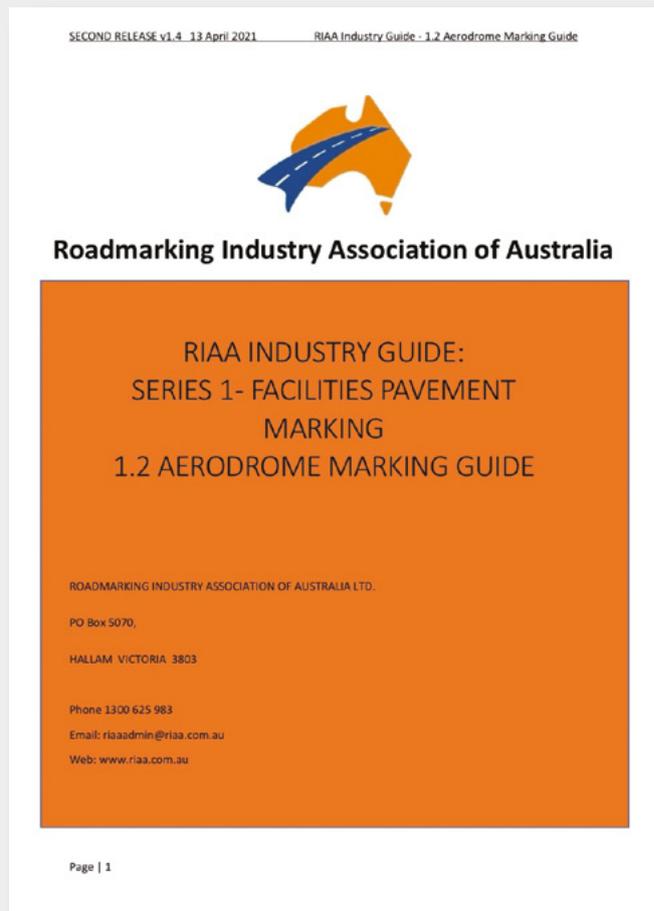
Roads are obviously subject to various State Roads Acts and Road Regulations that nominate specific marking patterns that are detailed in Standards. Materials, application rates and performance attributes are called up in Road Authority specifications. The selection of material type and compatibility/suitability issues are not addressed. Misinformation about materials in roadmarking is common with 'opinion' from Vogon engineering personnel not directly involved in pavement marking being passed off as fact with little understanding of the materials properties.

Carparks are often marked with arrows and legends at an architect's whim rather than following the appropriate Standards for a road related area. Road materials and specifications are not always suitable for underground use or surfaces used in these situations.

Aerodromes are tightly controlled for aircraft marking patterns in the CASA Manual of Standards, with airside roads marked to AS1742. Materials and application rates are nominated with a cut and paste approach of specifications that are unchanged from mid last century. The closest thing to a current specification is the Defence Airfield Pavement Maintenance Manual with a rather vague approach. This has resulted in our inclusion of a suggested specification in the RIAA Aerodrome Marking Guide.

Several guides are now available to Members and key stakeholders. They will be issued as a set with each update. We will continue to produce the library of information which we see as a daily benefit to Members in providing guidance to staff, solving site disputes, and reducing the possibility of product failures. They may not answer the "ultimate question of life, the universe and everything" but may help...

Marvin, The Paranoid Android



NSW road toll remains below pre-COVID average

In 2022, NSW recorded its third-lowest road toll since 1923, a year that saw extreme wet weather events and increased travel following the easing of COVID restrictions. 288 people lost their lives on NSW roads and another 4,418 were seriously injured (hospitalised) during the first two quarters of 2022. This road toll remains below the 2017–19 pre-COVID average of 363 deaths a year – but is an increase from the historic low of 275 recorded in 2021.

Key fatality figures from the 2022 road toll:



Metropolitan roads

81 in 2021 to 88 in 2022. 2022 was 25 per cent below the 2017–19 pre-COVID levels (118)



Drivers

133 in 2021 to 134 in 2022



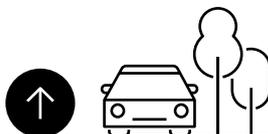
Motorcyclists

63 in 2021 to 55 in 2022



Heavy truck crashes

52 in 2021 to 46 in 2022



Country roads

194 in 2021 to 200 in 2022. 2022 was 18 per cent below the 2017–19 pre-COVID levels (245)



Passengers

Historic low of 29 in 2021 to 43 in 2022



Pedestrians

41 in 2021 to 48 in 2022



Excessive or inappropriate speed

Continues as the leading behavioural factor in 2022 accounting for 41 per cent of fatalities. Drug driving, drink driving and fatigue each contribute to about 14 to 20 per cent of deaths each year

The NSW Government launched the *2026 Road Safety Action Plan* in April 2022, including new targets to halve road deaths and reduce serious injuries by 30 per cent by 2030. View the plan at towardszero.nsw.gov.au/roadsafetyplan.

Visit roadsafety.transport.nsw.gov.au for more NSW road safety statistics and research.

Line marking scam plagues our industry

The early part of 2023 saw the unfortunate return of line marking scammers across various parts of Australia.

The Roadmarking Industry Association of Australia (RIAA) urged businesses in South East Queensland, Northern New South Wales, Victoria, and South Australia to beware of a line marking scam emerging in those areas.

A number of Child Care Centres and private car park operators were approached with offers of low-cost repairs to car park line marking.

RIAA General Manager, Paul Robinson, advises the approaches then lead to a scam. "Works are offered to be completed at a reduced cost as they are in the area. But in reality, poor quality works are then completed by clearly untrained operators at greatly inflated rates, or if a deposit is paid, no works are done at all," Mr Robinson said.

The approaches often include intimidatory or aggressive behaviour to coerce the payment.

Mr Robinson confirmed that Police in multiple states are investigating.

Members of the public are welcome to contact the RIAA if they have any information or concerns on riaa.com.au.

"RIAA members are bound by a Code of Ethics and committed to service and professionalism. Evidence of RIAA Membership helps ensure fair pricing and quality work," Mr Robinson said.

"This is all about protecting innocent members of the public, the reputation of our industry, and the good members of the RIAA," Mr Robinson said.

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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.



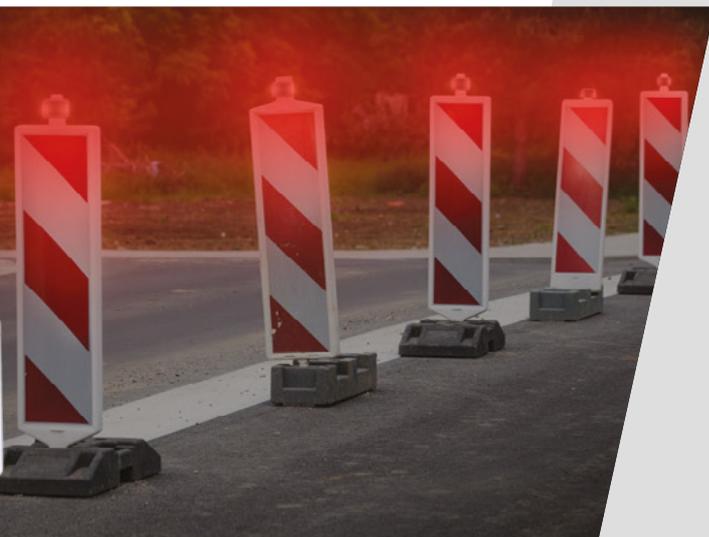
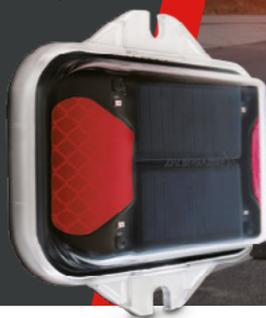
LED ZONE LIGHTING

J.W. Speaker have taken Warning and Emergency lighting to a whole new level with the design and development of the Zone Warning Lamp ranges. These unique products create a clearly defined no go zone in red light (amber, green and white light also available) around a vehicle or machinery. At the flick of a switch, a Zone Warning Lamp instantly illuminates an entire area in powerful red light to clearly indicate the exclusion or warning zone. For larger areas, multiple units can be combined to create one large beam pattern making the product extremely versatile for any application.



SOLAR POWERED LED BEACON LIGHTING

Mount J.W. Speaker solar flasher lights quickly and securely to any surface without drilling – creating the perfect light beacon for a variety of different applications. The powerful Click Bond adhesive-bonded mount is the optimal installation solution – quick and reliable. No drilling. No structural damage. No problem. Applications include Railways, Mining equipment, Boat piers, Waterways, Transportation vehicles, and Construction Vehicles.



Designed and manufactured in the USA ensuring complete control over the on going quality management and engineering development.



KEEP OUT ZONE



The **Model 527** beam is unique in that it covers quite a large area in width and beam thickness. This is ideal for large machines like haul trucks or excavators where a large exclusion zone is required around the particular vehicle.

LINE



Sharp line patterns have become very popular in smaller scale earthmoving or road maintenance where the vehicle is much smaller. The **Model 793** is perfect for vehicles such as bobcats and the **Model 529** would be more suited to something like a re-fuelling tanker where the total length of the vehicle is much longer.

ARC



The 777 Arc light is the most recent addition to the warehouse and forklift safety range of products. Creating a half halo, this light is able to cover the entire back side of a forklift with an incredibly intense beam.

DOT



Dot pattern safety lights have become a staple for warehouse and forklift safety over the last several years. The **Model 770** has a very sharp, spot beam where as the **Model 4415** is a bit wider and not as intense. The **Model 4415** also has some unique applications in the agricultural industry in highlighting malfunctioning spray nozzles. The **Model 560** plays an essential role in protecting operators and pedestrians from the potential dangers of moving machinery.

RIAA Branch Meetings

During late 2022 and early 2023 the RIAA has been pleased to have held State Branch Meetings in Queensland, South Australia, Western Australia, Victoria, and New South Wales.

These meetings are a tremendous opportunity for our industries stakeholders to come together to share learnings and understand current affairs and issues impacting our industry.

The RIAA thanks members, stakeholders, and the State Road Authority representatives at each of the meetings, who all played their part in making the events a success and sharing information.

In addition to opening discussion on issues relevant to each local jurisdiction, RIAA representatives shared an outlook on national issues, including such issues as:

- » The introduction in Queensland of new WHS requirements around Respirable Silica. This is for member awareness, with leading RIAA suppliers confirmed that road marking glass beads do not fit the definition of “Respirable Crystalline Silica.” RIAA position remains that RIAA Members are to always follow manufacturer advice regarding process and PPE across the full range of line marking application and removal processes, to address and minimize all risks;
- » Effective and efficient industry accreditation programs. The RIAA noted some interest in using TIPES (ARRB/ NTRO) as an accreditation scheme for Colored Surfacing Treatments (CST) and High Friction Surfacing Treatments (HFST). The RIAA has provided feedback, noting industry support for APAS as the accreditation model for materials, as it was pre-existing, widely used, and broadly supported. The RIAA recommended there should be no duplication of effort or cost, and that recognition of prior accreditation in either scheme should be part of the solution.
- » Procurement activity: the RIAA confirmed that the industry greatly valued any information around future works programs from State Road Authorities, encouraging them to share information where possible.
- » RIAA Technical Committee activity and RIAA Industry Guides (summarised earlier within).

The RIAA Queensland State Branch Meeting will also be held later in 2023.



**ABOVE: RIAA WA Branch Meeting
(RIAA archive picture)**



ALTUS TRAFFIC BIGGER PICTURE

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control services.

Expert **management** of
traffic and compliance so
you can focus on delivery.



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A minute with our members

Andrew Fowler

Position held: Project Manager

Nick name: Aj

Brief work history & How you got involved in the Roadmarking Industry: Civil construction Operator chasing growth and opportunity. Worked on road construction, asphaltting and briefly sealing. Opportunity to become a PM for Hardings Hotmix in the Linemarking division became available as to which I couldn't say no to! Opportunity to both grow as a manager but also learn a whole new division to the industry I already worked in.

Favourite food: Burgers!

Pets: 2 x Long Haired Dachshund's (Bert and Ernie)

Favourite TV show: Game of Thrones (except the ending)

Favourite movie: Super Troopers

Favourite book: Don't Read

What type of car do you drive? Ford Ranger

Ideal holiday: Europe with the Wife n Kids

Favourite sport: DirtBike Racing

Dream job: RedBull Racing

James Harriman

Position held: Managing Director

Nick name: Ash

Brief work history & How you got involved in the Roadmarking 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

NSW: Construction underway on Hexham Straight as drilling begins on M1 extension

Work has begun on the congestion-busting Hexham Straight project as the 15-kilometre M1 Pacific Motorway extension to Raymond Terrace progresses to geotechnical drilling ahead of major construction later this year.

The Australian and NSW governments welcomed the progress on both projects, which will end long-time traffic bottlenecks, get tens of thousands of vehicles off local roads and create thousands of jobs in the Hunter.

The Hexham Straight is expected to open to traffic in 2026 while the M1 Pacific Motorway extension to Raymond Terrace is on track to open in 2028.

The combined project cost is \$2.1 billion, with the Australian Government contributing \$1.68 billion and the NSW Government contributing \$420 million.

Federal Infrastructure, Transport, Regional Development and Local Government Minister Catherine King: "The Australian Government is committed to working with the NSW Government to deliver the safe and efficient road network people in the Hunter and beyond need and deserve.

"The Hexham Straight and M1 Pacific Motorway extension to Raymond Terrace will be major infrastructure links of national significance.

"Extending the M1 will provide improved traffic flow and increased connectivity, while catering to strong population growth in the region."

NSW Roads Minister, John Graham, said: "The Hexham Straight Widening Project will transform travel around the Hunter by improving the connection between Newcastle and the New England Highway, M1 Motorway and the Pacific Highway.

"The project, which will transform a six-kilometre section from two lanes to three in each direction, will improve traffic flow for the 50,000 motorists and freight vehicles who use this route each day while also providing an economic boost in key employment areas around Greater Newcastle and the Port of Newcastle.

"The Hexham Straight Widening will provide about 750 jobs over its life cycle so it's a very welcome milestone to see construction underway today. Add to that 1050 jobs during the estimated five years it will take to complete the M1 Motorway extension to Raymond Terrace and we are excited to see this construction-led economic boost for the Hunter beginning to happen."

"It is great to see work on the 15-kilometre M1 Pacific Motorway extension to Raymond Terrace has progressed to geotechnical drilling ahead of the start of major construction", said NSW Regional Transport and Roads Minister Jenny Aitchison.

She continued "The Aboriginal heritage salvage is now complete, and geotechnical investigations are underway, with more than 100 boreholes to be drilled to determine soil conditions, and location of underground services like water and electricity.

"The M1 Motorway extension to Raymond Terrace is expected to create and support about 2,700 jobs during the estimated five years of construction, including employment for about 1,050 workers and about 1,650 indirect jobs with businesses supporting the work.

"The 'missing link' motorway extension will remove up to 25,000 vehicles a day from existing local roads."

Federal Member for Paterson Meryl Swanson said "The delivery of this commitment on the Hexham Straight Widening will improve traffic flow for 50,000 motorists every day but also provide a generational boost in employment across Newcastle, Port Stephens and the wider Hunter.

"This project will improve transport efficiencies, provide around 750 jobs secure jobs over its life cycle, and the start of construction will be welcomed by every local."

"This 15-kilometre, four-lane extension from Black Hill to Raymond Terrace will be a boost for the Hunter region and will mean no more bumper-to-bumper traffic queues for mums and dads taking the kids on a holiday road trip.

"I know Hunter locals who frequently travel this section of road are very much looking forward to this extension, making for a safer and faster journey."

Original source: transport.nsw.gov.au/news-and-events/media-releases/construction-underway-on-hexham-straight-as-drilling-begins-on-m1#:~:text=Construction%20underway%20on%20Hexham%20Straight%20as%20drilling%20begins%20on%20M1%20extension,-Published%2026%20Jul&text=Work%20has%20begun%20on%20the,major%20construction%20later%20this%20year.

Victoria: Roads and public infrastructure works continues this winter

Victoria's transformation of road and rail infrastructure continues at a blistering pace this winter.



Work on 18 level crossing removals is continuing. The level crossings at Neerim and Glen Huntly roads level crossings will be gone for good and the new Glen Huntly Station will be open in August.

The Dynon Road Bridge in West Melbourne will be widened for the West Gate Tunnel Project, meaning significant road and rail disruptions for the west.

Major road improvements will continue in the north and south east on Hall and Craigieburn roads.

Teams will be hard at work across north east Melbourne, from Watsonia to Bulleen, in preparation for North East Link tunnelling to begin in 2024.

Inner Melbourne

Work on the St Kilda Road bike lanes project continues, with lane closures in place between Toorak Road and St Kilda Junction.

Track renewal will take place between Spencer and Collins streets, affecting tram routes 11, 12, 48, 96 and 109.

Melbourne's west

Major construction on the West Gate Tunnel Project will take place to widen the Dynon Road Bridge in winter. To conduct the work safely, buses will replace trains on the Sunbury, Werribee and Williamstown lines for 16 days from 23 June.

Footscray Road will also be closed citybound and the Geelong Road to the Princes Freeway outbound entry ramp will be closed. Footscray Road will reopen by mid-2023.

Victoria: Roads and public infrastructure works continues this winter continued...

Melbourne's north

As part of building North East Link, lanes will be closed occasionally on Greensborough, Manningham, Templestowe and Bulleen roads.

Workers stand on a construction site in front of two cranes. North East Link crews preparing the site where the tunnel boring machine will start work in Templestowe.

Craigieburn Road will be closed between Hanson and Bridgewater roads from late June to late August. There will also be lane, intersection and local road closures between Mickleham Road and the Hume Highway.

Buses replace trains on the Mernda Line between Reservoir and Epping stations from late July to early August as part of the Keon Park Level Crossing Removal Project.

On Melville Road in Brunswick West and Pascoe Vale South, buses will replace Route 58 trams and the road will be closed due to tram track renewal works.

Melbourne's east

As part of the level crossing removal work in the east, buses replace trains on parts of the Belgrave and Lilydale lines in mid June and mid August.

Melbourne's south east

The Cranbourne-Frankston, Evans and Hall roads intersection remains closed until 26 June, with road closures at the McCormicks and Hall roads intersection from late June to late August for Hall Road Upgrade works.

As part of level crossing removal works in Narre Warren, lanes will be closed on Narre Warren-Cranbourne Road and buses will replace trains on the Pakenham Line.

Work in Glen Huntly gets underway, with 2 dangerous and congested level crossings set to be removed and a new station to open by early August.

Artist's impression of the Pakenham Roads Upgrade's new east facing ramps at the McGregor Road interchange.

Regional Victoria

As part of the work to widen the Dynon Road Bridge in West Melbourne, there will be disruptions at times in July and August on the Geelong, Warrnambool, Ballarat, Ararat, Maryborough, Bendigo, Echuca and Swan Hill lines.

Work to prepare the Gippsland Line for a new signalling system will progress when coaches replace trains for 3 weeks in June and from mid August to early September.

Western Australia: The extension of Mitchell Freeway opens to traffic!

The extension and new interchanges will significantly improve access and reduce congestion for people living in Perth's northern suburbs.

The 5.6km extension of Mitchell Freeway from Hester Avenue to Romeo Road officially opened to traffic on 10 July 2023, creating a new, high-standard, north-south transport link in Perth's northwest.

New freeway access points are now available at Lukin Drive, Butler Boulevard and Romeo Road, along with a new east-west link with Romeo Road connecting Wanneroo Road to Marmion Avenue.

A Principal Shared Path runs the length of the freeway extension for cyclists and pedestrians, with underpasses at Lukin Drive and Butler Boulevard to provide an uninterrupted journey.

The extension and new interchanges will significantly improve access and reduce congestion for people living in Perth's northern suburbs, and ease pressure on the Hester Avenue/Mitchell Freeway interchange and surrounding local roads.

Original source article from mainroads.wa.gov.au/about-main-roads/news-media/the-extension-of-mitchell-freeway-opens-to-traffic/



Image courtesy of road-traffic-technology.com (original picture at bing.com/images)



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



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www.mainroads.wa.gov.au



ROADPEACE EXHIBITION HIGHLIGHTS HUMAN COST OF COLLISIONS

When Lives Collide is the starkest possible illustration of the importance of road safety

Adam Hill talks to Paul Wenham-Clarke, professor of photography at the Arts University Bournemouth, about the inspiration for this heart-wrenching collection of images and memories.

Pollyanna Hope was two years old in April 2005 when a bus mounted a pavement and hit her. The impact killed her grandmother, seriously injured her mother, and left Pollyanna with injuries which led to her leg being amputated. After multiple operations, she is now in the English National Ballet Youth Company, danced last year with the National Youth Ballet and performed at Sadler's Wells with a special en pointe ballet leg.

Road crash statistics are shocking: but there is a danger that lists of numbers become abstractions. When Lives Collide, a photography exhibition to mark the 30th anniversary of RoadPeace, the UK national charity for road crash victims, aims to show the human faces behind the numbers. There's no escaping the grief and pain in what is at times a shattering experience. Shot by Paul Wenham-Clarke, professor of photography at the UK's Arts University Bournemouth, the images were exhibited in London in January and there are plans to tour them in the UK and abroad.



© Paul Wenham-Clarke

ABOVE: Pollyanna Hope.

This is the second exhibition with the name – RoadPeace’s first When Lives Collide exhibition (also with pictures by Wenham-Clarke) took place two decades ago in 2002. Again, it features pictures of crash scenes as well as black and white portraits of people whose lives have been irrevocably affected by the deaths of loved ones. Designed to show that crashes affect everybody, it succeeds to an extraordinary degree. Each of the portraits comes with text explaining who people are and who they’ve lost: truly, these are the faces behind the statistics.

Wenham-Clarke started out as an advertising and commercial photographer. “When you’re doing that kind of work, you get to think about how image and text work,” he tells ITS International.

He began applying the same principles to his documentary work. “I started to think: ‘how could I use the text to make the pictures more effective?’” Wenham-Clarke explains. The portraits for When Lives Collide have a write-up, with headline and detail, giving viewers as much or as little information as they want for maximum engagement.

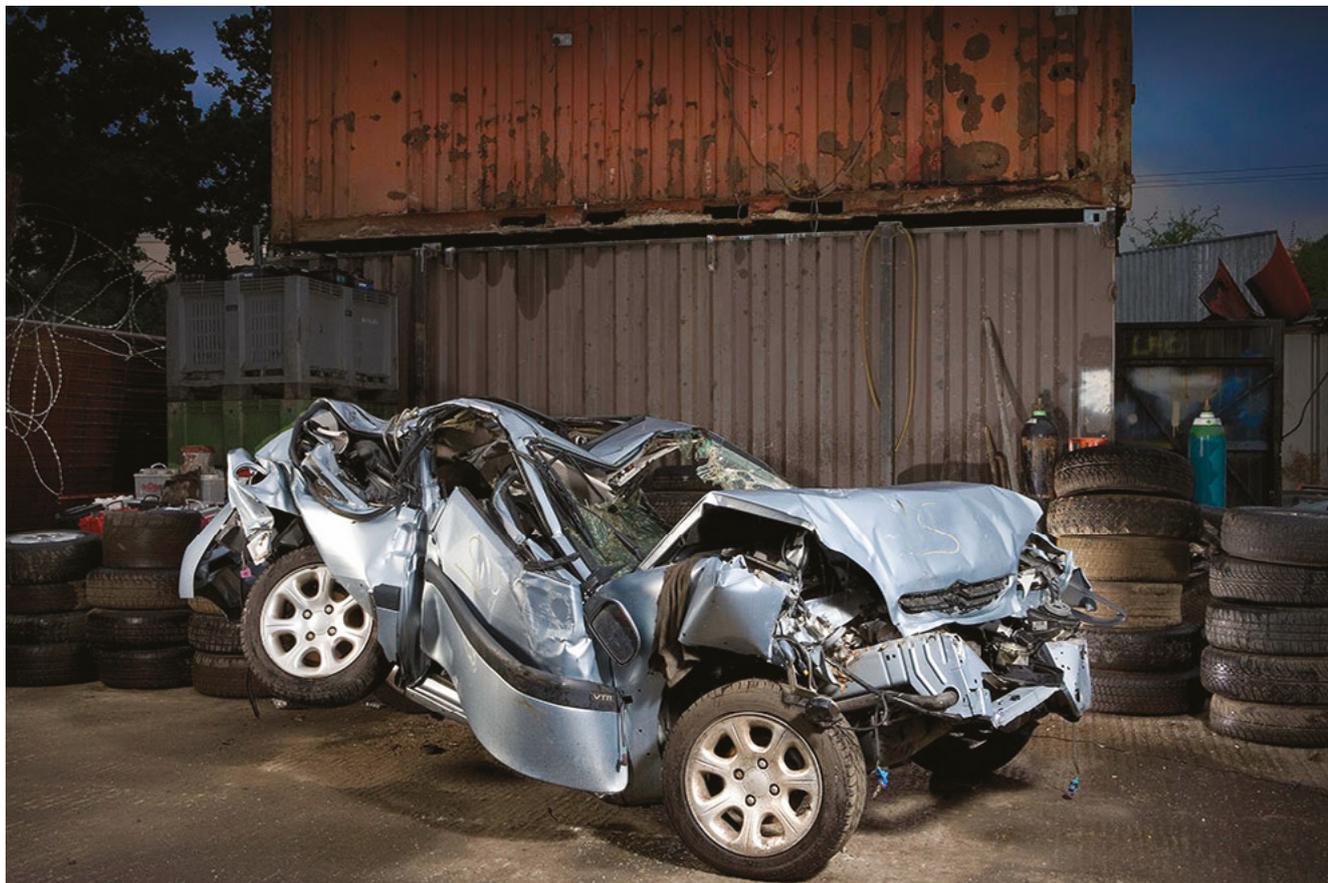
“You can just read the headlines and move around from person to person to person,” he says. “Members of the public these days are very used to the language of advertising, so feed it to them in a way that they will take it in.”

For the original When Lives Collide, Wenham-Clarke photographed people in their own homes. The timescale for this second exhibition was too tight to allow that, so RoadPeace organised one-day meetings with its local groups and Wenham-Clarke took his cameras and lighting equipment to the various locations. “It was like a touring studio basically,” he says. “I asked some very simple questions to get things going and then they would just tell me their story – I was silent through a lot of it. When someone’s telling you something painful, whatever you say sounds trite. A lot of the time it’s just body language, nodding and facial expressions that let the person know you are understanding what they’re going through.”

People opened up to Wenham-Clarke, and this is reflected in his powerful portraits. “With some, the emotions would literally gush out, you’d see them rollercoasting through agony moments and then choking back the tears and smiling because they remember their loved ones. It was really quite difficult to do as well: there were quite a few times when they’d get me in tears from what they were saying. And I felt if I can get some of that when you look at the picture – and then you go to the text and [the story] can be conveyed to somebody viewing that work – then I’ll be happy with that.”

BELOW: The image Long Delay was created using actors and rescue workers and re-enacts a real road incident as described by those involved. The title refers to the way in which many of us are informed of such events on car radios or social media. A long delay can be inconvenient for us – but life or death to the people involved.





Crumpled Zone © Paul Wenham-Clarke

The human element of the exhibition is overwhelming: in particular, *When Lives Collide* throws light on the trauma that's left behind. "When you read the stories you get the sense of the massiveness of the effect on people: terrible, emotional – and also financial," says Wenham-Clarke. "Sometimes people that are left behind, their life will fall apart because of all the financial implications of what's happening."

His other documentary work includes a project on the Westway, the highway which splits west London, and one on wildlife killed by cars. The linking theme running through these and *When Lives Collide* is "the negative consequences of being so car-focused in our way of thinking".

For him, one overriding message came through his latest work. "We want cars to be shiny and beautiful and show your status and all those kind of things," Wenham-Clarke says. "We'd like to forget about all the pollution and global warming, people dying, animals dying – that's all 'oh dear, it's just an accident'. And it's totally avoidable. In Britain, there's something like 1,500 people a year dying – but globally, it's a massive issue. Britain is one of the safest places to drive – so imagine how bad the bad places are. We basically get told about the statistics: so it's how many deaths a day or some figure about how many deaths are caused by certain types of driver. But what you don't get to is all the personal grief. And for every one person that dies there's a whole circle of people that are affected by it, and nobody thinks about it."

Proof our cities are officially ghost towns as parking fees slashed and public transport falling off a cliff

If Aussies needed any further proof that our cities are ghost towns, the rates of CBD parking might be an unlikely but accurate indicator.

If Aussies needed any further proof that our cities are turning into ghost towns, the rates of CBD parking might be a good, but often overlooked indicator.

Prior to Covid-19, it was difficult to source regular parking spaces with long wait lists and high prices for both fixed term and casual parking, notably in Sydney and Melbourne's CBDs, with limited discounts on offer.

But since the pandemic, there has been massive discounting, with early bird and online parking slashed.

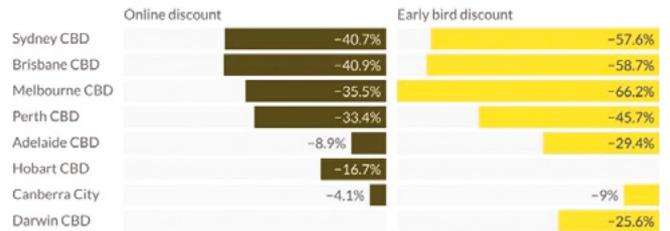
According to analysis by Ray White casual parking rates over the last ten years have shown little movement, thanks to an overall decrease in demand.

Take Sydney, the most expensive market in the country.

The current daily CBD rate sits at \$85.05, growing by just 1.73 per cent per annum over the last ten years.

Discounting on offer for full day CBD parking

Reduction in rate compared to full day daily rate



Source: Ray White

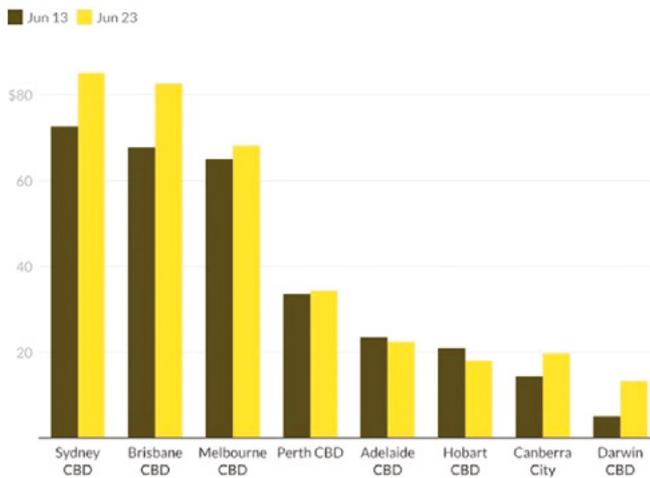
ABOVE: Analysis of discount parking in 2023

Brisbane CBD, known historically for its expensive parking facilities, has an average daily rate now of \$82.61, experiencing just 2.18 per cent annual growth, ahead of Melbourne CBD at \$68.19, which has only appreciated 0.49 per cent per annum over a 10 year period.

Early bird discount parking also reinforces the situation, with Melbourne CBD offering the greatest discounts at a whopping -66.2 per cent, followed by Brisbane CBD -58.7 per cent and Sydney CBD -57.6 per cent.

CBD parking hampered by reduced office occupancy

Casual daily parking rate



Source: Ray White

ABOVE: Analysis of CBD parking comparison 2019-2023.

Head of research at Ray White Vanessa Rader told news.com.au the heavy discounting on pre-book parking spaces online and also early bird parking indicates “excess inventory”.

“Our recent analysis shows a significant saving offered for those who pre-book parking spaces online ... on average the daily rate receives a -40.7 per cent discount — drastically changing the average daily rate and actually providing rates well below rates charged 10 years ago,” she said.

“Similarly early bird parking which historically has provided cost savings within a rigid entry and exit time has seen more flexibility and broader times to come and go and offer on average a -57.6 per cent discount on the daily rate”.

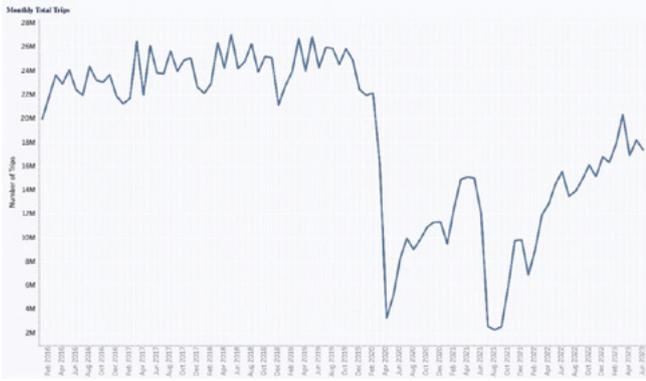
Transport for NSW data also indicates that Sydney’s CBD has not recovered from the pandemic.

In June 2023 there were 17 million Opal trips, compared with roughly 24 million in June 2018 – a difference of 7 million.

A Transport for NSW spokesperson told news.com.au that it was “pleased” to see patronage increasing before admitting there is “still some way to get back to pre-Covid levels”.

Repeated calls for Aussies to return to the office appear to have fallen on deaf ears, leading to an increasing number of businesses making the decision to downsize their CBD offices or give up their leases completely.

David Harding, executive director of Business NSW, who in March released a new analysis entitled Revaluing Sydney’s CBD, told the Financial Review the focus on returning to the CBD of the past, particularly on getting people back to CBD offices, was a furphy.



ABOVE: Opal trips in Sydney CBD

Picture: Transport for NSW

In fact, some experts believe our CBDs will never recover their pre-pandemic shape.

Many businesses are considering moving their operations to Melbourne from Sydney as a result of high rents and low warehouse vacancies. Picture: William West/AFP

Many businesses are considering moving their operations to Melbourne from Sydney as a result of high rents and low warehouse vacancies. Picture: William West/AFP

“The words revival and bounce-back are slightly disingenuous,” he said.

“The CBD really has changed forever. What we’re seeing now is not a recovery. It’s a rebalance.”

Business NSW is calling for the older towers, particularly those headed for empty obsolescence, to be reinvigorated with “vibrant vertical communities”, including offices, childcare, teaching facilities, gyms, hotels, healthcare and particularly new apartments.

“Buildings that work 24/7 are better for cities, and better for people, compared to buildings that only operate office hours,” said Mr Harding.

Wilson Parking and Secure Parking were contacted for comment for this article but did not respond at time of publishing.

Long-term growth for global construction economy expected – is a rebound imminent?

Global construction output has slowed to a near-idle state this year, with growth in places like China, India and Saudi Arabia being offset by softness in North America, Europe and Australia. The US-based AEM (Association of Equipment Manufacturers) says global contraction is expected to be short-lived, however, as a modest rebound is anticipated in 2024.

Photo credit: Mike2focus Dreamstime.com



Building works at Tampa International Airport in Florida.

AEM Business Intelligence (BI) highlighted the following current conditions during its Q2 BI webinar:

Persistent challenges – High prices and interest rates, in particular, create some uncertainty and downside risk to the forecast.

Potential for prosperity – Nonetheless, there are some great opportunities in different markets going forward, as infrastructure, energy, and manufacturing are helping fill up a project pipeline that bodes well for 2024.

Output concerns – There is reason to expect a slight dip in Europe and North America in the short term, followed by a slight rebound in 2024.

Growth momentum on the horizon – In the U.S., non-residential segments are all expected to grow this year after falling in 2022. Heading into the back half of this year and into 2024, some of the big federal government spending bills, most notably the Infrastructure Investment & Jobs Act and CHIPS & Science Act, should start impacting the construction industry.

Guy Woodford, May 25, 2023

Original source: aggbusiness.com/news/aem-long-term-growth-global-construction-economy-expected-rebound-imminent?email=paul%40riaa.com.au&account_id=1952790

riaa.com.au



Roadmarking Industry
Association Of Australia Ltd