Roadmarking News

The New Zealand Roadmarkers Federation Inc

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NZRF Update

Dear NZRF members,

A Bit Going On Out There…

It's fair to say there's a bit happening at the moment, both here at home and further afield, and it's starting to show up in our day-to-day work across the roadmarking sector.

The fuel situation is probably the most obvious one. Prices have crept up (and in some places, shot up), and it doesn't take much to see how quickly that flows through to our side of the industry.

Between getting crews to site, running trucks, and just keeping everything moving, fuel is a big part of what we do.

When it jumps, we all feel it—especially on longer jobs or fixed-price work where there's not much room to move.

At the same time, the weather in the Upper North Island and Bay of Plenty has been doing its usual thing—keeping us on our toes. It's been a pretty unsettled stretch, with plenty of rain around and a few rough patches thrown in for good measure.

That's meant delays here and there, tighter working windows, and in some cases going back to redo or tidy up work after the worst of it has passed.

Of course, it's not all downside. With the amount of weather-related wear and tear on the network, there's no shortage of work needing to be done.

The challenge, as always, is lining up the right conditions, the right crews, and now, increasingly, managing the costs that sit behind it all.

All in all, it's one of those periods where a bit of flexibility and forward planning goes a long way.

We know the industry is good at adapting, and this is just another example of that in action.

Looking ahead - NZRF Conference 2026

Planning is underway for a larger-scale NZRF Conference in 2026.

Dates: 11–13 August 2026
Venue: Waipuna Hotel and Event Centre, Auckland

You can book accommodation now at waipunahotel.co.nz using the code NZROAD26 for a 20% Early Bird discount (available for bookings made 30+ days in advance, subject to availability).

Plenty more to come in this edition—hope you enjoy the read.

Gareth Noble - NZRF Exec

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NZ Transport Agency Updates

1

Activating new average speed safety cameras

We're activating new average speed safety cameras across the country throughout 2026, following our activating the country's first set of cameras on Matakana Road in Auckland in December 2025.

The next 3 sets of cameras we're activating are also in Auckland – on Kahikatea Flat Road in late March, and on Pine Valley Road and Whitford Road in April. We'll gradually activate the other cameras over the rest of the year.

Average speed safety cameras measure how long it takes people to travel between 2 cameras along a road. Here's how:

- We set 2 or more cameras on a stretch of road, some distance apart.
- When someone passes the first camera it records the time.
- When someone the second camera it records the time again.
- We calculate how long it took for the person to travel between the cameras (their average speed).

We'll have signs before the camera area so it's clear when the cameras are ahead, giving people time to check they're travelling at a legal speed.

Our website has a lot of information about the cameras, including their locations so everyone knows what to expect.

2

New speed limits to keep kids safer at Otago schools

New Variable Speed Limits (VSLs) to slow traffic outside 16 Otago schools are set to take effect over the coming weeks

Installation and preparation for these VSLs – which indicate on electronic signs the reduced speed limit is in force – is now underway. They will operate at peak times at the schools across the Otago region.

This work by the New Zealand Transport Agency Waka Kotahi (NZTA) is part of the Government's approach to setting speed limits under the Land Transport Rule: Setting of Speed Limits 2024, which requires safer speeds outside schools by 1 July 2026. All eligible schools, including those on 100km/h roads, will have variable speed limits installed. At peak times, mainly before and after school, speed limits will drop to 30km/h or 60km/h, depending on the road and safety requirements.

"We know that these reduced speed limits, when in force at school drop-off and pick-up times, can make a real difference in keeping children and their families safe," says NZTA Director of Regional Relationships, James Caygill.

Full article

NZ Transport Agency Updates

3

Have your say on tolling Warkworth to Te Hana

NZ Transport Agency Waka Kotahi (NZTA) will be seeking public feedback on the proposal to toll Warkworth to Te Hana, the first Road of National Significance (RoNS) to be delivered as part of the Northland Corridor project.

Warkworth to Te Hana will connect to the Pūhoi to Warkworth motorway and is the second stage of the Ara Tūhono project, which opened in 2023. The new 26 kilometre, four-lane route will start at the northern end of the Pūhoi to Warkworth motorway and continue north to rejoin State Highway 1 near Waimanu Road in Te Hana. It will provide a safer and more resilient route to improve accessibility for Northland and boost the national economy as a strategic connector. From 16 March, consultation material will include details on the potential toll rates for light and heavy vehicles for Warkworth to Te Hana as well as expected travel time savings for drivers and freight vehicles, explains NZTA's National Manager System Design, Jess Andrew.

"After the public has had an opportunity to provide feedback on the proposal, all of the submissions and feedback collected will be summarised, providing insights into the level of community support for the proposed tolling scheme in North Auckland," Ms Andrew says.

The proposal is for two tolling points (or gantries), one to the north and one to the south of Wellsford at the future Wayby Valley interchange. The proposed toll price for travelling the full length (those who pass through both toll points) is $4.50 for light vehicles and $9.00 for heavy vehicles.

"This first section of the Northland Corridor will be delivered as a Public Private Partnership (PPP). Any tolling revenue will contribute to the annual amount we need to pay the PPP following the opening of the motorway. It will free up money in the National Land Transport Fund to invest in other important transport infrastructure projects," Ms Andrew says. Public consultation on the proposed tolling scheme will begin on Monday 16 March and run through to Wednesday 15 April 2026.

"NZTA assessments have shown that tolling is feasible, and the Minister of Transport has agreed that development of the tolling scheme should progress to the public consultation stage."

The Government Policy Statement on Land Transport 2024 (GPS) introduces a new expectation for NZTA to consider tolling to support the construction and maintenance of all new roads, including the Roads of National Significance. Revenue from tolling must be used for costs associated with the new road from which it is collected.

"The National Land Transport Fund is under increasing pressure to fund transport improvements and increasing road maintenance costs across the country. Tolling provides an opportunity for an additional source of revenue to supports major infrastructure projects, bringing efficiency, safety and resiliency benefits to the transport network," Ms Andrew says.

NZ Transport Agency Updates

4

Increased the speed limit on Transmission Gully

We've increased the speed limit on Transmission Gully in Wellington to 110km/h. The speed limit increase became official this morning.

Transmission Gully was designed and built to a high safety standard with features such as median barriers, 2 lanes in each direction, and a mostly-straight alignment (in other words, the path of the road across the land).

These features make it ideal for a 110km/h speed limit.

A reminder that the speed limit for heavy vehicles and vehicles towing a trailer remains 90km/h.

Last year we consulted on the short Raumati Straights section that links Transmission Gully with the Kāpiti Expressway.

We're keeping the speed limit for this section at 100km/h for now.

We're still doing an analysis of the Raumati Straights section – to increase the speed limit here we'll likely have to make a significant investment in safety improvements to get this section up to the same standards at Transmission Gully.

That investment is subject to future funding decisions.

We're still doing road rebuild works near Waitangirua in the northbound lanes.

You'll see a reduced temporary speed limit. It's illegal to exceed the temporary speed limit.

The temporary speed limit is there to protect the new surface, as well as roadworkers.

We'll have lane closures as part of this work and we'll also close the northbound on-ramp at Waitangirua later this week for up to 5 days, depending on good weather.

In March we'll have a small section of chipsealing work to complete at Waitangirua.

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New Zealand

Integrated future locked in for state highway maintenance

Following confirmation of preferred suppliers in late 2025, NZ Transport Agency Waka Kotahi (NZTA) and respective contractors have now formally signed Integrated Delivery Contracts (IDCs) for state highway maintenance and renewals.

The new contracted arrangements, taking effect from 1 May 2026, will see the selected contractors accountable for the majority of maintenance and renewal activity on the respective regional state highway networks.

NZTA National Manager Maintenance and Operations Andrew Clark says finalising the contracts is a significant step towards new ways of working for state highway maintenance.

"The new arrangements set out in these contracts will drive improved road maintenance, benefitting everyone who uses our state highways.

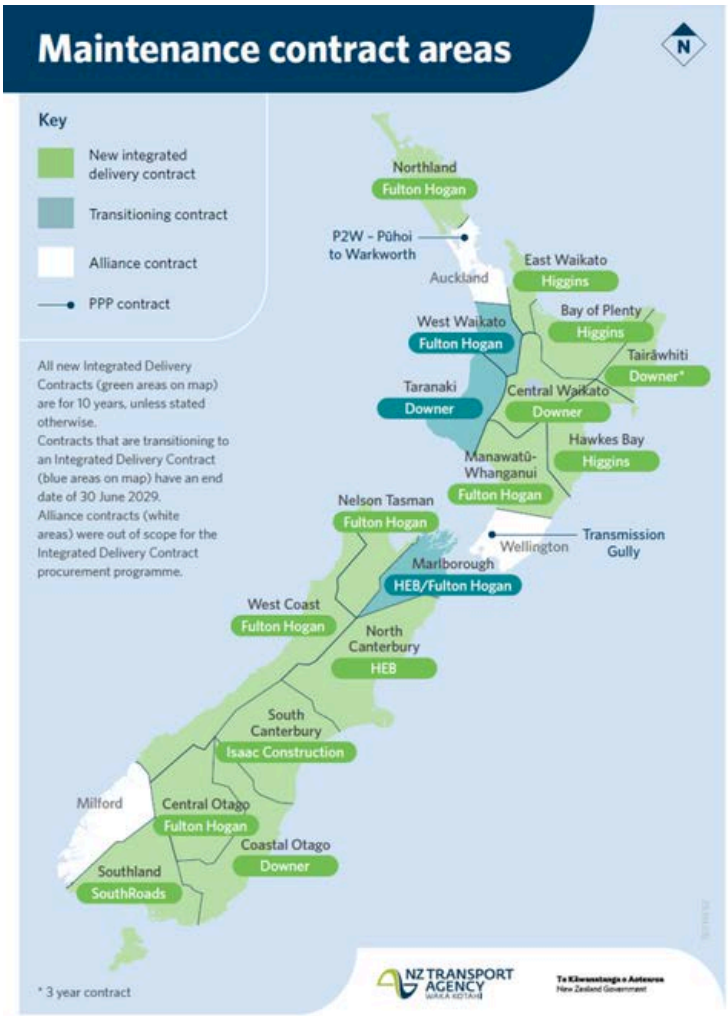
NZTA is focused on delivering long-term benefits through improved work programmes that deliver high quality work efficiently, minimising disruption for road users as much as possible."

Mr Clark says the Integrated Delivery Model for state highway maintenance (which the new contracts give effect to) brings together the separate elements of client, contractors and consultants, and is designed to reward delivery while enabling market diversification.

Alongside the IDCs, up to 20 percent of work will be available to other pre-qualified suppliers through a separate contestable process.

"This will support a more flexible approach that will be able to adjust as work programmes change over time based on future maintenance requirements.

"NZTA is excited for the new contract model, and for the benefits to the travelling public who depend on a safe, accessible and high-quality state highway network."



For further information on the IDC model, please refer here.

New Zealand

Te Ara Tupua is nearing completion

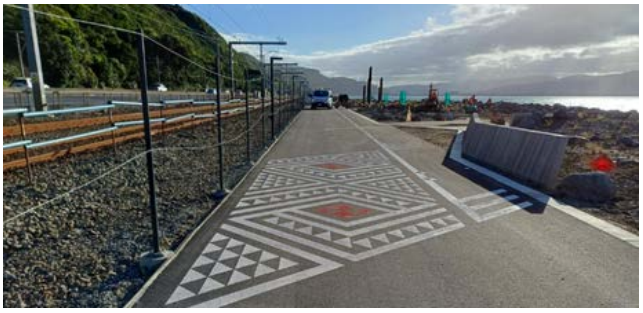
We're getting close to completing Te Ara Tupua between Ngauranga and Petone. This project has strengthened the resilience of State Highway 2 and the rail line through extensive coastal reclamation and upgraded seawalls — with the new 4.5km-long, 5m-wide walking and cycling connection built on top.

This includes around 0.8 hectares of newly reclaimed land, supported by a combination of seawalls and coastal defences designed to protect this vital transport corridor.

Key components include:

- 2.7km of sloping coastal defences (revetments), averaging 16 metres wide and incorporating interlocking XBloc® units to strengthen and stabilise the shoreline.
- Six sections of vertical seawalls, totalling approximately 600 metres, used in locations where this approach best fits the local environment and avoids high value habitat.
- Together, these structures both enable the shared path and significantly bolster the resilience of the road and rail corridor — helping protect this important route from storms, coastal erosion, and other natural hazards.

Works update
Construction on the new path continues to move ahead at pace.



Asphalt and line marking near completion
Almost all of the asphalt along the main alignment has now been laid. There are a couple of small sections along the path and where the path joins existing paths at each end still to go. This should be completed in coming weeks but is weather dependent.

Recent fine weather has been a big help, allowing our team to get underway with line marking as well.

Ūranga/rest areas taking shape
Landscaping across the six ūranga/rest areas is underway. These spaces will include new seating, pathways, and planting, and our team has been working hard to complete them. So far we've completed the path in one area and we're busy with the others. We look forward to you enjoying these areas once the path opens.

Northern end: Honiana Te Puni Reserve
At the northern end of the project, work is progressing quickly. You may have spotted a new structure (designed by iwi designer Len Hetet) near the Petone interchange. This, along with further work happening to the east of the reserve, forms part of our wider landscaping and finishing activity in the area. We're now also working on the connection to the shared path under the Petone interchange/alongside the Hutt Road.

Southern end: shared user bridge
Work is also advancing at the southern end of the project, particularly on the shared user bridge. In recent weeks, our team have been installing the balusters. There is still work to complete around the bridge — including connecting it to the path and installing utilities and lighting. This will continue over the coming weeks.

New Zealand

Infrastructure plan warns less money for roads, more for hospitals - 'hard truths'

New Zealand spends a lot on infrastructure, but poor efficiency and bad maintenance means that we get very little bang for buck, according to the Infrastructure Commission's first Infrastructure Plan, published in final form today.

That is a problem because New Zealand has an enormous infrastructure deficit.

The message from the commission is clear: New Zealand can't afford to build everything – the Government needs to get better at looking after what we have got and to think more deliberately about what actually gets built.

New Zealand's ability to build some of this infrastructure is fast running out. The plan cited Treasury figures from last year, which warned that New Zealand's ageing population and decaying fiscals meant net core Crown debt is forecast to be 200 percent of gross domestic product (GDP) by 2065, or $237,900 per person. That limited ability to fund this infrastructure means the Government needs to get picky, the commission warned.

"We cannot afford to build our way out of every problem," the report warned.

"The plan does not sugar-coat things: New Zealand has real challenges ahead," Infrastructure Minister Chris Bishop said.

Those remarks were echoed by the chair and chief executive of the Infrastructure Commission, Raveen Jaduram and Geoff Cooper, who said New Zealand needed "a willingness to change how we plan, fund, build and maintain infrastructure, and the courage to face hard truths".

In what could be a challenging recommendation for the current Government, the commission singled out transport as a sector of concern, warning that while the country "spends more on land transport than any other infrastructure class, yet current investment plans exceed what can be sustainably funded by users".

A toll for the harbour bridge?

It recommended more user-pays mechanisms to make better use of the transport infrastructure that already exists and better prioritising of spending plans.

Some of the user-pay initiatives could be controversial however. The Commission did a "high-level" analysis on the Waitematā crossing, reckoning a $9 toll, equivalent to the inflation-adjusted toll on the original harbour bridge, might be needed. The same toll would need to be applied to the existing bridge to stop people avoiding the toll. Together the tolls would bring in $7-9 billion.

Advice published in the Herald has shown officials are increasingly sceptical of the Government's ability to deliver on its promises to build over a dozen new highways, with a cost currently expected to run to quarter of a trillion dollars over two decades. The commission said what was actually needed was reform to "ensure spending is focused on maintaining existing networks and delivering new projects only where they respond to demand and provide clear value for money".

The commission's castigation of transport spending was part of a wider recommendation to introduce more user charges for some infrastructure.

"Network infrastructure such as roads, telecommunications and water should be funded by users," the report said.

Cont....

New Zealand

Forcing these costs on to users would free up the Crown to use tax revenue to " pay for social infrastructure such as hospitals and schools".

Hospitals were a major focus of the report, with the commission reckoning investment demand as a share of GDP will double from his 2010 to 2022 average of 0.2 percent to 0.4 percent over the next 20 years as the population ages.

By contrast, demand for investment in schools and universities will decrease slightly as people have fewer children.

The commission warned of challenges in hospital infrastructure. Large parts of the health estate were built during a boom from the 1960s to the 1980s. This stock will need to be renewed over the next 20 years.

"Low levels of investment in the 1990s and since the mid-2010s likely led to deterioration of the hospital estate, creating a backlog of renewals and maintenance," the report warned.

Think small

The commission also recommended thinking smaller. The current investment pipeline of projects in planning or delivery is worth $275 billion in planning or delivery, spread across all regions. Small projects, worth less than $100 million each, make up 98 percent of the 11,925 projects in the pipeline.

When looked at by value, however, the balance of the pipeline rests in "a handful of unfunded mega-projects". The commission warned these projects, if funded, might "crowd out investment for the smaller, deliverable packages of work that contractors and communities depend on".

What's an Infrastructure Plan?

The plan, a campaign commitment from National, was drawn up by the Infrastructure Commission and will be tabled in Parliament on Tuesday afternoon. It represents a 30-year roadmap for how the country should build the infrastructure it needs.

A theme for the plan was that New Zealand spends a lot on infrastructure, but maintains its infrastructure poorly, and therefore has infrastructure of relatively poor quality considering the amount spent.

Over the last 20 years, New Zealand has averaged spending about 5.8 percent of its GDP on infrastructure, which is one of the highest rates of spending in the OECD. Yet Bishop said the Government ranked near the bottom of the OECD in terms of efficiency of spend and came fourth from last in terms of asset management.

"Many central government agencies do not properly understand what they own or have long-term investment plans. The assurance system for new projects and long-term investments is fragmented and inconsistent," he said.

The plan complained at the cost of consenting, estimating that the cost of consenting infrastructure cost about $1.3b a year.

The plan recommended that 60c of every dollar of infrastructure spending should be allocated to renewals and maintenance.

A key theme of the plan was that governments have tended to under-fund maintenance, whose funding is "routinely deferred in favour of the 'new and shiny'", according to the plan. It said projects are "announced without going through a proper planning process", often causing them to blow out.

The plan anticipated these spending trends would continue with up to 7 percent of GDP a year spent on infrastructure.

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New Zealand

Wayne Brown plans dramatic overhaul of Auckland roads after Auckland Transport break-up

Auckland Mayor Wayne Brown plans a dramatic overhaul of the city's roads once Auckland Transport is stripped of its road functions.

He said Auckland Transport (AT) has been "pissing Aucklanders off for 15 years", doing things on the roads that Aucklanders don't like.

"We're going to standardise everything … this is going to be a dramatic change," the mayor told the Herald today.

AT would continue to run public transport. It was not doing that too badly, Brown said.

Brown was speaking during a break at the transport and infrastructure delivery committee, where councillors were briefed on the break-up of AT, with its planning and road-controlling functions to be taken over by the council, and AT remaining as a public transport agency.

Once the legislation – expected to pass next month – comes into force, the council will have six months to dismantle the transport agency. Responsibility and accountability for roads and planning decisions will then sit directly with councillors and local board members.

Brown said Aucklanders will hear him talking a lot more about "standardisation and optimisation" when it comes to roading, with the council set to establish a dedicated roading division.

He said he wants someone within the council who is responsible for every element of a road.

As an engineer, Brown said the people who work for him understand a road is an integrated system, from footpaths, kerbs and centre lines to tarseal, compacted base layers, bus stops and even the occasional telegraph pole.

He said AT employs a curve expert, a channel expert, a bus-stop expert, a footpath expert and a cycleway expert, then brings in a consultant, adding it doesn't have standardisation.

Brown said every intersection ends up being different and he had even come across one with 19 separate faults.

"They just don't do sensible stuff, and that's because of subject-matter experts. Too many cooks boiling the broth, too many consultants designing everything differently.

"We will get one intersection right, take a photo and say that's what you do everywhere. We don't have standard cycleways. We have expensive cycleways. Everything gets cheaper if you standardise it.

"Design things which are standardised and sensible and cheap and allow for the movement of traffic."

Brown accused AT of ignoring his letter instructing it to improve east–west movement on Wellesley St and Victoria St, saying it had not done anything and argued that once he has control, it should finally become easier to cross the city, because, in his view, it certainly couldn't be any harder than it is now.

A spokesman for AT said it did not have any comment to make on the matters raised by the mayor.

Cont....

New Zealand

Meanwhile, the committee was told that work on introducing congestion charging in Auckland could deliver a proposed scheme by early 2028.

Six current options are on the table for time-of-use charging, often called congestion charging, which encourages motorists to shift travel times or use alternative transport, reducing congestion and boosting productivity.

The options include the city centre, city centre and fringe areas, city centre and inner isthmus, core motorways, core motorways plus city centre, and targeted motorway hotspots.

Brown has earlier suggested charges on the Northwestern Motorway between Lincoln Rd and Te Atatū and the Southern Motorway between Penrose and Greenlane.

Subject to funding, the council plans to commission detailed development of three shortlisted scheme options in the second half of 2026, including support for public transport and a business case.

There have been no recent costings for time-of-use charges. In 2020, officials suggested weekday tolls of $1.50 to $3.50 from 2025.

Drivers filmed speeding through roadworks in Christchurch

Operation Safe Works would span several weeks after concerns with dangerous driving where roadworkers have been hit on site and a driver killed.

"A driver has driven into a row of cars that had been stopped at a temporary traffic lights at roadworks near Waikuku and tragically the driver of that car died at the scene, and a road worker who was working on a drilling rig was struck by a car simply going far too fast and failed to take a turn and drove through the roadworks area," said acting Canterbury road policing manager Senior Sergeant Gerard Peoples.

While 1News was out filming in Central Christchurch this morning, it was only a matter of minutes before several cars were stopped and issued infringement notices.

Police emphasised that the high visibility operation was not designed to make money.

"We're not trying to hide from anybody. I don't care much for the government books, this is all about road safety for people on the roadwork sites and road users," Peoples said.

"This is really a message for the whole country — just chill out — take your time. You're not going to get anywhere, any faster."

Police reminded drivers that the temporary set speeds were not a suggestion - they're the law.

"I want to remind motorists that just because we are putting an increased focus on this for the next couple weeks, that doesn't mean that enforcement action stops when the operation ends – you can expect to see us anywhere, anytime," he said.

Watch video

New Zealand

AA supports proposed road rule changes

The Automobile Association says the government's proposal to bring in a number of new road rules will clarify the situation for road users to make sure that everyone is on the same page.

AA chief policy and advocacy officer Simon Douglas told Checkpoint the government was trying to address the fact that there were now more drivers, more cyclists, more scooter riders and cities were increasingly more densely packed.

"So just a bit of a reset of the rules of the game so that everyone's on the same page around some of these points of rub is a really good idea."

One of the rules proposed by the government was to introduce a mandatory passing gap of between one and 1.5 metres, depending on the speed limit, to give motorists clearer guidance when passing cyclists and horse riders. It is already recommended that motorists do not pass a cyclist closer than 1m, but Douglas said currently there was no enforceable rule around the correct distance for a driver to pass a cyclist.

"So what this gives us is the opportunity to say very very early in teaching young drivers to drive, there's a rule that says that there's a passing distance, a minimum passing distance.

"Setting that up as a rule, as an enforceable rule, really just says 'you know we're serious about this, this is one of those things that you need to learn to put into practice as a courteous driver'."

It would be useful for everyone to know there was no equivocation about this in terms of whether it was a rule or a recommendation, he said.

"So we see it as a way of clarifying, removing doubt and just a way to help enforce good etiquette from a very early age."

Another proposal is to require drivers travelling under 60km/h to give way to buses pulling out from bus stops. Douglas said a recent AA survey found that about half of respondents thought you had to give way to a bus that was pulling out but the other half either thought you did not have to give way or didn't know.

"At the moment the law isn't, doesn't say that a bus has right of way," he said. Driving was a complex task, he said.

"You're in that moment where you're think 'well the bus is pulling out, does he or she have the right of way, do I scamper in front of them, do I wait behind them?'"

Currently some of the time there was a lack of certainty around what the rule was, he said. Douglas acknowledged that sometimes people were just not driving courteously. One of the things about this set of rules is that it will give the opportunity for enforcement behaviour.

"So if you're not giving a cyclist the right distance or you're not letting the bus go past and there's a police officer nearby, it gives them a tool and they will undoubtedly be able to levy a fine."

That way drivers do not need to make a decision about how to act, he said. "You just know, the bus has right of way, I will let the bus in."

The government is consulting on two packages for rule changes, the first focuses on lane use and everyday road rules, while the second focuses on heavy vehicles. Other proposed changes in its first package include allowing e-scooters to use cycle lanes, allowing children up to age 12 to ride their bikes on footpaths and clarifying signage rules so councils can better manage berm parking

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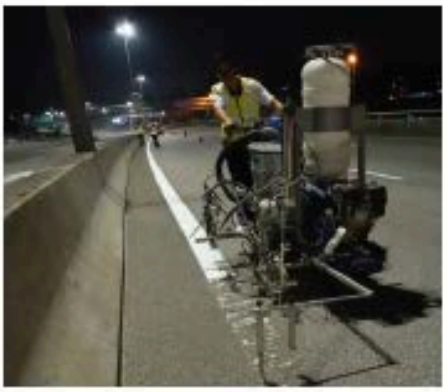

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New Zealand

Morning school commute is peak time for fatigue crashes, report warns

New Zealand's most dangerous time to be driving has been revealed in a new report, just as parents prepare to return to their routine of school drop-offs.

Last year's AutoSense Guardian New Zealand Insights Report found accidents related to driver fatigue were most likely to happen between 7am and 8am, right around the time children begin heading to school.

Fatigue consultant Katrina Aubrey said "the 7 to 8am window sits within a well-known low point in alertness", increasing the risk of microsleep incidents.

"When that vulnerability overlaps with the school run - higher traffic, time pressure, children and buses - even brief lapses in attention can carry serious risk."

The fatigue risk is also high between 4am and 10am, the period when families and professional drivers are typically sharing the roads.

Drawn from the almost 6000 Guardian by Seeing Machines that have been installed in commercial vehicles, the new data shows the effect of seasonal physiological patterns.

Fatigue spikes during the wintry months of August to September, and is at its lowest in January to February, while Tuesdays tend to be the day most microsleep incidents occur.

More than 900,000 risky driving events were recorded by the fleet safety experts between July 2024 and June 2025, 19,336 of which were related to fatigue.

Dylan Thomsen, a spokesperson for AA, said tired driving needed to be treated as seriously as drunk driving or distracted driving.

"Past research from the AA found about half of fatal crashes involved people recklessly breaking the rules but half involved people simply making a mistake – with distraction or fatigue likely to be involved."

The authorities can lead this response by emphasising the dangers and warning signs of tiredness, Thomsen suggests.

"Too many drivers underestimate how fatigue slows their reactions and affects their judgment, and there isn't enough public awareness about those risks."

New Zealand Police said they encourage safe driving at all times as part of their road safety campaign.

"This includes ensuring you are not impaired by fatigue, alcohol or drugs, that you are alert and free from distraction, driving at a safe speed within the speed limit and ensuring everyone is properly restrained in a seatbelt or child car seat."

Distraction caused more than 51,000 of the risky driving events, one in four of which was related to the use of a mobile phone.

This was why human intervention was a crucial safety mechanism, AutoSense CEO Charles Dawson said.

The company has made more than 14,000 intervention calls in the past year, behind each of which "is a person with a family waiting for them at home".

"If we can reduce fatigue and distraction during the most routine moments – like the morning school run – then we're doing something that genuinely matters: helping drivers, and everyone around them, get home safely."

New Zealand

Should third party vehicle insurance be compulsory? Why the costs could outweigh the benefits

Supporters of compulsory third-party vehicle insurance argue that it will prevent innocent drivers from facing hefty repair bills they can't afford.

However, recent comments from the transport minister suggest that such a change wouldn't be happening anytime soon.

Chris Bishop told interest.co.nz that the mandatory third-party vehicle insurance wasn't considered by the government as part of changes to the driver licensing system.

He also said the gains were not necessarily as high as everyone else thought, given the huge number of New Zealanders already had vehicle insurance.

Automobile Association road safety spokesperson Dylan Thomsen said making third-party insurance compulsory was complicated.

He told Nine to Noon it needed very careful consideration as it could add extra costs to both parties.

"When you have something like this, it has the potential to push premiums up for everybody to try and get that coverage," Thomsen said.

"The last survey that was done in New Zealand looking at this, and it was quite some time ago, we had about 92 percent of drivers having insurance.

"To try and get to 100 percent, probably impossible because even the countries that have compulsory insurance haven't achieved that."

Thomsen said an important consideration was the cost of enforcing third-party insurance.

Some of the European countries were getting close to around 98 percent, but there was a catch, he said.

"They have spent a lot in terms of enforcement. They have to have a lot invested in databases that can link up," Thomsen said.

"Most of the ones that have got that high have camera networks looking at license plates quite extensively. "

Thomsen said just like car registrations or warrant of fitness, while both mandatory, you will never get to 100 percent.

He acknowledged how frustrating it could be to get compensation after a crash with an uninsured driver.

But he said the key question was whether a compulsory system would actually provide more benefits than the costs.

"We don't think the case has been made for that yet. We would like to see more updated information because most people already have insurance," Thomsen said.

"We know warrant of fitness, car registrations, those are both mandatory and compulsory and we know not everybody has those. So, we're never going to be able to get to 100%.

"How much better could it be? I think more information is needed."

Thomsen also stressed that New Zealand did have a form of compulsory insurance through ACC, which covered the costs of injuries.

He said while Australia had compulsory third-party insurance, it was only for injuries, which was the same as ACC here.

New Zealand

Push to lower the speed limit on a 100kph coast road where sea lions roam

A conservation group is pushing to see the speed limit on a South Island road reduced due to the danger posed to the local sea lion population. Taieri Mouth Road runs along the east coast of the South Island, just south of Dunedin, and provides a link between Taieri Mouth and Brighton, as well as access to the surrounding land and beaches. The speed limit is currently 100kph; however, the Dunedin City Council is proposing a reduction to 80kph and is currently seeking views on the proposal.

Three proposals are on the table: reducing the speed limit for the entire road; reducing it for part of the road; or retaining the status quo.

The council says the options have been designed to make the road safer for all users and to improve access to residential areas and the beach. At times, sea lions have been seen near the road, with a few hundred in and around Dunedin. In 2024, the Department of Conservation (DOC) said there were between 160 and 200 sea lions in the Dunedin region, including 34 breeding females.

Reducing the speed limit on the road has the support of the New Zealand Sea Lion Trust, which recently submitted on the matter. The trust said it supported a reduction in the speed limit due to the increasing presence of sea lions in the area, especially females and pups, and what it says is the "increasing likelihood" of a sea lion fatality if one is struck by a vehicle.

Trust co-chair Shaun McConkey told Stuff that sea lions coming onto roads has become more of an issue in the Dunedin area, and that lowering the speed limit on this particular road was a "no-brainer".

"It's a coastal road, 100 kilometres an hour. There's a few corners where people have got hedges and things, so you can't really see happens to be driving along just as a sea lion is crossing it, then it's not going to end well for anyone."

McConkey said there had been a few deaths of sea lions on Dunedin roads in recent years, and with the increasing population, more females have been hiding themselves away from males during the breeding season.

"They can't stay out on the coast where they are exposed and clearly visible, so they tend to go inland. They start moving off the beaches and onto areas of forest, scrub and sand dunes behind those beaches. And so if the road is close to the coast, then it means crossing the road."

With fur seal and sea lion populations bouncing back around the mainland, last year, DOC and the New Zealand Transport Agency launched a nationwide project to track where marine mammals are appearing near roads. As part of this, they asked people to report sightings of seals, fur seals, or sea lions on or near roads, to help them map hotspots and understand the risks. They said the results would help inform future road planning, identify high-risk zones, and guide where further road improvements might be needed. Sea lions, especially pups, have been known to wander into areas frequented by the public and have been spotted down driveways, on footpaths, and even in shops. McConkey said sea lions are "just not particularly frightened" of people because they are not used to needing to be scared of anything.

"You'll see them standing in front of vehicles, people, I think I've seen a photo of a sea lion sitting in front of a tractor. They're just not scared of those things because they never needed to be in the past," he said.

"They [are] quite happy to come wandering into areas where they have to put up with people and traffic and horses and dogs and all sorts of things in order to avoid the male sea lions."

Public consultation on the speed limit proposals closes on April 13.

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Australia

Road fatalities in Australia hit new high under safety plan

Australia's road toll has climbed again, with the latest figures showing the country is moving further away from its target of halving fatalities by 2030.

In the 12 months to February 28, 2026, 1,336 people died on Australian roads, up 56 from the previous corresponding period. It was also the 33rd consecutive month that the rolling 12-month death toll increased. The last time the annual total was lower than the year before was in May 2023.

The figures add pressure on the National Road Safety Strategy 2021–30, which was adopted by federal, state and territory governments. Since it began in January 2021, fatalities have risen by 21.8 percent, even though the strategy aims to cut national road deaths by half by the end of the decade.

Some of the sharpest increases were recorded among road users outside cars, buses and trucks. Over the same 12-month period, deaths among vulnerable road users rose by 7.0 percent to 523.

That total included 202 pedestrians, 271 motorcyclists and 50 cyclists. Pedestrian deaths rose by 16.8 percent from the previous corresponding period, while cyclist deaths increased by 19.0 percent. Motorcyclist fatalities, by contrast, edged down by 1.1 percent.

The national increase was not spread evenly across the country. New South Wales recorded the biggest jump, with road deaths rising from 314 to 377, an increase of 63 fatalities or 20.1 percent. Queensland also posted a rise, with deaths increasing from 293 to 317.

Other jurisdictions recorded lower totals than a year earlier. Victoria fell from 293 to 275, South Australia dropped from 92 to 82, Western Australia edged down from 189 to 187, and the Northern Territory declined from 53 to 38. Tasmania rose from 36 to 45, while the ACT increased from 10 to 15.

On a population basis, the Northern Territory still recorded the highest fatality rate at 14.3 deaths per 100,000 residents despite its fall in total deaths.

The Australian Automobile Association (AAA) said the federal government should use its review of the National Road Safety Strategy to strengthen the Commonwealth's role in transport safety.

"The Federal Government must use this review to correct this years-long surge in road trauma by enhancing the Commonwealth's role in transport safety," AAA managing director Michael Bradley said. He stated better data is needed to understand rising fatalities, with the AAA also calling for no-blame road crash investigations to help shape more effective safety measures.

"Reducing road trauma requires better roads, regulatory change and public education campaigns. All of these would be better targeted, more evidence-based, and more effective if informed by a national no-blame investigation approach."

Australia

CDU launches road research hub to improve NT infrastructure

Charles Darwin University has launched a new research centre aimed at improving road quality, safety and long-term maintenance outcomes across the Northern Territory.

The Northern Territory is set to benefit from smoother, safer commutes through new research led by Charles Darwin University (CDU).

The university has established the Centre for Asphalt and Road Technologies (CART) to expand on work carried out through CDU's pavement research program, which began in 2024 with funding support from the Northern Territory Government's Department of Logistics and Infrastructure and Tyre Stewardship Australia (TSA).

The centre will focus on research, innovation and technical services in pavement and road technologies, an area of growing importance as infrastructure demand increases across the Northern Territory.

CDU Senior Lecturer of Engineering, Dr Ali Rajabipour, said the centre would bring together multiple elements of road research and development to strengthen collaboration with industry and government.

Dr Rajabipour said a dedicated hub would help coordinate partnerships and translate research into practical outcomes for the Territory.

"Bringing this breadth of activity together requires a dedicated hub – one that can coordinate partnerships, streamline engagement with industry and government, and translate research into real-world outcomes for the NT," Dr Rajabipour said.

"At its core, the Centre is about delivering better-quality roads that last longer and cost less to maintain.

"This means safer travel, reduced disruption, and better use of public funds – outcomes that directly benefit communities across the Northern Territory."

CART operates through CDU's Energy and Resources Institute, which focuses on developing sustainable and environmentally friendly solutions across the energy and resources sectors.

Energy and Resources Institute Director, Maurizio Cirrincione, said expanding the pavement research program through CART represented an important step for the university and the Northern Territory.

Professor Cirrincione said the centre would provide dedicated expertise in sustainable and climate-resilient road technologies.

"CART reinforces CDU's position as a leader in applied research for the Northern Territory. This Centre will help improve local roads, support emerging industries, and create new opportunities for students, researchers and Territory businesses," Professor Cirrincione said.

"I'm excited to see CART strengthen our ability to deliver high-impact research, real-world testing and industry collaboration. The development of advanced facilities, including our path toward NATA accreditation, will greatly enhance our capability to support Territory infrastructure."

Research undertaken through the centre is expected to support improvements in road quality and durability across the Territory, while also contributing to broader advancements in resilient road infrastructure.

Australia

Sydney's A$2 billion motorway opens

Drivers in Sydney, NSW Australia are now able to benefit from the A$2.1 billion M12 motorway link, which has been opened to traffic.

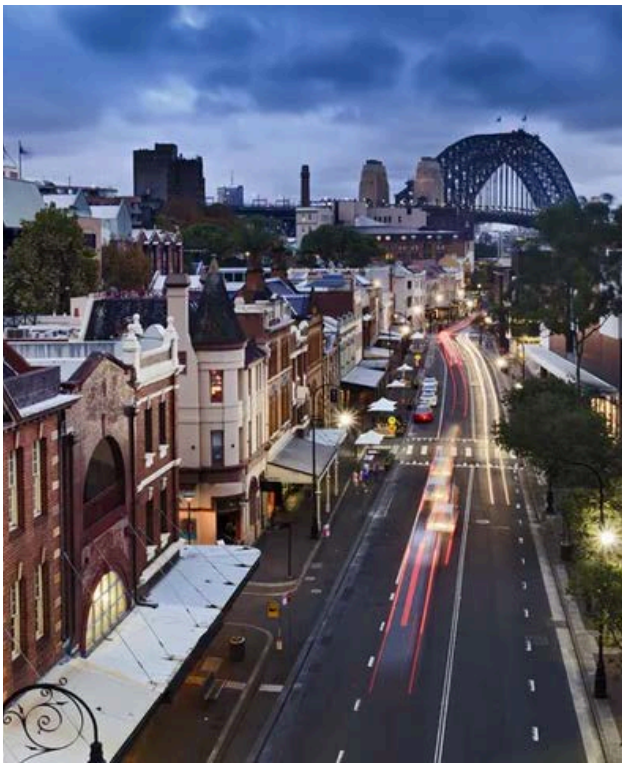
This 16km motorway section connects the Northern Road to the west of the city with the Elizabeth Road to the east of Sydney.

This is one of several new road links for Sydney.

The new link is tolled and has a speed limit of 100km/h. Its opening is expected to make a major cut in traffic congestion in Sydney.

A further component of the new route, an interchange between the M12 and the M7 at Cecil Hills, is due to open in mid-2026.

Part of the funding for the project has come from the Australian Government, with both the previous and present administrations having provided portions of the financing required.



Are electric vehicles too quiet? Calls for mandatory external noise for EVs in Australia grow louder

Should new electric vehicles be legally required to make noise when moving at low speeds? That's the question being posed to the Australian community by the nation's top transport authorities, the Department of Infrastructure.

Members of the community including those with visual impairments have voiced increasing concern as the electric vehicle revolution gains pace and more vehicles hit Australian roads making little to no low-speed external noise. In 2017, Vision Australia together with Monash University released research suggesting that 35 percent of vision-impaired people have been hit, or nearly hit, by an EV. In Europe and the United States, new electric models must legally come with external speakers (concealed in the bodywork) that produce some sort of noise at low speeds to warn pedestrians.

The United Nations even issues its own standard for AVAS systems. The standard decrees an electric vehicle must produce between 31 and 50 decibels (dB) up to 10km/h and between 36 and 56dB from 10-20km/h. Reversing should produce a noise around 47dB. The AVAS speakers should not produce more than 75dB. For reference, a normal conversation is about 60dB while a vacuum cleaner is about 70dB.

In Australia, AVAS is not compulsory. Some electrified models come fitted with the system voluntarily by the car manufacturer, such as Nissan with its X-Trail E-Power or Hyundai with its Ioniq 5. Others, such as Toyota with its numerous hybrid models (which operate as EVs at low speeds) and the new electric Lexus RZ, do not. The Australian Government's National Road Safety Action Plan 2023-25 has committed to mandating AVAS subject to getting the community's say. Submissions in support or objection to proposed AVAS in Australia can be made before May 26 to the Department of Infrastructure at this link.

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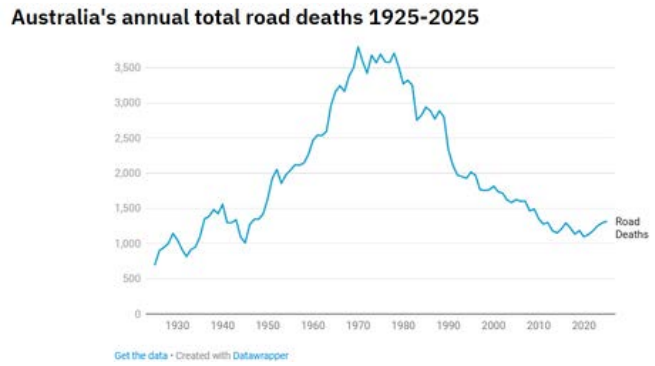
Australia

Australian road deaths are following dangerous US trend, expert warns

Australia's historic overall decline in road deaths since the late 1970s is being undermined by following in the US' footsteps, warns a road safety expert.

Associate Professor Milad Haghani, a road safety expert from the University of Melbourne says that a recent rise in Australia's road toll actually reflects a pattern that emerged in the US over 15 years ago.



"What you see in the US is a sharp increase from 2010 in pedestrian crashes, something that we are replicating." Doctor Haghani said.

"I have been saying that Australia is going to have a pedestrian [deaths] trend similar to the US."

As recently reported by Drive, latest data shows Australia's road toll has risen year-on-year for five years, the first time such a sustained rise has occurred since the period following World War II. Rising pedestrian deaths are a potential key contributor to the recent rise.

Dr Haghani says that the increasing rate of pedestrian fatalities in America is due to US motorists' preference for large vehicles, and that Australia's pedestrian fatalities may now be rising for the same reason.

"If you look at it right now, it is just that tail of the pedestrian US deaths back in 2010, you're now seeing in 2025 because they [the United States] have started this trend of increasing car sizes [a] little bit earlier obviously, and that is showing in the data."

Dr Haghani believes that widespread opinion attributing rising pedestrian deaths to pedestrians crossing illegally, wearing headphones, or being distracted by mobile phones is misinformed and not supported by evidence.

"Phones have been around for multiple decades now. The change in the pedestrian fatalities is more recent."

Dr Haghani points to recent high fatality counts in older people, while pedestrian fatalities amongst 21 to 29 year olds fell.

Dr Haghani says that if phone use was a dominating factor then deaths would also be increasing among young people, as the youth are typically considered the most prevalent phone users.

Recently released data from the Bureau of Infrastructure and Transport Research Economics (BITRE) shows that pedestrian fatalities amongst 21-30 year olds have dropped year-on-year since 2023. Meanwhile every other age group has seen fatalities increase since 2023.

The past five years of year-on-year growth in road deaths also include two years where motorists in many Australian states experienced unprecedented restrictions on travel and therefore driving during periods of 2020 and 2021 due to COVID-19 lockdowns.

You can read more details about Australia's five years of year-on-year growth in road deaths here

Australia

More people are dying on Australian roads. This program could make drivers safer

Deaths on Australian roads have increased every year since 2020. This is despite the Australian government's commitment to Vision Zero – having zero deaths or serious injuries on our roads by 2050.

Unfortunately, 1,317 road deaths were recorded in 2025, a 1.9 percent increase from 2024. Land transport accidents also remain a leading cause of death for children and young adults, and the third leading cause of injury hospitalisations.

To bring these stats down, we need to look at the entire system of road use – including the parts that don't get benchmarked but perhaps should.

The 'safe system' principle
Part of Vision Zero is a stronger commitment to the Safe System approach. This means all parts of the road transport system work together to keep us safe. These include road users, vehicles, road quality and design, planning and speed.

But what exactly are "good roads", "good vehicles" or "good drivers"? For some parts of the system, there are clear answers.

Vehicle quality and safety is benchmarked via the Australian New Car Assessment Program, ANCAP. Road safety is benchmarked via the Australian Road Assessment Program, AusRAP.

However, there's no clear mechanism to benchmark human performance as road users. Sure, if we drive or ride a motorcycle, we must demonstrate certain competencies to be granted a licence. But afterwards, we don't receive objective feedback on our performance as road users.

Our own judgements aren't good enough. Many of us suffer to some degree from illusory superiority, and we have the general tendency to assess our own competencies on a task as "above average". In one US study, 673 out of 909 participants (74 percent) thought they were better-than-average drivers.

Logically, most of us can't be better than average at driving. This is where an assessment program for road users could come into play.

Towards a road user assessment program
Recent research from the Australasian College of Road Safety examined the novel proposal of a road user assessment program.

They suggested benchmarking – having a standard they can be measured against – should be available for road users as part of a safe system approach, just as it is for vehicles and roads.

Through interviews with road-safety experts (including two of us) and a forum of road safety researchers, professionals and advocates, the authors of the report identified five areas for feedback to road users:

- the road user's skills and knowledge
- pre-trip preparation
- risk management (such as road positioning, speed, distraction, hazard perception and compliance)
- self-maintenance and monitoring, and
- what happens after an incident (that is, how we learn from crashes or near misses).

Do we need a separate program for this?
As drivers, we do already receive feedback from multiple sources. And several active safety systems exist in modern cars. Some of them, such as lane-keeping assistance, actively manipulate what the car does while we drive.

Cont....

Australia

Such technologies are known as advanced driver assistance systems (ADAS). These can provide us with warnings on the road, or can automate some aspects of driving. Evidence shows ADAS can reduce the frequency of crashes. Moreover, autonomous emergency braking is now compulsory in new cars sold in Australia.

But many of us drive vehicles without these features. This strengthens the argument for a uniform and easy-to-use feedback mechanism available to all road users, to improve road safety.

However, such a benchmark would be complex to develop and put into place. Who would implement this system?

Should modern technologies, such as artificial intelligence (AI), play a role? If the program was voluntary, how would we encourage people to take part?

For now, these big questions might seem insurmountable, but we have some recommendations.

So what might the program look like?
Guided by the five recommended areas for feedback to road users, we envision a benchmark program for typical car drivers could use advances in AI and telematics.

AI tools which can monitor driver behaviours already exist. Telematics uses information from sensors, GPS and other diagnostics, and can provide information on driving performance, such as speed and braking.

Indeed, the use of telematics is rapidly expanding in Australia for freight vehicles. While more data is needed to evaluate the impact of telematics on driving performance, the potential is there, especially in combination with other sources of feedback.

Using this data could allow for better trip preparation, also incorporating users' driving history (such as driving skills, habits, knowledge and preferences), as well as traffic information and weather conditions.

Telematics is achieved via a device placed in the driver's vehicle. Perhaps a similar approach could be used here.

Noting the complexity in giving feedback to drivers, we also propose a shift from calling it a road user assessment to a road user "assistant" program.

This would reflect that any such system is designed to support the road user. If feasible, it could be potentially adapted to other road users, such as cyclists and pedestrians.

The development of past benchmarking systems for roads and vehicles has increased safety on Australian roads.

However, these only go so far.

The missing factor that will benefit from benchmarking is us as road users. Perhaps then we can get closer to the ambition of Vision Zero.

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Global

Safer roads plan for the UK

The UK Government is working on a plan to make roads safer and reduce casualties, following an extended period of neglect with the previous administration. The new Road Safety Strategy will introduce plans for reducing death and serious injury on the UK's roads.

The Transport Committee has launched an inquiry that will examine the ambitions and potential effectiveness of the Government's new Road Safety Strategy.

The new strategy aims to reduce the number of people killed or seriously injured on Britain's roads. It is the first road safety strategy in over a decade and sets out the Government's intended approach across four different themes: supporting road users, using technology, data and innovation, safer infrastructure and robust enforcement.

The Committee will examine the Government's proposals and the series of consultations that has been launched under the strategy. The Committee will investigate what measures would be most effective in reducing deaths and serious injuries involving new and novice drivers, and what is the right approach to safe driving later in life.

Transport Committee Chair Ruth Cadbury said: "The number of people dying on our roads recently has plateaued after some years of steady decline, with too many people killed and seriously injured in preventable incidents.

"After a long wait for action to address this, the Transport Committee is pleased to see the Government stepping up with a new strategy.

Now we want to explore whether ministers are heading in the right direction to really make a difference.

"Do we have the right level of ambition and the right arrangements in place to realise them? Should more be done to ensure that learner drivers are setting off on the right path, and how do we reduce deaths and serious injuries involving older drivers while still maintaining their independence?

"How should evidence on the relationship between speed limits and safety influence new guidance? What scope is there for road design and maintenance to further improve safety? And what can we learn about the effectiveness of various approaches in other countries?

"These are some of the questions that the Transport Committee's inquiry will touch upon as we consider a range of perspectives. We will then make recommendations to the Government to best ensure that the Road Safety Strategy achieves its aims and works for all road users."

The strategy sets targets of a 65 percent reduction in people killed or seriously injured (KSI), and a 70 percent reduction in child KSIs, by 2035. The UK Government has said its Strategy is informed by Sweden's Safe System approach. What other international or UK examples offer the most relevant lessons for reducing deaths and serious injuries?

Global

Data shows UK road flooding risk

New data from Ordnance Survey in the UK reveals that 7,564km of roads are at risk of flooding due to climate change. This accounts for around 12 percent of the UK's road network.

The broader picture shows how UK transport could be affected by flooding due to climate change, with over 3,000km of rail routes, around 20 percent of the network, also at risk. Flooding from both rivers and sea poses a challenge for the UK's transport system.

The new analysis is based on Environment Agency flood modelling and OS mapping data. This highlights routes and population centres threatened by extreme weather due to climate change.

Around 587km of England's motorways are in high risk flood zones. The A38 is the most exposed major route (12 percent of its length), followed by the M45 (9 percent), M32 (9 percent) and A58 (8 percent).

North Yorkshire is the most exposed local authority in England, with 102km of roads at risk from river flooding and 49km from sea flooding. And 36 local authorities could face rail isolation during flooding events. These include Kirkby-in-Furness, Collaton St Mary, Swinefleet, Belton, Bradwell and Burgh Castle.

Elonroad riding a wave of success in seaports

Elonroad said its strategy of focusing on the electrification of roads in seaports and not urban areas has added around US$2.3 million to its cash balance.

According to the news site Impact Loop, Elonroad, based in Lund, Sweden, has developed a charging rail that can charge electric vehicles both while driving and when they are stationary. The company's solution is available in a version that is laid completely on top of the asphalt and one that is submerged and builds less than 10mm above the road surface. The vehicle is charged automatically via a pick-up that folds down under the vehicle to a rail on the ground.

The system - a 360m-long electric rail as well as five stationary charging stations - has been tested for automatic charging in the Norwegian port of Oslo port and the container port of Long Beach, in the US states of California. Elonroad says the system transfers energy at a 97 percent efficiency rate from the rail to a vehicle.

Global

A new standard for success

The Association of Equipment Manufacturers (AEM) is announcing a new industry standard, ISO/TS 15143-4, which will help to streamline how construction project data moves from the office to the jobsite. This addresses challenges around interoperability, efficiency, and collaboration.

The standard has been reached through cooperation between several leading companies in the construction, including Arkance Systems, Carlson, Caterpillar, Earthbrain, Hitachi, Infrakit, John Deere, Komatsu, Leica Geosystems, Novatron, Topcon and Trimble.

Known as "Part 4: Worksite topographical data" of the ISO 15143 series of standards, the framework represents a step forward in aligning technology across equipment, contractors, and project partners.

At its core, Part 4 is designed to enable primary workflow efficiency by supporting seamless data flow from office-based teams to field operations, even if the solutions are from different providers. The current iteration of the standard focuses on transferring critical design and project information—such as design files and site calibration details — to machines on the jobsite.

"This initiative is an investment in the people who power construction – from the jobsite to the back office," said Scott Crozier, vice president, civil construction field systems, Trimble. "For operators, true interoperability means eliminating the friction between the design and the dirt, ensuring mixed fleets operate as a single, cohesive system to deliver smoother workflows using the same designs, RTK correction streams and site calibration no matter the machine or technology brand. By aligning around shared data standards, we're setting the foundation for seamless connectivity and more agile, technology-enabled construction for years to come."

Rune Lodall, director of product Management, machine control division, Leica Geosystems, part of Hexagon said: "Since 2017, this has been a long and rewarding journey for Leica Geosystems, working alongside Trimble, Topcon, and 21 organisations across the industry to define a brand-independent data standard for construction technology and machinery. Through years of workshops, working groups, challenges, and even a global pandemic, 61 experts around the world contributed countless hours to turn a shared vision into a 260-page international standard. Together, we have created a foundation that connects machines and site systems regardless of brand, giving customers greater flexibility, improved efficiency, and confidence in their digital workflows."

A key feature of Part 4 is its ability to deliver interoperability across mixed technology fleets. Contractors often rely on a combination of owned and rented equipment, and in many cases do not have control over the technology vendors embedded in rental machines. This standard addresses this reality by ensuring that project data can flow seamlessly to all equipment, regardless of make, model, or technology provider. This flexibility removes barriers when contractors need to scale up equipment on short notice, helping keep projects on schedule. Contractors often rely on a combination of owned and rented equipment, and in many cases do not have control over the technology embedded in the machines.

Beyond equipment, the intent is to also foster broader industry collaboration. The standard allows general contractors and their partners to share data freely, even when relying on different technology ecosystems.

By removing technological hurdles, Part 4 supports more efficient coordination across project teams and encourages collaboration without forcing contractors to standardize on a single vendor.

Cont....

Global

"This standard is the result of tremendous collaboration across many industry stakeholders, who were all motivated by a desire to improve efficiencies for our industry. Compliant solutions can provide so many benefits, such as contractors getting more utilisation from their assets, rental companies seeing more utilization in the technologies they invest in, dealers able to more easily plan their inventories, and companies finding it easier to quote more jobs as sub-contractors and joint venture partners who might have different tech ecosystems," said Nick Bollweg, manager of emerging solutions, John Deere, and convenor of the ISO Working Group that developed the standard, noting how open data exchange can improve coordination and reduce inefficiencies across complex projects.

Kristin Gaskill, director of business development, Caterpillar said: "This industry initiative is a customer-focused effort aimed at addressing back-office challenges that can slow progress on the jobsite. By removing friction from a customer's workflow, we help accelerate technology adoption and utilization—unlocking proven gains in productivity and safety across the industry. When we clearly understand the challenges, it's exciting to see the industry come together to create standards that deliver meaningful value quickly."

Topcon's Head of Construction Platform, Fredrik Eklind, noted: "The introduction of ISO 15143-4 is more than just a technical milestone; it supports the desired shift in the way the industry approaches its operations, by enabling a mixed fleet jobsite where machines and systems seamlessly share information and pave the way for smarter, more integrated projects. This standard has come about through a highly successful collaboration, which has been rewarding for all involved. The result is a new level of collaboration that fosters innovation and pushes the boundaries of what is possible in site management and machine control."

"Together, these elements position a unifying force for the construction industry, one that not only improves today's workflows, but also sets the stage for a more connected, efficient, and innovative future," added John Somers, vice president, construction & utility Association of Equipment Manufacturers (AEM).

Europe's proposed €51.5 billion transport budget

A proposed €51.5 billion transport budget for Europe in the 2028-2034 period would help boost connectivity across the continent. The proposal has been put forward by the European Commission as part of the Connecting Europe Facility (CEF) plan.

But even this significant budget falls short of the required financing. Delivering the key TEN-T network transport projects will cost €515 billion.

The theory is that Brussels should deliver the financing for international connections between members states. The individual countries should then source financing for their own internal links.

But this leaves delivery of much of the TEN-T network subject to the priorities of each individual nation, many of which may rank other issues of higher importance. Comprehensive integration of Europe's road (as well as rail and water) transport systems may well prove longer to achieve unless further financing solutions are secured.

Global

Oregon-Washington bridge cost jumps to $14 billion

Replacement of the bridge linking Oregon and Washington and carrying the I-5 highway could now cost as much as $14 billion.

The project is much needed as the existing bridge is no longer able to cope with traffic demands. There are also concerns over the safety of the structure in the event of a possible earthquake.

One of the steel truss bridges in use at present dates back over 100 years, having been opened to traffic in 1917. The parallel bridge was opened to traffic in 1958.

The existing bridges carry three lanes of traffic in either direction, handling around 140,000 vehicles/day but no longer meet current safety requirements.

Construction for the new bridge is now scheduled to commence in 2028. However, the project to replace the bridge that links Vancouver in Washington State with Portland in Oregon is now vastly more expensive than had ever been expected when the work was first proposed.

The work to plan the project is being carried out jointly by the Washington State Department of Transportation and the Oregon Department of Transportation. The US Department of Transportation has had extensive input into the project.

£1.5 billion Northern Ireland road delay

Delays continue to beset the proposed upgrade of the A5 route in Northern Ireland. Environmental concerns have triggered environmental objections to the project, causing the delays.

The £1.5 billion project was proposed as far back as 2007 and the plans call for the road, which features a single lane in either direction, to be upgraded to dual carriageway status with two lanes in either direction as well as a central reservation.

The aim of the project is to provide 85km of new A5 from south of Londonderry at New Buildings to the border at Aughnacloy, which includes around 82km of dual carriageway.

The work is needed as the A5 has an unenviable record for road safety, having suffered several fatalities in recent decades. However, the Department for Infrastructure (DfI) has to delay several infrastructure projects, including the A5 upgrade.

This follows a tangled legal battle in the Northern Irish courts, with objections against the A5 widening project claiming the work would hinder net-zero targets under the Climate Change (Northern Ireland) Act 2022.

According to the DfI, the A5 Western Transport Corridor is one of five key transport corridors identified in the Regional Transportation Strategy for Northern Ireland.

Its improvement represents is key to improving links between the urban centres of Londonderry, Strabane, Omagh and Aughnacloy and boosting connections to the North-West.

Global

JAPAN

SOUTH AFRICA

USA

INDIA

GERMANY

ENGLAND

NZTA/NZRF T 8 and T 12

The T 8 and T 12 applicator testing programme is a key component of industry self-regulation.

NZTA P 22 and P 12 specification states in Section 6:
At the time of tender contractors shall forward copies of current T/8 certificates for the plant they propose to use on the contract. The applicator(s) certification is to be kept valid for the period of the contract.

There is a .pdf version of the applicator certificates associated with each registration line.

Originals of certificates are no longer being mailed to contractors and the website register is evidence of registration.

These can be accessed via a hyperlink from the certificate registration number.

The certificates include a photograph of the applicator.

T 12 certificates include schedules setting out the scope of certification covering plain flat markings, structured markings and audio-tactile markings or any combinations of these.

From the Archives

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01 Jan to
31 Mar 2026

Road Toll New Zealand