Roadmarking News

The New Zealand Roadmarkers Federation Inc

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Sections

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NZRF Update

Dear NZRF members,

As 2025 wraps up, we want to thank you for your continued engagement and support. Because NZRF is run entirely by volunteers, your involvement is truly appreciated and makes a real difference.

T8 registrations
T8 registrations are still coming in, although a few certificates have now expired. Please take a moment to check the T8 Register on our website and let us know if anything needs updating or removing. A reminder that T8 certification is required for all equipment used on NZTA TNZ P/12 and P/22 contracts.

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).

We look forward to bringing you a full and engaging programme including speakers, social events, the AGM, a Testing Officer workshop, equipment demonstrations, and supplier displays.

If you're interested in presenting or would like to suggest a topic, please email admin@nzrf.co.nz

Industry update – NZTA IDCs
NZTA's new Integrated Delivery Contracts (IDCs) will begin in April 2026, replacing the current Network Outcomes Contracts (NOCs). The preferred suppliers are expected to be confirmed late 2025 for 10-year terms.

NZTA has decided not to request pricing for Pavement/line marking for this work at the *Best and Final Offer* stage. Pavement/line marking will still form part of the IDC scope, but pricing will instead be negotiated in early 2026 during the procurement process.

NZTA intends to discuss this scope directly with preferred suppliers in the new year as part of finalising the IDC contracts, and further details will be shared at that time.

Seasonal outlook
After a slow start to the season it is now fully underway with better weather and longer days. The slow start will put more pressure on contractors throughout the rest of the season so planning ahead is more important than ever. These recent unpredictable weather patterns look like they are increasing in frequency so building flexibility into schedules is paramount.

Final word
We wish you a safe and restful holiday season with your loved ones, and we look forward to reconnecting in 2026.

David Goddard- NZRF Exec

The New Zealand Roadmarkers Federation Inc

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NZ Transport Agency Updates

1

Reminder: Update your TIO allocations

Keeping your Transport Investment Online (TIO) allocations and funding profile up to date isn't just a compliance task—it's an opportunity to ensure any surplus funding for the current NLTP can be effectively reallocated.

- Review and update your TIO allocations for all 2024–27 National Land Transport Programme (NLTP) phases to ensure your expected spending for 2025/26 and beyond is accurately reflected.
- NZTA policy requires you to keep cost profiles current for all approved, probable, and possible activities.
- Need to update an approved phase? Just submit a cashflow adjustment with your reason—no extra documents needed. Changes are processed within two weeks.
- Accurate allocations allow NZTA to identify and redistribute available funds, especially in the Local Road Improvements Activity Class. Your updates could directly support new or additional low-cost, low-risk projects.

2

Standards and guidelines update

NZTA Z05: Health, Safety and Wellbeing Contractor Expectations

HSW Requirements (September 2025) : This sets out updated health, safety, and wellbeing expectations for contractors.

This new specification provides an update on the HSW requirements for contractors.

The document replaces the "Health and safety contractor expectations: Guidance for supply chain partners" and the "Contractor expectations: Health and safety incident notification, investigation and reporting" documents. The changes are effective 1 October and apply to all contracts.

3

Standards and guidelines update

Guidelines for Audio Tactile Pavement Road markings (September 2025)

Minor revision of sections 5 and 6 to clarify when omission of ATPM should be considered to reduce risk of causing environmental noise.

NZ Transport Agency Updates

4

NZ Transport Agency Waka Kotahi has revoked 440 commercial driver licences following the discovery of fraudulent activity.

The licences have been revoked after the discovery of false or altered documentation provided by individuals converting overseas licences to New Zealand licences.

Inconsistencies in the documents provided during the conversion process were discovered during an audit undertaken by NZTA in July 2025.

Deputy Director of Land Transport Mike Hargreaves says the licences have been revoked following a thorough investigation of issues identified during the audit.

"We have systems in place to identify, investigate and respond to suspected fraudulent activity and we will act swiftly when we find it by holding people to account," Mr Hargreaves says.

NZTA is in the process of contacting the affected individuals advising that their licences have been revoked and must be surrendered.

Providing false or misleading information as part of driver licence application is an offence under the Land Transport Act 1998, punishable by an infringement fine of up to $750.

5

Cambridge to Piarere expressway

We've taken a major step forward on the new Cambridge to Piarere expressway in Waikato with resource consents granted and our designated route confirmed.

We're now working through final design touches and the detail around how we'll build, maintain, and operate the expressway. In the meantime we're continuing to acquire property, permits, designing the full 16-kilometre expressway, planning any early work, and working to confirm construction funding.

Here's some of what you can expect when the expressway is complete.

- You'll be able to drive directly between Bombay to Piarere – that's 118 kilometres of four-lane highway.
- You'll be able to drive at 110km/h between Piarere and Hampton Downs.
- There'll be fewer interruptions to traffic flow with no driveways or side roads coming directly onto or off the expressway. Locals and communities will remain connected with local roads on both sides of the expressway from Cambridge to Karāpiro.

We're aiming to start building in late 2026/early 2027, subject to funding availability and other supporting activities being completed. When these are confirmed, we expect construction to take 5–6 years.

Full article

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New Zealand

The importance of using T8 registered plant on our network

Ensuring safety, consistency, and quality in every line on our roads.

Just like when you purchase a personal vehicle, you want to make sure it's fit for purpose. Do you need a sports car, an SUV, or an off-road buggy? The same idea applies when choosing road marking equipment for use on our network — the gear must be designed, maintained, and tested to do the job safely and effectively.

When tenders go out, it's not just about price or availability — it's about ensuring the company has the right capability and the right equipment to deliver the quality and safety our network requires. For road marking, that means using T8 checked and registered equipment.

Compliance — like a warrant of fitness

Every vehicle on our roads must have a Warrant of Fitness (WOF) to confirm it's roadworthy — brakes, tyres, lights, seatbelts etc. The T8 system plays a similar role, but specifically for road marking plant. It verifies that the specialist equipment mounted on these vehicles — such as spray units, pumps, tanks, and measurement systems — is in safe working order and able to perform to the required standard.

Having a current T8 registration demonstrates compliance not only with NZTA's network specifications, but also with wider obligations under the Health and Safety at Work Act, Land Transport Rules, and the relevant industry codes of practice.

T8 ensures equipment is compliant, operators are competent, and that everyone is working to the same baseline standard of safety and performance — much like a WOF, but for professional road marking operations.

Quality — getting what you specify

T8 certification isn't just about ticking boxes — it's about ensuring quality outcomes. By confirming that equipment can achieve the correct film build, bead distribution, and line width, the T8 system helps ensure that what's applied on the road meets the specification set out in the contract.

This means the markings will last their full design life, perform well in all weather conditions, and maintain visibility standards. By following industry best practice, contractors can reduce the risk of rework, premature wear, or inconsistency between sites.

In short, T8 helps make sure that when you specify a product or performance outcome, you actually get what you asked for.

Cont....

New Zealand

Safety — pulling it all together

Safety sits at the heart of the T8 system. It brings together legislation, codes of practice, and industry best practice into one certification framework that ensures equipment not only performs correctly but also protects operators, road users, and the public.

The T8 checklist covers:

- Vehicle description and mass ratings
- Dangerous goods signage and storage
- Driver licensing and endorsements
- Calibration and maintenance records
- Paint and bead application systems

By combining these checks with operator awareness and documented processes, T8 helps create a safer working environment and a safer network for everyone.

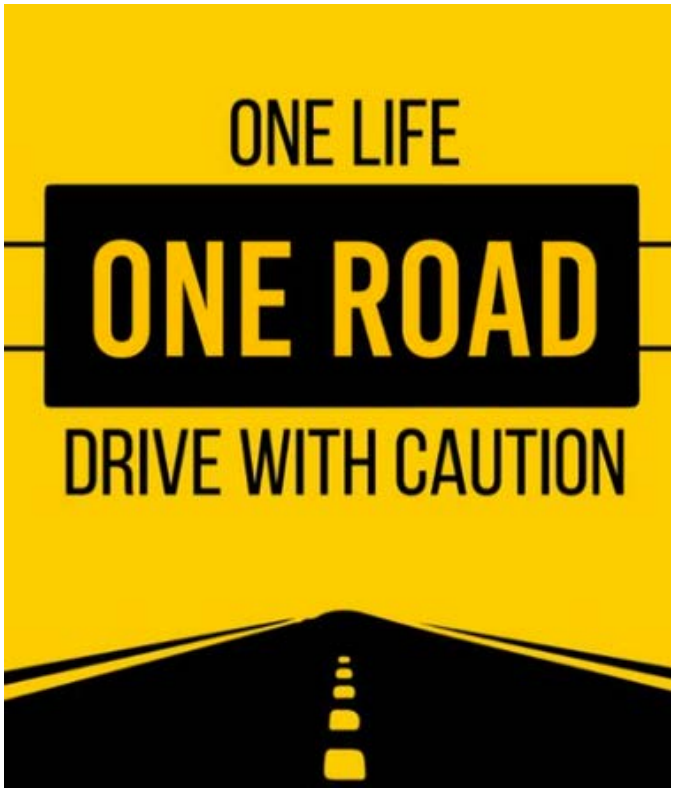
Why it matters

Using T8 registered plant builds confidence across the entire supply chain — from NZTA and local authorities to contractors and the public.

It demonstrates a shared commitment to compliance, quality, and safety, and reflects the value of aligning with industry best practice at every level.

So next time you see a freshly painted centreline glinting in the sun, remember — behind that perfect stripe is not just a skilled crew, but certified equipment that's fit for purpose and working to the highest standard.

There are also other certifications used in the industry, such as T12 for long-life products like cold-applied plastic or thermoplastic, and T18 for thermoplastic pre-melters, as well as optional RRPM adhesive heater certification.



New Zealand

New tunnels in Wellington

The two new tunnels are part of a package of work on State Highway 1 through the city centre that's a Road of National Significance project called SH1 Wellington Improvements.

Our Board has approved our investment case and funding for the next phase, which includes design work, securing consents, and purchasing the property required for the project – alongside which we'll be doing site investigations.

As you can see in the map below, the project involves:

- a second Terrace Tunnel
- a second Mt Victoria Tunnel
- improvements to Vivian Street and Karo Drive
- significant road upgrades around the Basin Reserve
- widening SH1 from the Mt Victoria Tunnels down to Cobham Drive (Ruahine Street and Wellington Road).

Our work will make travel through the city much faster and more reliable.

We'll save up to 10 minutes of travel at peak times on travel to the airport, hospital, and the city centre.

The new walking and cycling path we're proposing through the Mt Victoria Tunnel will significantly improve travel for those who walk or cycle.

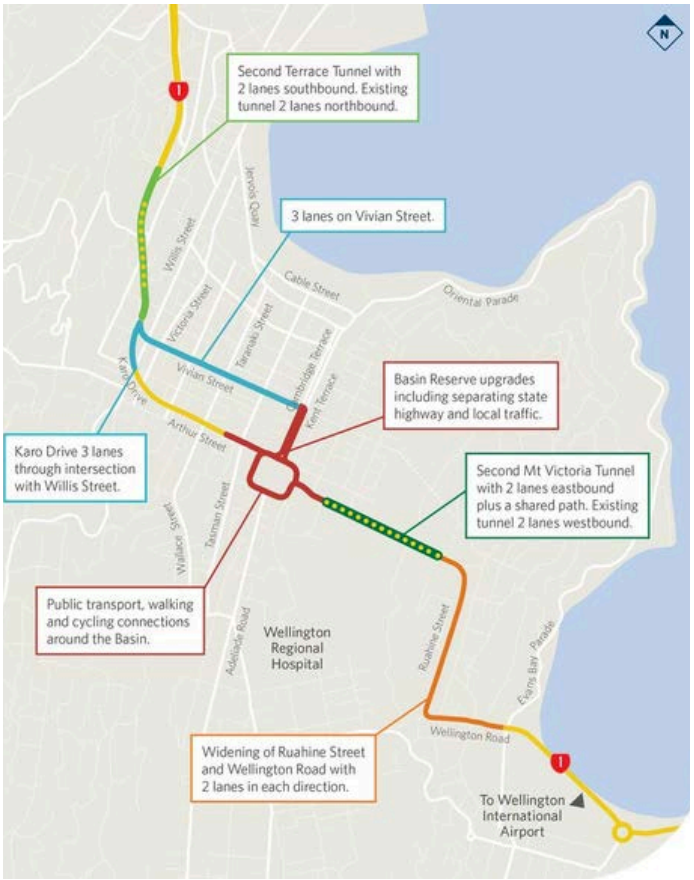
As well as improving things for people travelling on the state highway, the project will result in a reduction in traffic on some local roads.

Collectively, these improvements will increase productivity and drive economic growth.

We'll be starting geotechnical investigations in Mt Victoria in mid-November.

We'll be drilling five boreholes and collecting core samples from four sites in the Town Belt which'll give us an understanding of the local subsurface conditions.

Some sections of the track in the Hataitai Park area of the Town Belt will need to close temporarily so we can do the investigation works safely – we'll share more information about this soon on our page, we'll have track signage in place, and we also have a page on our website about the work:



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New Zealand

New expressway to cut nearly 40 minutes off trip between Auckland and Whangārei

A new Northland Expressway will cut 38 minutes off the drive between Auckland's Te Hana and Whangārei, according to a recently approved investment case.

The new road will also reduce deaths and serious injuries on State Highway 1 by 66 percent.

The NZ Transport Agency Waka Kotahi (NZTA) board has endorsed the investment case for the Te Hana to Whangārei expressway. The Government is funding $187 million to progress design, consent and route protection.

Priority will be given to an alternative to the Brynderwyn Hills, due to the vulnerability of this route to weather and closures from slips.

Designing, consenting and building the route is expected to cost between $15.3 billion and $18.3b, with tolls likely to help construction and maintenance.

Northland MP, National's Grant McCallum, said the investment case endorsement was a significant step forward.

"It endorses what the people of Northland have known for years: that this road is very much worth building from an economic standpoint, a safety standpoint and resilience improvements."

A cost-to-benefit analysis found the expressway would have a benefit of $1.40 for every dollar spent, McCallum said.

"It shows it has a positive outcome for Northland, taking into account all of those factors - road safety, time of travel and resilience."

The next step is for NZTA to conduct geotechnical tests and start engaging with landowners whose property is on the preferred route, he said.

McCallum, whose family farm was on an earlier route proposed for the expressway, said he empathised with those impacted.

He advised landowners to engage constructively with NZTA and to get good legal advice at the appropriate time.

"I absolutely do [have sympathy]. It creates uncertainty and the most important thing that anybody wants is certainty."

The $187m fund will allow for the route to be designated, which would provide certainty about the route, as well as allowing for some property to be bought, McCallum said.

ource: NZTA / Herald Network graphic

Cont....

New Zealand

His property, west of the Brynderwyns, was considered as an alternative route before Cyclone Gabrielle exposed a large amount of land movement in the area, he said.

McCallum said he was not involved in any decisions about the route.

Expressway 'game-changer', Shane Reti says

Whangārei MP, National's Dr Shane Reti, said the Northland Expressway "will bring Northland closer to the rest of the country, boosting economic growth and creating job opportunities".

The local MPs echoed comments by Transport Minister Chris Bishop, who announced the progress as part of an update about Roads of National Significance on Monday evening.

"The Northland Expressway represents a transformational opportunity to boost jobs and growth in a region rich with potential," he said.

A report commissioned by the Northland Corporate Group in 2024 found the Northland Expressway would grow Northland's GDP by $2.1b a year and New Zealand's GDP by $1.2b a year.

Regional economic development agency Northland Inc chief executive Paul Linton was supportive of the "vital corridor" taking a major step forward, saying it would give Northland the infrastructure to match its potential.

"For too long, Northland's growth and resilience have been held back by a highway that all too often stops us in our tracks," he commented on social media.

Work to start on first stage in 2026

NZTA will be writing to owners whose property is within the study area for the preferred route, and will meet with affected landowners between late-2025 and mid-2026.

It plans to lodge a Notice of Requirement - the legal process to designate a route - for the Brynderwyn Hills alternative, and lodge all other statutory approvals, by mid-2026.

The Notice of Requirement for the rest of the route will be lodged by the end of 2026.

Meanwhile, the first stage of the Northland Expressway - Ara Tūhono Warkworth to Te Hana - is well under way with procurement started for a public-private partnership.

Building of the first stage is expected to start in late 2026 but McCallum said the work will take six or seven years to finish.

New Zealand

Years of Transmission Gully fix-ups needed as $32m summer rebuild starts

Years of rebuilding work lie ahead for Wellington's Transmission Gully despite the $1.25 billion highway opening three years ago, the Herald can reveal.

Work will soon begin on ripping up and rebuilding large portions of the highway, which technically remains unfinished, in an effort to fix faults.

NZ Transport Agency Waka Kotahi (NZTA) has confirmed $32 million has been budgeted to install drainage and rebuild the road this summer.

But the planned work won't spell completion of the highway, with NZTA confirming future rebuilding and resurfacing is needed for future summers.

A source familiar with the project told the Herald work could continue for five years, a claim NZTA would not directly address when asked.

"Resurfacing and rebuilding work will continue on Transmission Gully as part of future summer maintenance seasons.

The specific work programme for future seasons has not been finalised," a spokesman for the agency said.

The road was built under a Public Private Partnership (PPP), but incomplete works ended up being the subject of legal action in the High Court between NZTA and the private road-builders.

The matter was ultimately settled outside court in late 2024, with the ongoing operations and maintenance being brought in-house by the agency.

Details of the settlement remain confidential but those funds will be used to complete the project, while maintenance and repairs continue to be funded through the National Land Transport Fund.

This summer's work is is expected to cost about $32m, funded as part of the PPP arrangement.

The road, the construction of which had been debated for more than 100 years, was officially started in 2014.

The build's setbacks included years of budget blowouts and delays due to Covid-19, severe weather events and the Kaikōura earthquake.

By 2022, there was a desire to get the road open and iron out problems later.

Disruption is expected from next week as work gets under way from November 4 until mid-February next year.

"This work will require lane closures, road closures and speed restrictions," NZTA announced this week.

Cont.....

New Zealand

About 6km of the 27km highway will be rebuilt this summer, a drop from the 20 lane kilometres the agency previously said needed work.

Another 18km will be resealed this summer due to faulty chip-sealing, which is causing waterproofing issues.

Detours will be in place on State Highways 59 and 58 when Transmission Gully is closed

The road resurfacing work must take place over the warmer months, NZTA's website states. The works will help bring the highway up to standard for a speed limit increase to 110km/h.

The Herald revealed earlier this month more than 90 percent of commuters support the increase, including the Transport Minister, but a long-touted speed limit increase will not happen soon as officials work through a bureaucratic process to consider the increase.

NZTA's website states the full decision-making process on a speed increase can take between six and 12 months, depending on scoping, design and funding for necessary infrastructure.

That decision must be made independently by the agency's director of land transport, Brent Alderton.

It is unclear how long it will take for the limit to go up once the decision has been made.

NZTA has confirmed the locations for 17 sets of average speed safety cameras

Subject to final testing, the first set is expected to start enforcing speeds from 1 December at Matakana Road in Warkworth.

Average speed cameras work by calculating a vehicle's average speed along a length of road between two cameras(external link). They measure the time the vehicle takes to travel between the cameras and calculate the average speed. Drivers are only ticketed if their average travel speed between two cameras is over the limit.

"Average speed safety cameras are widely used overseas, and they are proven to reduce deaths and serious injuries," says Tara Macmillan, NZTA Head of Regulatory Strategic Programmes.

"We've previously announced 11 locations for average speed safety cameras, all in the upper half of the North Island. We've now identified a further six locations for average speed safety cameras across the rest of the country."

The new locations are:

- Southland - SH6 Kingston to SH97 Five Rivers
- Canterbury - SH8 Lake Tekapo to Twizel
- Otago - SH1 Allanton to Waihola
- Wellington - SH2 Te Mārua to Brown Owl
- Hawke's Bay – SH2 Te Hauke to Pakipaki
- Manawatū-Whanganui – SH1 Sanson to Foxton

Construction on these six new camera sites is expected to start between later this month (Otago and Southland) and mid-2026. A full list of all 17 average speed safety camera locations is included in link.

Cont....

New Zealand

Ms Macmillan says the locations for average speed safety cameras have been determined by analysing crash patterns, traffic volumes and the percentage of drivers exceeding the posted speed limits.

“All of this evidence tells us that there is a serious risk of people being killed or seriously injured in crashes on these stretches of road.

“The risk of crashes is significantly reduced if more people drive to the speed limit. By installing average speed safety cameras, we are reducing that risk and making these roads safer for everyone who uses them,” Ms Macmillan says.

“Safety cameras reduce speeding, making crashes less likely to occur, and ensure that if crashes do happen, the people involved are far more likely to walk away unharmed.

“Speeding drivers can cause serious and irreparable harm on the roads, including deaths and serious injuries. Evidence shows that we can reduce the chance of people being killed or seriously injured in crashes if drivers travel within speed limits, and that is why we have safety cameras.

“Not only are speeding drivers putting themselves and others at risk, they also make our roads less efficient and hinder productivity. Crashes can close a road for hours at a time. Fewer crashes mean fewer road closures, and more consistent and reliable travel times for everyone.”

NZTA will install ‘average speed camera area’ signs before each camera area. On longer stretches of road (corridors), drivers will see extra ‘average speed camera area’ signs along the way.

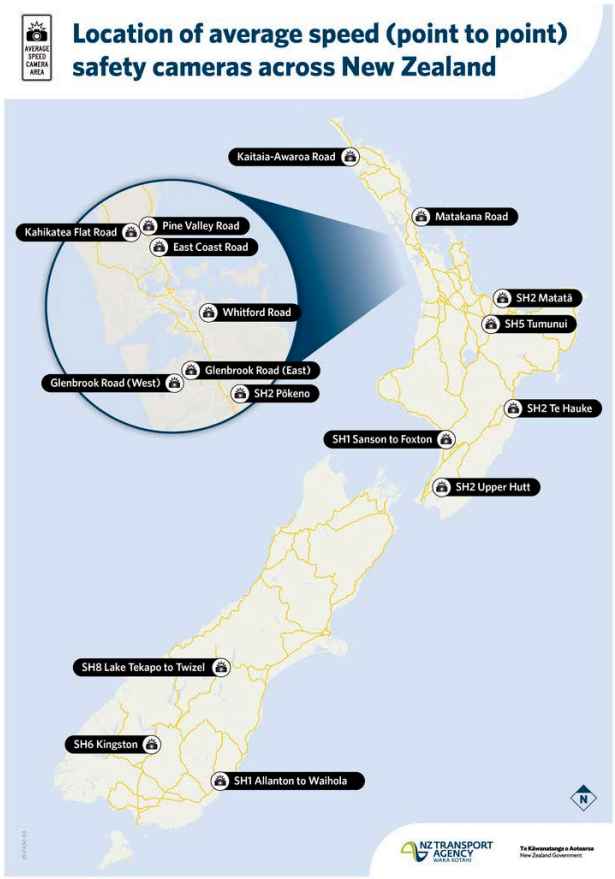
These signs are a reminder to drivers to check their speed and slow down if needed.

The rollout of average speed safety cameras supports the focus on enforcement of high-risk behaviour, including speed, as part of the strategic safety priority in the Government Policy Statement on Land Transport 2024 (GPS).

NZTA does not receive any incentives or funds from tickets issued. Safety camera infringement fees go into the Government Consolidated Fund.

From 1 July 2025, NZTA has been responsible for the operation of all safety cameras, and NZ Police no longer operate their mobile safety camera vans.

Police officers will continue to issue notices for the offences they detect.



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New Zealand

Driving fines and penalties stuck in the last century - AA calls for change

The AA says an overhaul is needed of fines and penalties for driving offences, many of which have remained unchanged since 1999. More than two decades of inflation have eroded the deterrent value of the infringement system, says AA road safety spokesperson Dylan Thomsen.

"Our fines and penalties are well behind the times, and this is undermining road safety. The system needs a thorough review to make it relevant and effective at driving behaviour change."

The AA wants to see an adjustment of fines for inflation. In 1999, the median weekly income before tax was $520. That has increased 158 percent to $1343 as of 2024 according to Stats NZ. Getting stung $30 for a low-level speeding infringement in 1999 was a significant chunk out of your paycheck – but the deterrent value has eroded when you consider the growth in wages.

"We'd like to see fines increased to have the same real value as they did in 1999 and to be automatically adjusted for inflation from then on to maintain their impact over time."

Dylan appreciates people might find more expensive fines concerning at a time when many are doing it tough financially however New Zealand's crash rate is higher than most similar countries and there would be benefits to better behaviour on our roads. He says crashes not only have tragic consequences for individuals and families but also put pressure on the health system and emergency services, as well as repair bills that can come from even a minor crash.

Most similar countries have tougher driving penalties than New Zealand and lower crash rates. Effective fines and penalties aren't the whole solution, but they are an important part of it."

Recent survey results show the perception among most AA Members is that fines are not effective. Less than half of the survey respondents thought current fines discouraged the most common driving offences like speeding, not wearing a seatbelt, using a cell phone or drunk and drugged driving.

Dylan says some offences also carry sanctions which appear to be inconsistent with the potential harm they could cause. An unregistered vehicle attracts a $200 fine and demerit points yet other offences with vastly different safety implications are less severe - failing to stop at a red light and not wearing a seatbelt each incurs a $150 fine and no demerits. Inflation adjustment and matching fines and penalties to the severity of offending are obvious amendments, but Dylan says more could be done to make the system more effective at keeping roads safe.

"We need to make better use of other strategies like demerit points, tougher consequences for repeat offending, more use of alcohol interlocks and the use of the Alcohol and Other Drug Courts."

What the AA wants included as part of a fines and penalties review:

- Increase fines to reflect inflation rates since they were last reviewed
- Have higher fines and penalties for higher-risk offences
- Review penalties so higher-risk offences that do not currently incur demerit point will attract demerits
- Traffic offences incur a multiplier to demerit points during holiday periods
- Alternative penalties alongside traditional penalties
- Introduce a "good behaviour" bond
- Increased penalties for repeat offences be investigated
- First offence drink drivers are eligible for an alcohol interlock
- Expanding Alcohol and Other Drug Treatment Courts

New Zealand

NZTA mobile speed cameras in SUVs earn more than $900k in four months

Mobile speed cameras in SUVs have generated more than $900,000 in fines in their first four months of operation.

The New Zealand Transport Agency (NZTA) rolled out the new SUVs in May, which has replaced the fleet of vans police have traditionally used.

There are 34 mobile speed cameras operating from SUVs across New Zealand.

Some 67,308 offences were detected, including activation notices, infringement notices and traffic offence notices, from May 12, when enforcement began, to August 31, according to NZTA figures.

These fines earned $928,960.

NZTA said money from safety camera fines went into the Government Consolidated Fund, not to the agency itself.

The country's busiest camera detected 5179 speeding offences.

Meanwhile, New Zealand's most profitable mobile safety camera in an SUV earned $104,270.

NZTA said mobile safety cameras were used to provide general, rather than site-specific, deterrence to speeding.

"Mobile cameras are moved to different sites frequently to provide general deterrence. This means that, in addition to on-road enforcement by NZ Police, mobile safety cameras will be operating across New Zealand anywhere and at any time."

This is part of an initiative by NZTA to place mobile safety cameras in trailers and SUVs across New Zealand, replacing the traditional vans.

NZTA head of regulatory strategic programmes Tara Macmillan said the technology being used was the same as what had been deployed in vans.

The trailers give police more flexibility to move cameras between "high-risk locations", she said.

From July 1, NZTA became responsible for the operation of all safety cameras and New Zealand Police will no longer be using camera vans.

The police will continue to issue notices for the offences they detect.

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Australia

Does lowering Australia's rural road speed limit actually make it safer?

When you're driving in a country as big as Australia, it's almost commonplace to drive through rural roads where there are few to no traffic lights or street signs.

And although it may seem peaceful driving on a free-flowing stretch of pavement, Australia's regional roads have been a safety concern among drivers and road authorities for years, with speeding identified as a key issue contributing to fatalities.

As reported by Drive in October 2025, the Federal Government has proposed changes to the Australian Road Rules – the foundational set of rules from which state and territory authorities build their legislation – which, if passed, could see a reduction in regional areas.

Under the proposed changes, the default speed limit on non-signposted sealed and unsealed roads outside of built-up areas could be reduced from 100km/h to between 70 and 90km/h, depending on the location.

According to the Department of Infrastructure and Transport, 1300 road fatalities were recorded in 2024, with the national government body stating that approximately two-thirds of road deaths occur on rural and regional roads across the country.

Is lowering the default speed limits on Australian rural roads safer?

Yes, experts told Drive that lowering the default speed limits on Australian rural roads can reduce the risk of road fatalities.

Raphael Grzebieta, a professor from the Transport and Road Safety (TARS) Research Centre at the University of New South Wales (UNSW), said his team's latest research suggests there is a 10 percent fatality risk for impact speeds around 70km/h.

When asked about the likelihood of surviving a serious crash at 100km/h compared to the proposed legislation, the road safety expert painted a stark image.

"[If you crash at] 100km/h, it's like driving off the roof of a 12 or 13-storey building, hoping you'll survive. Whereas at 80km/h, it's off at the top of a six-storey building, so it's almost half," Professor Grzebieta told Drive.

Additionally, data from the Department of Transport and Infrastructure revealed that in the 12 months to September 2025, 350 of Australia's 1253 road fatalities occurred in 100km/h zones – the largest number of any speed limit zone and a 5.4 percent increase from the same period in 2024.

Historically, regional councils, such as those on the Mornington Peninsula in Victoria, have tested and implemented new laws that reduce speed limits at known crash hotspots.

The 'safer speeds' trial saw the reduction of speed limits – from 100km/h or 90km/h to the default 80km/h – across 33 sealed rural roads across the local council's jurisdiction.

The two-year road rule – which became permanent council law on 22 November 2022 – proved its dividends, with the Mornington Peninsula recording a drastic reduction in road fatalities.

According to a 2022 report by the Mornington Peninsula Shire, "in the two years before the lower limits were introduced, there were 38 casualties, while in the 18 months to mid-2021, there were nine casualties, [equating] to a 68 percent reduction in the annual average number of casualties in the after-period".

Cont....

Australia

Professor Grzebieta from TARS said 80km/h should be the ideal default speed limit, as it gives a driver a slightly bigger window to slow down and mitigate the likelihood of a fatality or severe injuries occurring.

“The [ANCAP safety] stars you see on those cars, they test them for a head-on crash at 64km/h, so you can walk away from a crash [at that speed] if you've got a five-star car.

That's why 80km/h is a reasonable limit, because at 80km/h you'll have time to do a bit of braking and slow down,” he told Drive.

But not everyone agrees. Various government officials representing regional areas have pushed back on the Federal Government’s plan, with some calling out the lack of road maintenance funding as a bigger issue.

Federal Member for Wannon – which encompasses popular Victorian coastline towns including Anglesea, Apollo Bay and Lorne – Dan Tehan said the council cannot improve their roads to a higher safety standard without federal funding.

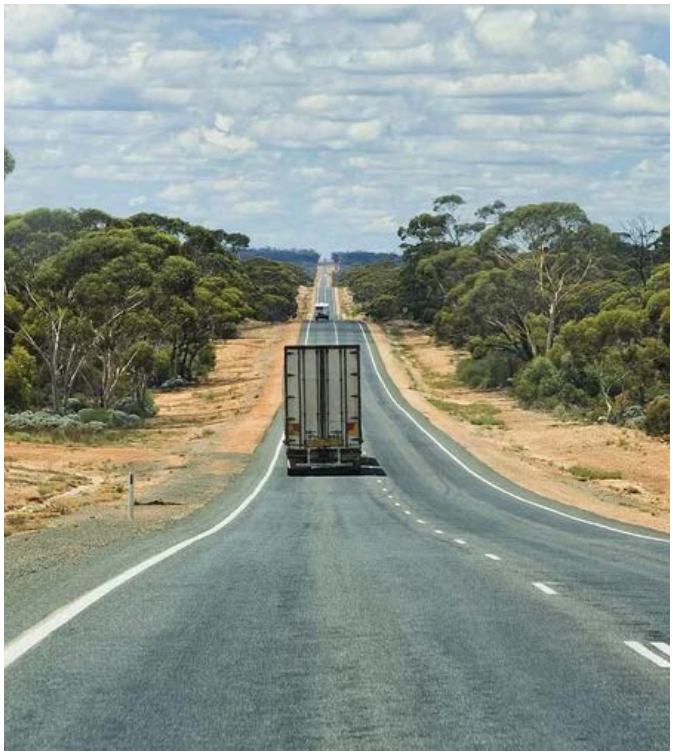
“Local councils and shires would love to upgrade their roads to a safe standard, but they simply can’t get all the necessary work done due to a lack of resources from the Victorian state and the federal Labor governments,” Tehan said in an October 2025 media statement.

While funding is essential for Australia's rural road network, Professor Stuart Newstead, Director of the Monash University Accident Research Centre (MUARC), said the issue isn't just about fixing road surfaces; it's actually about improving the overall quality with safety measures, such as road barriers.

“A lot of people confuse the idea of fixing potholes with the idea of actually having a road that's designed as standard.

Obviously, you want to fix the road surfaces, but it's about the design standard of the road,” Professor Newstead told Drive.

“Rather than talking about fixing, upgrade the road to be consistent with the speed you're allowing to travel on the road, and that's where we have the mismatch,” he explained.



Australia

Road safety funding grants on offer for SA councils

South Australian councils are being invited to apply for road safety initiative funding with the opening of the State Government's new THINK! Road Safety Community Grants Program.

Grants of up to $20,000 are on offer for a range of initiatives including the development of road safety education, awareness programs, and events.

The grants program is a new addition to the THINK! Road Safety Partnerships Program, which for many years has been driving road safety initiatives with high-profile partners including Adelaide and Port Adelaide Football Clubs, Adelaide 36ers, and the RAA.

South Australian organisations, including councils, charities, sports clubs, and educational organisations are encouraged to apply for THINK! funding.

"No death or serious injury on our roads is acceptable," said SA Minister for Education, Training and Skills, Blair Boyer.

"The impact of road trauma on those involved, their family and friends, as well as emergency workers, can affect people for the rest of their lives.

"Local communities understand local road safety issues and that's why we have created the THINK! Road Safety Community Grants Program – to better support and engage with grassroots organisations and community clubs.

"I encourage all eligible organisations to apply for this new grant program and I'm excited to see a range of initiatives that can embedded in the community to promote road safety," he said.

In January, the State Government released South Australia's Road Safety Action Plan 2025-2027.

This plan sets out actions that pave the way for a 10-year target of reducing lives lost by 50 percent and serious injuries by 30 percent by 2031.

Sadly, 89 people lost their lives and there were 809 serious injuries in road crashes across South Australia last year.

Key new initiatives introduced under the Action Plan 2025-2027 include applying a time-based speed limit on high-priority arterial roads close to schools, increasing community awareness and understanding of road rules and the development of the THINK! Road Safety Community Grants Program.

To apply for the THINK! Road Safety Partnerships Grant Program visit thinkroadsafety.sa.gov.au/community-grants.

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Australia

New law makes electric vehicles safer for pedestrians

Australia's electric cars will no longer move in silence, with a long-awaited safety law now in effect requiring all new EVs to emit an audible sound when travelling at low speeds.

From November 1, every new electric vehicle sold in Australia must be fitted with an Acoustic Vehicle Alerting System (AVAS), which produces a recognisable sound when the car is moving at or under 25km/h, a move advocates say will save lives.

Vision Australia's general manager of corporate affairs and advocacy, Chris Edwards, said the new rule marked a major victory after years of campaigning.

"Vision Australia has been calling for an acoustic vehicle alerting system to be introduced in Australia since 2018," Mr Edwards said.

He said their research found that 35 percent of people who are blind or have low vision have had a collision with a silent vehicle.

"Further reporting shows that pedestrian road crashes cost the Australian community over $1.2bn each year," he said.

"With electric vehicles predicted to make up 90 percent of Australia's vehicle fleet by 2050, we knew there couldn't be any further delay to mandating AVAS.

"All pedestrians should have the right to feel safe and confident when navigating public spaces, and this mandate will ensure they will. AVAS will save lives."

The new legislation brings Australia in line with other major jurisdictions including the European Union, the United States and Japan, where similar sound requirements have been in place for several years.

"We are ecstatic and congratulate the current federal government for listening to our concerns and acting on this very important issue," Mr Edwards said.

"It's been a long road, but through persistence and putting the safety of Australia's blind and low vision community in front of the government, we've achieved the result we wanted.

"We also recognise the proactive step the government has taken in expanding the requirement to include electric trucks, buses and other heavy vehicles."

Vision Australia said the change would make streets and shared spaces safer for everyone, not just those who are blind or have low vision, as more electric vehicles take to Australian roads.

Australia

Australia's road toll climbs more than 18 percent

Australia's road toll has risen 18.2 percent since the current National Road Safety Strategy began in 2021, according to new analysis from the Australian Automobile Association (AAA), prompting calls for a fundamental shift in how serious crashes are investigated.

The AAA's latest Benchmarking the Progress of the National Road Safety Strategy (2021-30) report shows that instead of moving toward the Strategy's goal of halving road deaths by 2030, fatalities have continued to trend upwards.

In the 12 months to 30 September 2025, road deaths increased by 6.8 percent.

AAA Managing Director Michael Bradley said the figures demonstrate that current approaches are failing to deliver the intended outcomes.

"While state police undertake the important work of apportioning blame for individual crashes, the data shows there is a need for investigations that identify system-wide causes of road trauma, and which can lead to their future prevention," Mr Bradley said.

"With road deaths continuing to increase, a new approach is needed to identify causes of road trauma and recommend policy responses."

Pedestrian deaths have risen sharply, increasing 23.4 percent over the past year, with 206 pedestrians killed nationwide. Western Australia recorded a 93.8 percent increase in pedestrian deaths, Queensland 56 percent, South Australia 38.5 percent, and Victoria 7.8 percent.

The report also shows drivers accounted for almost half of all road deaths in the period, rising to 621 fatalities, an 11.3 percent increase.

Most fatal crashes involved a single vehicle, with 681 such crashes recorded, representing 54.5 percent of all fatal crashes.

Call for national no-blame road crash investigations

The AAA is calling for the Commonwealth to expand the no-blame investigation powers currently used for aviation, rail and maritime incidents to include serious road crashes.

The AAA argues that examining crashes for systemic contributing factors, rather than solely focusing on fault, would support better prevention strategies.

The AAA is urging the Commonwealth to expand the remit of the Australian Transport Safety Bureau, which currently conducts no-blame investigations into aviation, rail and maritime incidents.

The group argues that applying a similar model to serious road crashes would allow for clearer identification of systemic risks and policy gaps.

The report notes that no state or territory is on track to meet the Strategy's targets. Road deaths increased in six jurisdictions over the past year: Tasmania (20 percent), New South Wales (14.4 percent), the ACT (14.3 percent), Queensland (12.9 percent), Western Australia (7.8 percent) and Victoria (1.4 percent).

South Australia was unchanged, and the Northern Territory recorded a decrease but still had the highest fatality rate per capita.

Australia

30km/h residential speed limit improves safety with little effect on travel times

Reducing residential speed limits from 50 kilometres per hour (km/h) to 30 km/h would significantly boost bicycle riding safety without majorly affecting car trip times, a study has found.

The findings come as Victoria enacts a new speed limit law allowing local councils to propose 30 km/h limits in school zones and local streets.

Modelling by RMIT University's Centre for Urban Research showed bicycle riders' exposure to roads with high levels of traffic stress dropped by 30 percent when the speed limit was reduced from 50 km/h to 30 km/h. Researchers rated every road in Greater Melbourne for traffic stress levels using a framework that considers factors like speed limits, cycling infrastructure and traffic volume, based on government survey data and travel modelling.

They found lowering residential speed limits to 30 km/h more than doubled the proportion of an average bicycle trip on low-stress streets and roads from just over one-third to more than two-thirds.

Study lead author Dr Afshin Jafari said while driving at 30 km/h might seem slow, the limit mostly applies to residential streets, so it has little impact on average car trips, while the modelling showed the average short local trip only increased by about one minute.

"Most trips should use residential streets only at the start and finish, so 30 km/h rather than 50 km/h on those short sections makes little difference," he said.

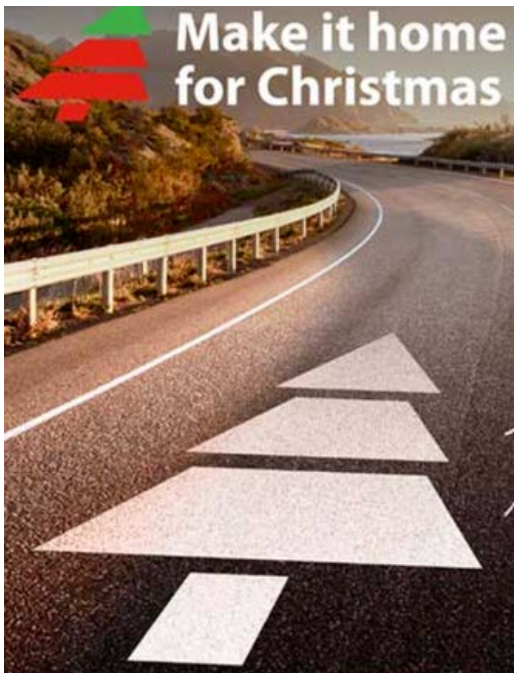
"Slowing traffic makes bicycle riding less stressful, encouraging more people to choose bikes as a safe and viable mode of transport."

RAA warns of false road rule claims online

RAA has issued a public advisory to South Australian motorists and the insurance sector following a noticeable uptick in online misinformation relating to road regulations. RAA's Road Safety team has recently handled an increased volume of queries from members who have encountered questionable claims about supposed changes to state driving laws.

Among the false reports circulating are claims of night-time driving bans for motorists over 60, the introduction of special plates for senior drivers, and new prohibitions on eating while operating a vehicle. RAA has also received numerous questions about whether using headlights at all times is now compulsory.

Charles Mountain, senior manager of safety and infrastructure at RAA, urged the public to verify any road rule updates through official channels. "We've had many members contact us about these rule changes that they've heard of, spreading online and by word of mouth. These stories sound convincing, but they're not accurate – there are no imminent changes expected to South Australia's road rules," Mountain said. Full article



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Global

Einride's driverless delivery from Norway into Sweden

Einride has announced a successful cross-border operation of a cabless electric autonomous delivery truck – no human driver onboard – between Sweden and Norway.

Einride said the autonomous border-crossing, organised with several partners including Q-Free, took place at the Ørje crossing and marks the world-first cabless electric autonomous crossing of a country's border. Ørje, with a population of around 4,000, is the administrative centre of Marker municipality in Norway, not far from the Swedish border.

Other partners for the crossing included Norway's public roads administration Statens Vegvesen, transport research group SintefTrafikverket and Østfold commune. It was conducted on behalf of PostNord which ships around 200 million parcels across the Nordic region each year.

Autonomous cross-border vehicle operations are challenging due to differing national regulations as well as technical barriers such as inconsistent road signage and customs procedures. Einride said that the cabless crossing is "a major leap forward for autonomous cross-border operations, building on Einride's extensive background in industrial freight".

Tolletaten, Norwegian Customs, is supporting the initiative due to the high relevance of automating the route for their future operations. Einride integrated its systems with Norway's digital customs solution (Digitoll) through its partner Q-Free. This digitally declared goods in advance to create a seamless border customs clearance process.

Einride said its technologies showcased the broader capabilities of its electric autonomous solutions through the seamless integration of its advanced hardware and software. This included the Einride Driver - the company's proprietary Autonomous Drive Stack - its purpose-built cabless autonomous vehicle and a so-called "control tower", an intelligent platform for fleet management and oversight. This highlighted how the technology can improve safety, efficiency and sustainability in road freight, said Einride.

This world-first cabless electric autonomous border-crossing demonstration is a key component of the EU co-founded MODI project. MODI aims to enable the safe roll-out of heavy-duty autonomous transportation across a wide variety of market applications, improving the transport and logistics industry by accelerating the introduction of connected, cooperative and automated mobility (CCAM) solutions.

"We are immensely proud to have completed the world's first cabless, electric, fully autonomous cross-border delivery," said Henrik Green, chief technical officer and general manager for Einride Autonomous Technologies.

Cont....

Global

"We are dedicated to continuously extending our capabilities into new applications, showcasing how autonomous technology can enhance transportation safety, efficiency, and sustainability. The MODI project perfectly embodies this commitment, assisting in the realization of EU value-based objectives by thoughtfully balancing safety with innovation."

Einride designs, develops and deploys freight technology solutions. Its platform includes connected electric and autonomous heavy-duty vehicles, charging infrastructure and an intelligent freight operating system. Founded in 2016, Einride became the world's first company to operate an autonomous electric vehicle on a public road in 2019. Today, Einride said that it operates one of the largest fleets of heavy-duty electric trucks servicing Global Fortune 500 companies across the US, Europe and the UAE.

"Taking part in this historic milestone with Einride demonstrates how autonomous and digital technologies can reshape the future of transport, reduce emissions and improve safety. This achievement is not just about crossing a border – it's about entering a new era for the logistics industry", said May-Kristin Willoch, head of environment at PostNord Norway.

PostNord was formed in 2009 in a merger between the Danish postal service providers Post Danmark and Swedish postal provider Posten. The owners of PostNord Group are the state of Sweden with 60 percent and the Ministry of Transport of Denmark, holding 40 percent. PostNord Norway is a division within the group.

Einride started working with PostNord group in 2023 when the group started using Einride trucks in the Oslo region. PostNord pays a monthly fee which will enable it to access electric and digital services, including electric trucks owned by Einride.

$210 million elevated road for Mumbai

Major transportation infrastructure upgrades are being planned in India by the Mumbai Metropolitan Region Development Authority (MMRDA).

A new elevated highway section with three lanes in either direction will carry the Anand Nagar-Saket road, with the work costing around $210 million. And worth around $60 million, the widening of Ghodbunder Road in Thane will see the route benefiting from a total of seven lanes in either direction with concrete construction being used for the work.

The two projects for part of a wider plan by MMRDA to develop transport infrastructure in the Thane area to the immediate north of Mumbai. A budget in excess of $620 million has been set for the programme of work.

A number of local roads will be upgraded and in addition, traffic control technology will be installed in the area to help ease congestion.

The work is needed due to the fast-growing population and massive growth in vehicle numbers in the Thane area to the north of Mumbai.

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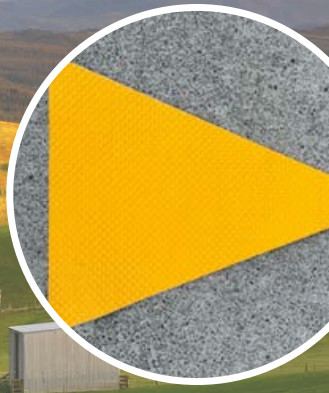

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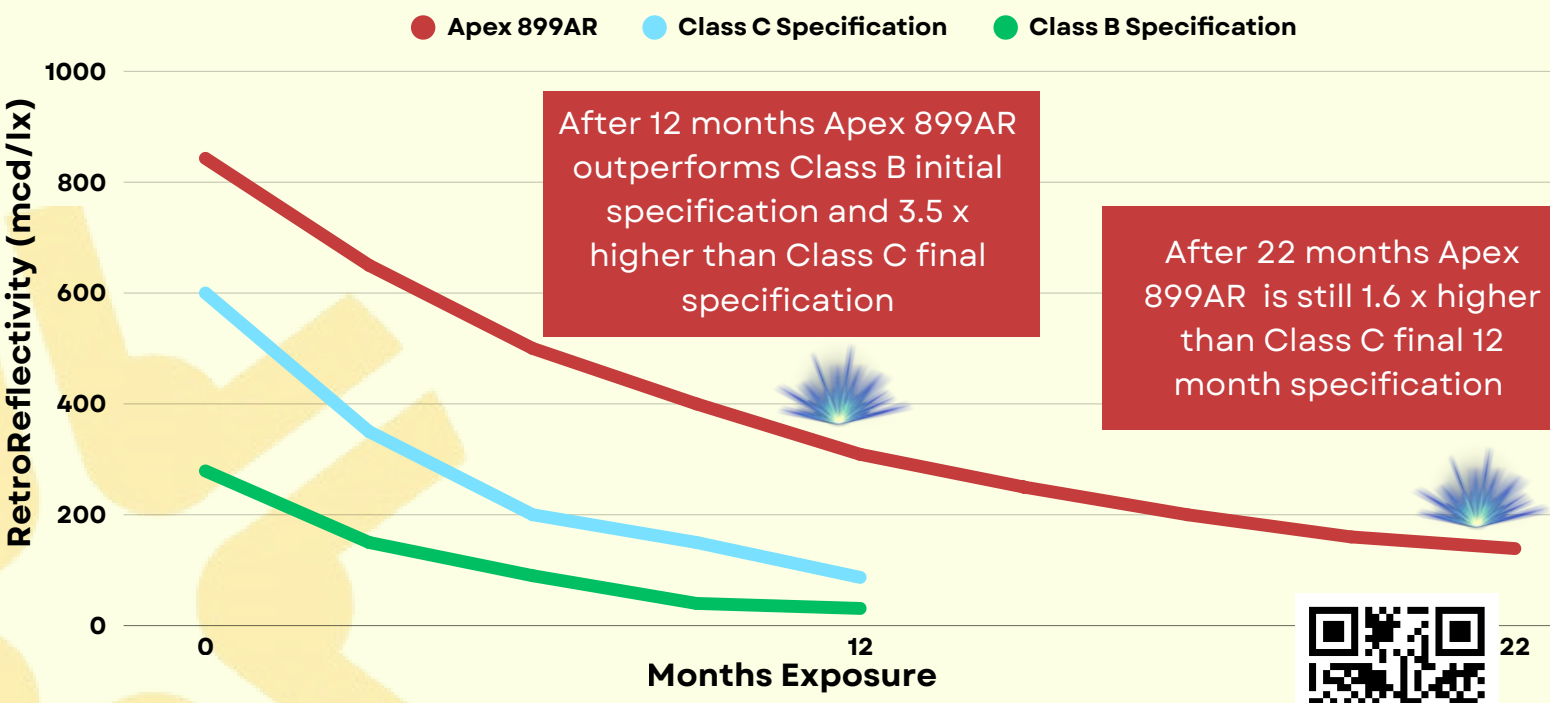

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Global

CES 2026: Smart Eye honored for drunk-driver detection system

Smart Eye has announced that its Real-Time Alcohol Impairment Detection has been named a CES 2026 Innovation Awards Honoree in the Vehicle Tech & Advanced Mobility category.

Integrated into Smart Eye's proven Driver Monitoring System (DMS), the feature detects alcohol impairment based on real-time driver behavior, helping address one of the most persistent causes of road fatalities.

Smart Eye, which specialises in developing AI-based driver monitoring and in-cabin sensing, created the technology to continuously analyze subtle changes in eye and eyelid behavior to identify visual signs of intoxication.

Unlike systems that rely on breath sensors, the technology uses a non-intrusive, behavioral approach trained on real driving data collected from controlled intoxication studies.

Because it runs on existing DMS hardware, the feature requires no additional sensors, calibration, or system changes. This enables fast, large-scale deployment for vehicle manufacturers and commercial fleets alike.

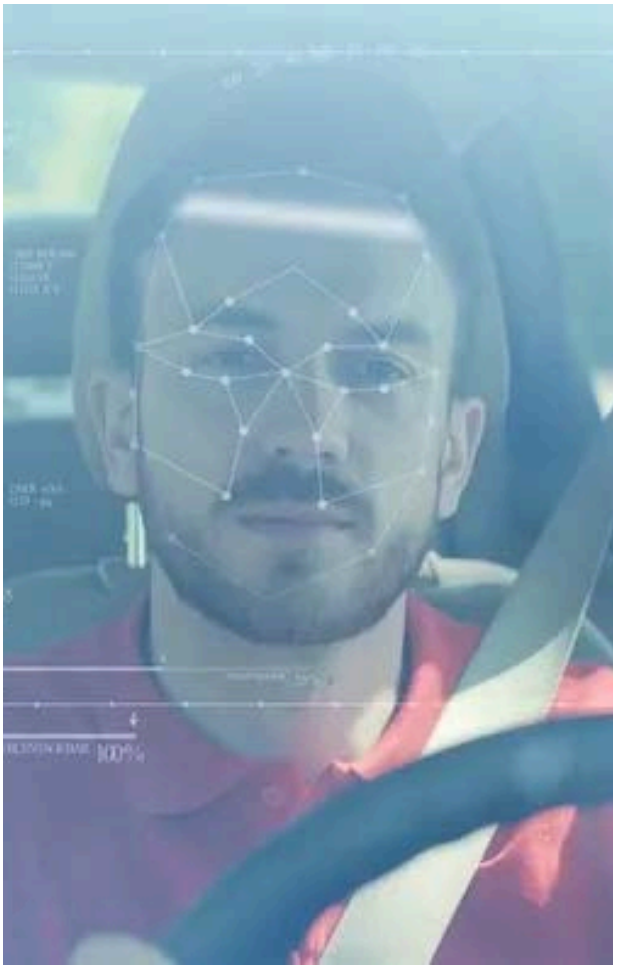
"Alcohol impairment detection has been discussed in safety circles for years, but rarely with a viable path to implementation," says Martin Krantz, CEO and founder of Smart Eye. "By running on existing DMS hardware, using existing signals, this feature turns a long-standing safety ambition into a function that can be deployed at scale. It's trained on real driving data and aligns with the direction regulators are already taking, making it both road-ready and future-proof."

Designed to comply with stringent data privacy standards, the feature can operate entirely within the vehicle, with no need to record or transmit video.

Its software-based design also allows it to be distributed via over-the-air updates and easily integrated with existing fleet or vehicle platforms.

As global regulators and safety programs, including Euro NCAP and the US HALT Act, establish new requirements for impairment detection, Smart Eye's solution provides a ready path to compliance and safer roads.

The CES Innovation Awards honor excellence in product design and engineering. Smart Eye's selection by the program's expert panel highlights the growing importance of impairment detection as a core capability in next-generation driver monitoring systems.



Global

UK National Highways calls for road network innovators

National Highways has launched an 'open call' for innovators to help tackle key challenges that range from improving safety to creating a better customer experience. National Highways is the wholly UK government-owned company responsible for modernising, maintaining and operating England's motorways and major A roads. The road agency said is wants "problem-solvers and creative thinkers" to contribute to the future development of England's motorways and major A roads over the next five years. Through National Highways Innovation and Research Designated Fund, the open call will run from today to December 8, "giving people the unique opportunity to suggest innovative solutions to five specific challenges that range from improving safety to creating a better customer experience".
Innovators are invited to submit ideas addressing five key areas: improving customer experience of journey time, increasing safety on A-roads, reducing live traffic risks, maximising safety benefits while improving asset resilience and reducing occupational health risks for road workers.

Applications are also welcome from partnerships made up of suppliers, start-ups and small and medium enterprises. The five challenges are:

Challenge 1: Improving journey time - Smart ideas are needed to improve how information is shared about delays, roadworks and travel times. The focus is on reducing regular delays and congestion hotspots, cutting the time it takes to clear incidents, planning roadworks to cause less disruption and using customer data to make travel smoother and more predictable.

Challenge 2: Increase safety on A-roads - Reduce the number and severity of shunt collisions, cutting the risk of people being killed or seriously injured and make both single- and dual-carriageway A-roads safer for all road users.

Challenge 3: Maximise safety, improve resilience of assets - Reduce the need for frequent road renewals and keep both road users and workers safe. Better asset data is needed to plan costs and road renewal over the long term and make assets easier to access or reduce the need for on-site inspections. A clear understanding is required of how investment decisions affect safety and environmental outcomes.

Challenge 4: Reduce risks of working next to live traffic - Find solutions that remove the need for people to work in live traffic, reduce how often and how long workers are exposed to traffic, strengthen safer working practices in high-risk areas and encourage safer behaviour from both road workers and road users.

Challenge 5: Reduce occupational health risks - This is about reducing long-term health problems, cutting the number of working days lost to illness and improving the identification and management of key health risks. More use of preventative hygiene practices are needed and make sure that health risk elimination and safer alternatives are built into design and planning from the start.

Following assessment of submissions, a Pre-Market Engagement (PME) Notice will be published via the Find a Tender Service. All interested parties should register via the agency's Jaegger portal for immediate notifications of those notices, to test market interest and capability.

The procurement route will then be determined based on the responses received.

One example of how innovation is tackling key infrastructure challenges is the Structures' Moonshot Project. This ambitious initiative is testing non-destructive technologies to inspect hidden critical components in bridges and other structures, such as post tensioned tendons and concrete half joints, without the need for disruptive physical investigations. By enabling more accurate condition assessments, these technologies help reduce unplanned road closures and improve safety.

Global

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.

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