

# Roadmarking News



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Feb 2025



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*Roadmarking News is published by the NZ Roadmarkers Federation Inc. Opinions expressed in Roadmarking News do not necessarily reflect the views of the NZRF.*

# NZRF Update

Dear NZRF members

Welcome into a New Year of doing!

We trust the holidays were a time to relax with family and friends and to reflect on 2024 and what 2025 may have in store for the industry.

NZRF are progressing alongside industry and authorities for a general conscientious of risk-based traffic control methodologies and what that means and looks like from a roadmarking perspective.

NZRF is also working with Government Agents and Consultancy companies to review roadmarking contract specifications with the intention of ensuring that current and up to date roadmarking specifications are used when tenders are called.

As you are aware traffic control seems to be a great media target at the moment.

There is an article relating to this very topic in the newsletter on page 7 in the New Zealand section. This article talks about a current trial in Tauranga where they are looking to reduce the road cones and disruption from roadworks on local routes – and “quadruple” output.

As we look ahead to 2025, we are already in the midst of planning the NZRF 2025 conference.

The dates and venue are booked and confirmed so put a reminder in your calendar now!

## SAVE THE DATE – NZRF CONFERENCE 2025

- Tuesday 12th to Thursday 14th August 2025
- Russley Golf Club and Function Centre Christchurch

Recommended accommodation will be at the Commodore Hotel which is walking distance to the conference venue (just across the road).

Our agenda outline so far includes internal and external speakers, social activities, AGM, Testing Officer workshop and we will have the space for equipment display/demonstrations/activities in the carpark.

There will also be space within the venue for larger supplier displays. One night will involve a dinner and we are hoping to include a social activity on the other night. We will be on the lookout for speakers to share insight about new products/equipment (demonstrations are welcome), interesting projects or other topics that would be relevant across our member group. Please get in touch via [admin@nzrf.co.nz](mailto:admin@nzrf.co.nz) if you have any suggestions for topics you would like to hear more about or even better if you'd like to present something!

Finally, make the most of the summer weather out there by getting those kms of remarking and reseals completed.

*Darcy Prendergast – NZRF Exec*



*Darcy – Road marker to Motorbike racer!*

**Photo Credit – Melanie J Smyth Images**



## RAISED RETROREFLECTIVE PAVEMENT MARKER

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- UV resistant
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- NZTA M12 Approved\* - Class C

\*NZTA M12 Conditions: Use is mandatory on state highways and recommended on other road controlling authority roads

**TABLE 1 - PHYSICAL TESTS**

<b>Water resistance</b>	Complies
<b>Heat Test</b>	Complies
<b>UV exposure test</b>	Complies
<b>Resistance to lens cracking</b>	Complies
<b>Compressive strength</b>	Complies

**TABLE 2 - DIMENSIONS**

<b>Length, mm</b>	125
<b>Width, mm</b>	80
<b>Height, mm</b>	18
<b>Weight, g</b>	110
<b>Reflecting area, mm<sup>2</sup></b>	>1520



# NZ Transport Agency Updates

## 1

### Cyclone Gabrielle recovery projects

We've now completed more than 70 percent of Cyclone Gabrielle recovery projects on Hawke's Bay and Tairāwhiti / Gisborne state highways. That's a total of 230 projects (or faults) fixed. It couldn't've been done without the efforts of local contractors and communities on the East Coast.

The TREC: Transport Rebuild East Coast alliance, alongside local contractors, has been working on multiple projects such as slope stabilisation, highway underpinning, and fixing damaged culverts to strengthen the roads.

Much of the work is on the underside of roads.

There's lots more to do and our busy summer season is continuing, with many new (and bigger) projects starting next year.

## 2

### Updated ATPM guide

In December 2024 the NZTA, with assistance from the NZRF updated the guidelines for Audio Tactile Pavement Markings (ATPM). This guide is for the use of Road Controlling Authorities (RCA's), designers and installers when designing and installing audio tactile pavement marking.

[Updated guidelines.](#)

## 3

### Brett Gliddon appointed as Chief Executive

We're pleased to announce our Board's appointment of our new Chief Executive, Brett Gliddon, from 17 February 2025.

Brett is a member of our Executive Leadership team and has been our Acting CE for the past couple of months.

Brett is a respected leader who has extensive knowledge of the transport system and a track record of large-scale infrastructure project delivery. He's a qualified civil engineer and has played an integral role in shaping our modern transport network.

The appointment ensures continuity of delivery – we're committed to an ambitious transport regulatory and delivery work programme to give effect to the Government Policy Statement on transport.

Brett looks forward to continuing his regional visits, meeting with more of our people, local government partners, iwi, suppliers, and stakeholders.

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### Apex 'RRPM' Glass Markers

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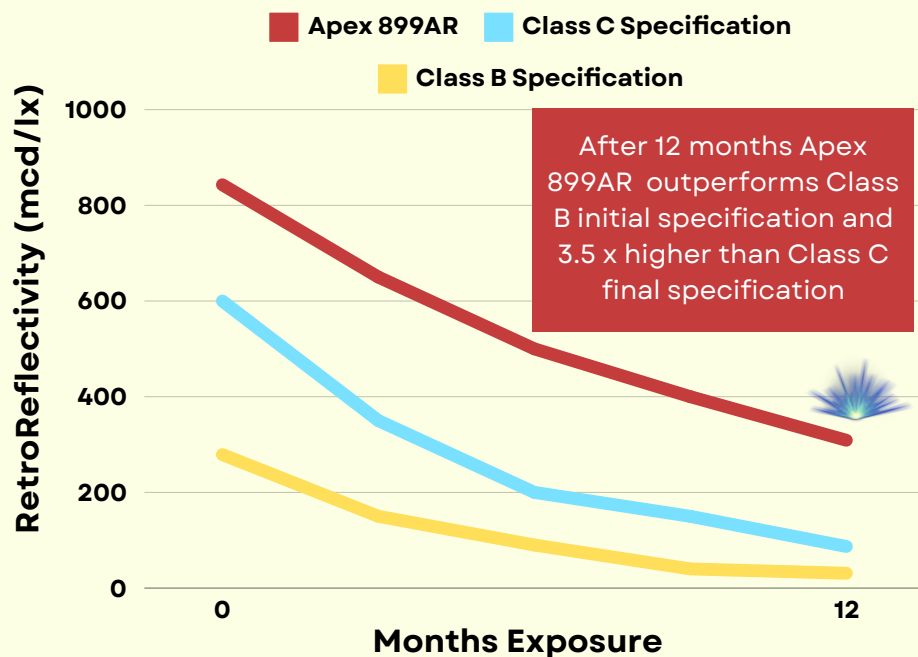
Ceramic Domes - White

**Martin RRPM Bitumen Adhesive**

**RRPM Self Adhesive Pads**

**Reflective Sheeting**

### OnRoad RetroReflectivity Specification versus Apex 899AR Results



**Specify Safety. Specify Class C. Specify Glass Faced**

# New Zealand

## Trial to reduce road cone use in Tauranga

Tauranga is trialling a way to reduce the road cones and disruption from roadworks on local routes – and “quadruple” output.

Tauranga City Council said in a statement traffic management plans often required static signs and road cones to be used around the work site.

Council road maintenance contract manager Garry Oakes said for straightforward maintenance jobs on low-traffic roads, such as painting line markings, the traffic management set up could take longer than the job itself.

“We’ve been trialling a new method which involves using traffic signals mounted on the back of a utility vehicle or light truck to alert drivers to the works.

“A road marking buggy is transported to the site on a trailer to undertake the work, and safety is maintained with a site traffic management supervisor watching out for people moving around the worksite.”

He said other staff could remain in their vehicles, which reduced health and safety risks.

“Once the paint is dry, we can pack up and move on to the next job. Having smaller equipment also makes the work less intrusive for residents.”

Much of this line marking work was done at night to avoid disruption on the road, but it could be a minor noise nuisance for residents.

“Reducing the time spent at each site is a win-win,” said Oakes.

The trial will extend to daytime line marking, and line marking on arterial (high-traffic-volume) roads.

The statement said the innovation had been successfully tested at two sites and will continue to be trialled until July 2025 to monitor the results.

The work is being undertaken by Tauranga company Complete Traffic Services.

“We expect that we will be able to quadruple our output – completing four jobs an hour instead of one – which means better value for money without sacrificing safety or quality,” Oakes said.

Mayor Mahé Drysdale said excessive road cone use and temporary traffic management costs have been high on the agenda for improvement with central government this year, with Transport Minister Simeon Brown requiring local road controlling authorities such as councils to provide quarterly reports on temporary traffic management spending.

“I applaud this initiative and the innovation shown. This represents value for money for our ratepayers and less disruption for drivers,” said Drysdale.

“I support any initiative to reduce road cones and temporary traffic management costs, and this not only does this without compromising safety but also improving productivity.”



# New Zealand

## Desert Road State Highway 1 closure: Tūrangi to Waiōuru closed for two months

The Desert Rd between Tūrangi and Waiōuru will close for maintenance for two months from January 13.

NZ Transport Agency Waka Kotahi (NZTA) said the work involved reconstructing 16km of road, improving drainage, clearing 15km of road shoulder and replacing the deck of the Mangatoetoenui Bridge.

Regional manager of maintenance and operations in Waikato–Bay of Plenty, Roger Brady, said the bridge was built in 1966 and in need of replacement.

“This job alone would require the road to have been closed for about a month, so being able to do this at the same time as the other maintenance work due is a real win,” he said.

The new deck for the Mangatoetoenui Bridge had been designed and was being built in Napier, ready to be shipped this week.

It consisted of steel girders and a concrete slab, which would be transported in two sections and then stitched together once on-site.

Once the new deck was in place, the Mangatoetoenui Bridge was expected to last another 50 years before it needed replacing.

Brady said the average ground temperatures were analysed during the planning stages, and for work to go ahead it needed be a minimum of 13C.

Overnight minimum temperatures started to drop below zero across the Desert Rd from March onwards, meaning the possibility of ground frosts.

“Already the area has experienced snow flurries in January and while these are rare in the summer months, there is more chance of lower temperatures from March onwards,” Brady said.

The detour from north to south is via SH41, SH47, SH4, SH49 and then back to SH1 in Waiouuru, and adds 30 to 40 minutes to the journey.

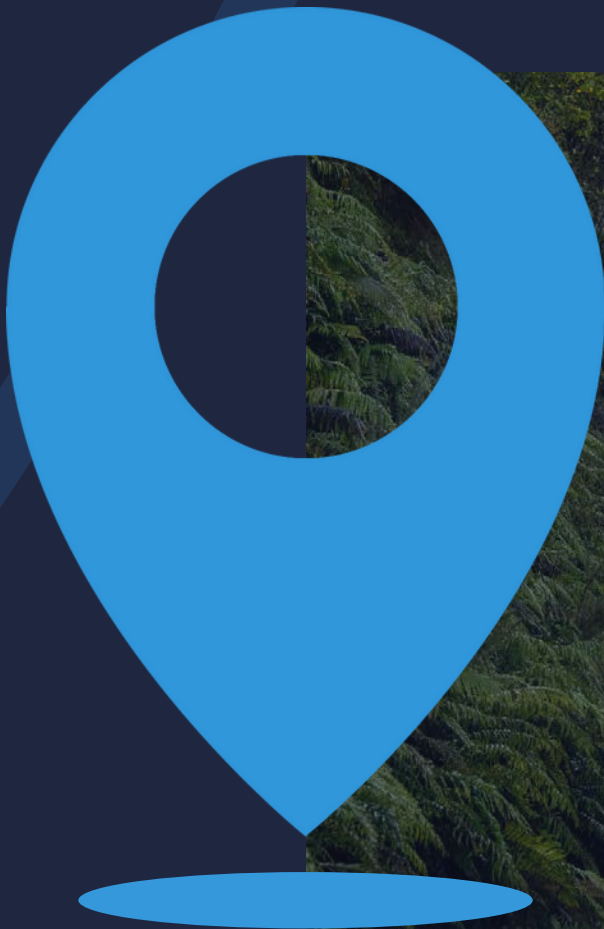
NZTA said the speed limit near and through Ohakune would be reduced to 50km/h while the detour was in place, along with additional billboards, signage and police patrols.

The section of road south of the SH1/SH47 intersection (the “soft closure point” shown in orange on the map) to the beginning of the first worksite (south of the Tongariro National Trout Centre) would remain open for visitors to access the Trout Centre, but not SH46.



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# New Zealand

## The first roads of national significance

### Ara Tūhono – Warkworth to Wellsford

- Cost – \$2.2b (National pre-election),
- \$2.9b–\$3.75b (NZTA post-election)

Warkworth to Wellsford is the most advanced of the three remaining legs that form the Northland Expressway between Auckland and Whangarei.

The 26km route travels west of Warkworth and east of Wellsford to Te Hana with three interchanges at Warkworth, Wellsford, and Te Hana.

The project is consented with property purchases under way. Investigation works, including geotechnical drilling, began in September.

Construction is expected to begin in the next three years.

### Mill Rd Stage 1

- Cost – \$1.45b (National pre-election),
- \$1.45b–\$1.95b NZTA post election)

Mill Rd is a 21km four-lane highway running parallel to the Southern Motorway between Manukau, Takanini, Papakura and Drury to meet the rapidly growing population in South Auckland and reduce pressure on SH1.



The first stage is at the northern end of Redoubt Rd as far as Alfriston – the only designated section, allowing the authorities to acquire properties and work to proceed.

NZTA is currently undertaking a big review of the project, including the design, timelines and estimated costs. An updated investment case is due to go to the NZTA board in early 2025.

The plan is to progress early construction within the next three years, including key intersections at the northern end but road construction will begin substantially only later.

The other three sections through Takanini, Papakura and Drury have been flagged, but face significant hurdles, not least the cost of buying more than 700 properties.

### Cambridge to Piarere

- Cost – \$720m (National pre-election),
- \$1.3b–\$1.7b (NZTA post-election)

The 16km four-lane expressway is the final link in the Waikato Expressway south of Cambridge, connecting to the under-construction roundabout at the busy and high-risk T-intersection at Piarere where SH29 to Tauranga meets SH1. The roundabout is nearing completion.

The highway is likely to include a new interchange at Karapiro Rd and four bridges.

Construction could start in 2026 and take six to seven years to complete.

### Hawke's Bay Expressway Stage 1

- Cost – \$100m

This project involves adding an extra lane in each direction to four-lane SH2 between Napier and Hastings.

Cont....

# New Zealand

The first stage of the 27km highway is a 6.5km congested stretch between Taradale Rd in Napier and Pākowhai Rd, about halfway between Napier and Hastings.



NZTA wants to complete stage one in 2028, stage two by 2030, and stages three and four by 2034, which will be completed together.

Early works started in October 2024 and an investment case for Stage 1 is due to go to the NZTA board late 2024. Pending approval, construction is expected to begin in late 2025.

## Ōtaki to north of Levin

- Cost - \$1.5b

The new Ōtaki to north of Levin highway is the northernmost section of the Wellington northern corridor, and includes a shared walking and cycling path, east of the current SH1.



The 24.8km project is nearly as long as the Mackays to Peka Peka, and Peka Peka to Ōtaki expressways combined and is due to start construction in 2025, and is expected to be completed in 2029.

In June 2024, NZTA appointed two design and construction teams to develop and ultimately build the new expressway. NZTA has begun consultation on tolling the highway.

## SH1 Belfast to Pegasus Motorway and Woodend Bypass

- Cost - \$270m (National pre-election),
- \$550m-\$1b(NZTA post election)

The 9km extension on SH1 north of Christchurch has been deemed necessary due to a growing population, commercial development, and a key freight route north of the city.

Environmental assessments are under way to support planning requirements, and an investment case will be considered by the NZTA board in late 2024.

The project begins where the Northern Corridor motorways merge and goes through to Pegasus, bypassing Woodend with a toll among the funding options.

There is a “likely start” over the next three years.

## Progress reports on major highway and public transport projects under way

The **Papakura to Drury Southern Motorway** project provides a new 4.5km traffic lane in each direction. It will provide interchange improvements at Papakura and Drury to allow rail electrification to Pukekohe, and extend the Southern walking and cycle pathway.

Cont...

# New Zealand

Started under Labour in 2021, the project is due to finish in December 2027 at an estimated cost of \$655m.



The \$5.5b **City Rail Link**, a 3.4km twin underground rail connection between Britomart and Mt Eden with new stations in the city and Karangahape Rd, is due for completion in November 2025. It will then be handed over to Auckland Transport for tests and to upskill train drivers before passenger services begin in 2026 – 10 years after construction began in June 2016.

**Auckland's Eastern Busway** is being built in stages costing \$1.3b to mirror the city's hugely successful Northern Busway. The first stage from Panmure to Pakūranga opened in late 2021 and work is under way on the second stage to Botany, largely following Ti Rakau Drive with a flyover at Reeves Rd in Pakūranga for vehicles. It is expected to be completed in late 2027 to carry about 30,000 bus passengers to and from Panmure railway station.

**O Mahurangi – Penlink**, a 7km two-lane highway connecting Whangaparāoa Peninsula with SH1, was due to be finished in late 2026 but this date has been pushed out to late 2028.

According to NZTA, this is due to the design and construction of the Wēiti River Bridge and assumptions made regarding ground conditions due to limited access to the site at the tender stage during Covid 19.

The \$830m cost is being reviewed in light of the issues.

The under-construction **Takitimu Northern Link Stage 1** is the Bay of Plenty's most expensive transport project at \$655m. It is a 6.8-kilometre, four-lane expressway from Tauranga to Te Puna that would eventually extend to Ōmokoroa in Stage 2.

It is planned to ease traffic on SH2 north of Tauranga, where motorists have complained of "horrific" congestion, and is due to open in 2027.

The National Land Transport Programme has committed \$26m for planning Stage 2 – 7km from Te Puna to Ōmokoroa – over the next three years.

NZTA is proposing a toll to cover maintenance costs and fund the construction of stage 2. Tauranga already has two tolled roads – Takitimu Drive and the Tauranga Eastern Link.

The **Te Ahu a Turanga – Manawatū–Taranua Highway** is being built after a massive rock fall in 2017 left SH3 through the Manawatū Gorge impassable. The new 11.5km four-lane highway, including two bridges spanning more than 300m, runs between Ashhurst and Woodville and is expected to be completed in mid-2025 for about \$824m. A proposed toll has met strong opposition from Taranua residents.



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# New Zealand

## Government announces roads where speed limit reductions will be reversed

The Government has announced the reversal of speed limit reductions on a large number of New Zealand roads, including many in the northern regions of the country.

The move will result in speed limits being increased on 38 sections of key routes, including parts of State Highway 1 in Northland, State Highway 16 near Auckland and State Highway 3 in Hamilton. Also on the list are changes to State Highway 2 between Featherston and Masterton, and State Highway 3 Whanganui.

A list of an additional 49 sections of roads is also being released for public consultation.

As the Herald revealed on Wednesday morning, 13 of the changes relate to roads in Northland, Auckland and Waikato.

They include specific sections of:

- SH1 Kamo Bypass
- SH1 Whangārei
- SH11 Te Haumi
- SH1 Moerewa
- SH16 Waimauku
- SH22 Paerata
- SH1C Hamilton
- SH3 Hamilton
- SH26 Hamilton

The speed limits on the sections of roads will be reversed to their previous limits by July 1. This will take place alongside planned maintenance and project work, beginning tonight.

For example, on a near-kilometre long stretch of road on State Highway 1 Kamo Bypass, the limit will go from 60km/h to 80km/h.

A 1.43km long section of State Highway 16 in Waimauku, north-west of Auckland, will go from 60km/h to 70km/h. This is the part from 140m east of Wintour Rd to 95m east of Mabbett Lane.

On a section of State Highway 1C in Hamilton from west of Howell Ave to south of Riverlea Rd, the limit will jump from 50km/h to 60km/h.

“Where Labour was about slowing New Zealand down, the coalition Government is all about making it easier for people and freight to get from A to B as quickly and efficiently as possible, which will help drive economic growth and improved productivity,” Transport Minister Chris Bishop said.

“Growth, growth, growth,” Prime Minister Christopher Luxon said in his opening remarks at a media gathering to announce the speed limit reversals.

Overnight, a number of speed limits would be returned to their previous, higher limit.

“It’s a great day, it’s a great day for New Zealand,” Bishop said.

Bishop said the 38 roads where the speed limits would increase were chosen because they were easy, long straight stretches of state highways.

He said the first section to have its limit reversed will be a section of State Highway 2 between Featherston and Masterston, “where the speed limit reduction in early 2023 under the previous government met with huge community hostility”. That section of road will return to 100km/h from 80km/h. Former Labour associate Transport Minister Kieran McAnulty had wanted that speed limit reviewed, but Bishop said he had failed to get action. McAnulty has said NZTA previously told him they wouldn’t review it.

Cont...

# New Zealand

“I know how resolute NZTA were on it. I was associate transport minister and looked them in the eye and said, ‘I want you to review the speed limit,’ and they said no,” the Labour MP recently told the Wairarapa Times–Age.

Bishop has also released a further list of 49 sections of state highway for further public consultation “so local communities can have their say on keeping their current lower speed limit or returning to the previous higher speed”.

Public consultation on those sections begins tomorrow and will run for six weeks.

“In terms of local road changes, councils have until 1 May 2025 to advise NZTA of the specified roads subject to reversal under the new Rule.”

The new rule also requires variable speed limits outside schools during pick-up and drop-off times.

“We are prioritising the safety of Kiwi kids by introducing reduced speed limits outside schools during pick-up and drop-off times. We want to see these changes brought about quickly,” Bishop said.

“By 1 July 2026, local streets outside a school will be required to have a 30km/h variable speed limit. Rural roads that are outside schools will be required to have variable speed limits of 60km/h or less.

“Throughout the world, 50km/h is used as the right speed limit to keep urban roads flowing smoothly and safely. The evidence on this is clear – comparable countries with the lowest rates of road deaths and serious injuries, such as Norway, Denmark, and Japan, have speed limits of 50km/h on their urban roads, with exceptions for lower speed limits.”

The Government last year introduced a new rule requiring that speed limits lowered since January 2020 on some categories of road be reversed by July 1 this year. Public consultation on this found 65 percent of people supported reversing speed limits.

“Those in support of the draft Rule felt it proposes a reasonable and common-sense approach to setting speed limits,” the Ministry of Transport said last year.

“Supporters of the reversal proposal often felt frustrated by reduced speed limits and believed they are slowing down the economy, and in some cases causing motorists to perform risky overtaking manoeuvres.”

Those in opposition were “mostly concerned about the safety impacts of increasing speed limits”. A group of health and road safety experts last year wrote to the Government asking they reconsider their plans. Labour has also raised concerns about the effects on safety.



# New Zealand

## The road toll, and all its complications, explained

Confusingly, our road toll count is akin to wearing two watches, so that you don't know what the precise time actually is.

When police this week regretted a holiday road toll "where nine people have lost their lives", the official Ministry of Transport toll then put deaths at seven. (The provisional total for the holiday period is 13.)

"This number is incredibly frustrating," director of road policing Steve Grealley said in a statement that linked to the different number on the ministry website.

How can that be? Let me explain: it's for the same reason the holiday death toll could keep rising even though it ended at 6am on Friday.

Any disparity is due to a time lag between the police account and the ministry website updating, and ministry reluctance to add deaths to the road toll, until it is certain they belong.

"The road death data is correct as at the stated date," the ministry says.

"The figures can change if, for example, more information is provided by NZ Police, or following a coronial review."

While the website automatically updates based on police reports as first responders, there can be delays between the crash, and data being sent.

Then, if a medical event is suspected, or the crash was not on a public road, the ministry will exclude it, while the police might not.

Motor racing deaths are not part of the road toll, even if the event is held on what is commonly used as a public road.

Nor are deaths in which the coroner determines a driver died from a heart attack, stroke or similar.

Murder by motor vehicle – as alleged in the case of policewoman Lyn Fleming at New Year – is not included in the road toll.

Nor would a death deemed to be a vehicle-related suicide be counted, or deaths on the road where a motor vehicle was not involved, apart from a pedal cyclist-only crash.

Although these are excluded a ministry record is kept of the crash details.

To add to potential confusion NZTA/Waka Kotahi – another government agency – issues alerts from its Transport Operations Centres when something major happens on its state highway network.

Alerts could relate to flooding, blockages by slips or trees, breakdowns hampering traffic flow, a major fire close to the state highway, or a serious crash.

Police respond to the incidents, and the ministry records the road toll.

Overall 2024 saw the road toll fall in comparison to recent years, but December proved the deadliest month with 40 deaths, topping last January's 35.

Only 2024 of the last five years has had the toll dip below 300, with 2022 the worst of those years at 371.

And while the count for this holiday period remains incomplete, it too compares favourably with the previous four years – 22 people died on the roads in the last summer holiday period.

*Cont....*

# New Zealand

Don't rest on your heated car seats though New Zealand, by world standards we are doing rather badly, road toll comparisons by country show.

Based on a 2023 report, New Zealand has the second poorest road safety record among English-speaking nations in the OECD, with 6.01 road fatalities per 100,000 people.

Top? The US with 11.78, Canada is third with 4.59, then Australia on 4.26.

But we are on the improve, the report noted.

"New Zealand's trend line for fatalities per 100,000 population has been downward, halving each decade: 21.4 in 1990, 12 in 2000, and 8.6 in 2010," it says.

Of those killed while using the road, about 66 percent were either passengers or drivers, 10 percent were pedestrians, 18 percent were motorcyclists, and 4 percent cyclists, the report said.

Most trends in the OECD have shown a decrease in road fatalities in the last decade or two.

"Even in the 'unsafest' countries such as the United States and New Zealand, great strides have been taken to reduce the road fatality rate. New Zealand's rate per 100,000 has roughly halved each decade."

But, says Greally, "we all need to do better and stop accepting people dying on our roads is what happens when driving."



## ROAD SAFETY TIPS

- 1 Don't use mobile phone while driving
- 2 Belt up in the back
- 3 Slow down
- 4 Watch out for your kids
- 5 Take frequent breaks (especially in long travels)
- 6 Observe other road users (use your mirrors regularly)
- 7 Keep proper distance

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**EYES ON THE ROAD.**

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# Australia

## Ten-year national road safety plan 'wildly off-track'

An ambitious plan to halve the number of Australian road deaths is in tatters, with a fourth consecutive national toll increase marking the worst result since the advent of seatbelts.

Some 1300 people were killed on the nation's roads in 2024, up from 1258 the previous year and a 12-year high.

A landmark 2020 federal strategy to slash deaths by 2030 is "wildly off-track", according to the Australian Automobile Association.

Instead of reducing fatalities by half, they have jumped 18.5 percent in five years, its Benchmarking the Progress of the National Road Safety Strategy report reveals.

Although wearing a safety harness in the front seat of cars became compulsory in Australia in 1969 and were required on all seats by 1971, the toll has been increasing at a rate not seen since 1966.



No Australian jurisdiction is on track to meet its agreed targets under the strategy, says the association's managing director Michael Bradley.

For many of the KPIs listed, governments are still to even collect the data needed to measure their progress.

The peak motoring body says politicians need to act to reverse the "road trauma crisis" by adopting a globally recognised road-quality assessment system as a tool to guide smarter road investment decisions.

"We must use data and evidence about crashes, the state of our roads and the effectiveness of police traffic enforcement to establish what is going wrong on our roads and create more effective interventions," Mr Bradley said.

Unsurprisingly, the AAA research shows NSW had the highest 2024 toll with 340 deaths but the number of fatalities in nation's most populous state was unchanged from the previous year despite the best efforts of authorities to stem the carnage.

The biggest year-on-year increases were recorded in Queensland (deaths up nine percent), Western Australia (17 percent), the Northern Territory (87 percent) and the ACT (175 percent).

The AAA is calling on the federal government to require state and territory governments seeking federal road funding to produce relevant road safety assessments as part of their applications. The transparency will save lives and show Australians whether politicians are spending their taxes where they are needed rather than to win votes in marginal electorates, it said.

More than 450,000km of asphalt has been assessed using the Australian Road Assessment Program five-star safety rating system, which uses engineering and other analysis to identify which roads most need safety upgrades. While not made public, state and territory governments in 2024 agreed to end years of secrecy by publishing a range of data on the federal government's National Road Safety Data Hub.

"This critical data must be embedded into the road funding allocation process so investment can be prioritised to our most dangerous roads," Mr Bradley said.

"Australia's rising road toll underscores the importance of using road condition data to direct road funding, and to prevent the politicisation of scarce public funds."

# Australia

## Australia road toll: 2024 marks worst period since 1960s

Australia is facing its worst road safety crisis in decades, with the national road toll rising for the fourth consecutive year – the first time this has occurred since the 1960s.

Up to 1318 people died on Australian roads in 2024 despite modern vehicle safety advancements and significant investments in infrastructure.

National Transport Research Organisation (NTRO) transport infrastructure safety leader Emily McLean warned the situation was worsening as road deaths climbed.

“Despite significant reductions in road trauma in recent years, we have had four consecutive years of rising deaths, and the rate of increase is increasing each year,” she said.

The latest data reveals a harrowing reality – more than three people die and more than 100 others suffer serious injuries on Australian roads every day.

South Australia recorded 91 lives lost and 845 people seriously injured in 2024.

Queensland had the most severe road trauma in 15 years with a toll of 302 fatalities.

Western Australia recorded 185 deaths, the highest in the state since 2016.



## Motoring body drives push for road safety ratings

A globally recognised risk rating system should determine how the Australian government funds major roads, a peak motoring body says. Federal road funding would be better based on a risk assessment for the road, including information about how the proposed work will lift the road's safety rating, the Australian Automobile Association says. Used in about 130 countries, including Greece, Vietnam, Croatia and Saudi Arabia, the International Road Assessment Program protocols help road authorities identify safety upgrades that will reduce road deaths and injuries. The national road toll continues to climb, with 1300 people killed on roads in 2024, up from 1258 the previous year and a 12-year high.

The Australian version of the assessment program would highlight where the risk of fatal or serious injury is greatest across the road network. A motoring body is calling for new criteria to determine road upgrades. The star ratings, rated between one and five, would be calculated using a range of risk factors and information, such as average daily traffic, speed limits, the number of lanes in each direction and the presence or absence of road barriers. That information would then be overlaid with crash data to understand how infrastructure contributes to crashes and crash outcomes, enabling authorities to identify potential road works that will reduce the risks. Five star-rated roads are the gold standard for road safety – but the Association says the greatest number of lives saved and serious injuries avoided per dollar invested are seen when upgrading low star roads to at least three-star safety standard.

According to the association, more than 450,000km of Australian roads have been assessed using the protocols.

# Australia

## Road safety concerns lead to shift in school travel habits

Australian children are far less likely to travel to school alone than previous generations, with safety concerns significantly shaping how families approach the daily commute.

Research from AAMI reveals that while nearly seven in ten Australian adults recall walking, biking, or scooting to school by themselves during their primary school years, only 37 percent of today's parents allow their children to do the same. Instead, 56 percent of primary school children are now driven or accompanied by an adult.

This shift reflects growing parental anxiety about safety, with 78 percent of respondents citing concerns about road dangers. Among these, 61 percent blame inattentive drivers in school zones, while 17 percent point to their children's lack of road safety awareness.

According to Luisa Rose, motor claims executive manager at AAMI, the trend has altered how families navigate school travel: "With this shift in our approach to school travel, we need to be aware children may not have road safety skills and awareness, increasing the risk of an accident occurring in a school zone."

Alarming, the study found risky behaviours among Australian drivers in school zones. A quarter admitted to speeding because they failed to notice signs, and 12 percent reported being distracted by their phones in school drop-off areas.

Others confessed to stopping in unsafe locations, such as double parking or halting in the middle of the road, while some admitted to speeding when no children were visible.

"This is not a trajectory we want to see continue in 2025. This year, we hope to see a decrease in road fatalities especially involving children, and we're calling on the community to help," White said. "The keys to reducing the Australian road toll are in our hands, which is why we're once again partnering with AAMI to encourage Australians to drive safely in and around schools."

To address these concerns, AAMI and the ARSF are reintroducing the Slow Down Songs campaign on Spotify. Using geo-targeted technology, the initiative slows down music as drivers approach school zones, providing an auditory cue to reduce speed. This year's campaign features tracks by Australian artist Amy Shark, adding an emotional layer to its message.

"While understandably not everyone can walk, ride or scoot to school due to distance and time, one thing everyone can do is learn, and follow, is the road rules to ensure our children are safe when arriving at and learn, and follow, is the road rules to ensure our children are safe when arriving at and leaving school," Rose said.

Parents are also encouraged to teach road safety through practical experiences, such as accompanying their children on walks or bike rides to school.



# Australia

## New national road safety campaign 'Don't Let a Car Change Who You Are' launches via BMF

Focusing on driver behaviour, the campaign's message, "Safer driving starts with you," aims to encourage Australians to reflect on their behaviour behind the wheel and emphasise the importance of safe driving.

The campaign highlights how seemingly minor behaviours such as tailgating, speeding, and mobile phone use while driving significantly contribute to motor vehicle accidents and road fatalities. Road safety is a collective effort, and this campaign supports the broader goals of state, territory, and local governments to reduce road trauma. It aligns with the Government's vision to achieve zero road deaths and serious injuries by 2050, calling on all drivers to play their part in making Australia's roads safer.

Since 2022, the Government has prioritised road safety by increasing funding for local road projects and addressing long-standing calls for better safety data. Key initiatives include:

- Doubling funding for Roads to Recovery: Now \$1 billion annually, supporting over 2,000 projects. Of these, 1,390 will commence by December, with over 690 completed by year-end.
- Expanding the Black Spot Program: Annual funding increased to \$150 million, with revised eligibility criteria.
- The \$2.9 billion Road Safety Program: Delivering over 1,800 projects, improving safety across 1,910 kilometres of road.
- Reversing the 2014 freeze on road maintenance funding: Permanently indexing national highway maintenance funds and back-paying the shortfall.

The government has also enhanced its agreements with states and territories to collect more comprehensive road safety data,

enabling better responses to road trauma and addressing the recent rise in road fatalities.

The Government is urging Australians to reflect on their driving behaviour, especially during the holiday season, to ensure that everyone can safely enjoy time with loved ones.

The campaign reinforces that road safety is everyone's responsibility, from individual drivers to governments and industry experts. By focusing on safer driving practices and investing in road infrastructure, the campaign seeks to reduce road trauma and save lives.

Says Tom Hoskins, Group CD at BMF: "Everyone has a role to play in making our roads safer. 'Don't Let A Car Change Who You Are', is designed to inspire an attitudinal shift in drivers by asking, if you wouldn't do it anywhere else, why do it in a car?"

Says Catherine King, Minister for Infrastructure, Transport, Regional Development and Local Government: "We want families and friends gathered around dinner tables or picnics these holidays, not worried about loved ones on the road. That's why the Albanese Government has increased investment in fixing roads because each dollar spent on a road is a dollar spent on road safety. We can each invest in our own safety by driving carefully, making the difference between getting to where we want to go safely or not getting there at all."

Says Anthony Chisholm, Assistant Minister for Regional Development: "Any death on our roads is one too many, but unfortunately, we've seen an increase in deaths on our roads over the last 12 months. Our road safety campaign and the Albanese Government's record investments show we're committed to improving safety on our roads, but solving this challenge is a collective responsibility where we all play an important role. We're all committed to reducing road trauma by investing in safer infrastructure and prioritising the collaboration between governments, industry, and experts, as we work towards keeping Australians safe on our roads."

# Australia

## \$1B for Western Sydney transport corridor

The Federal and New South Wales Governments are jointly funding a \$1 billion road upgrade to better connect Western Sydney to the world.

The project will upgrade Fifteenth Avenue to create a critical transit corridor from Liverpool to the new Western Sydney International Airport.

Over 22,000 vehicles per day travel along the congested two-lane Fifteenth Avenue, with around 8 percent of those being trucks. Liverpool City Council predicts a significant increase in housing in the areas immediately around Fifteenth Avenue, which could see as many as 63,000 additional people living there by 2041.

Fifteenth Avenue will connect the new Bradfield city centre, the new Metro, and the airport, enabling multi-modal travel including fast and easy public transport along the route. It will also unlock jobs and housing in key growth areas and provide better access to education and opportunities for Sydney's growing west.

Western Sydney is the fastest growing region of New South Wales, and this funding is part of both governments' ongoing investment in the future of the region. This adds to existing major investments in Western Sydney, including the \$10.4 billion Sydney Metro – Western Sydney Airport, \$2 billion M12 Motorway, \$1 billion Mamre Road Stage 2 Upgrade and \$800 million Elizabeth Drive – Priority Sections Upgrade.

The Federal and New South Wales Governments are each committing \$500 million to this project. The Federal Government is investing nearly \$18 billion towards transport infrastructure projects in Western Sydney. Prime Minister Anthony Albanese said the government wants Western Sydney to be a gateway to the rest of the world.

"We want it to thrive as the engine room for jobs, economic growth and opportunity.

"This half a billion dollars' worth of new funding from the Australian Government is part of our commitment to delivering more resilient infrastructure for all Australians." Premier of New South Wales Chris Minns, said, "This critical investment is a game changer for Western Sydney that will connect thousands of jobs at Western Sydney Airport and the Aerotropolis with Liverpool.

"The Aerotropolis has the opportunity to transform Western Sydney and this road link is critical to delivering the jobs of the future in Australia's fastest growing region.

"Without this critical road we couldn't deliver the growth and jobs the Aerotropolis has the potential to deliver."

Federal Minister for Infrastructure, Transport, Regional Development and Local Government, Catherine King, said, "We're connecting Sydney to Western Sydney, and Western Sydney to the world, by investing in infrastructure that will boost jobs, unlock housing, and shape the way we live. "From Liverpool to Parramatta, Bankstown to Cabramatta, we're not just building roads, we're building Australia's future."

New South Wales Deputy Premier, Prue Car, said, "Together with the Commonwealth Government, the Minns Labor Government is committed to building better communities in Western Sydney and connecting our local community.

"We are ensuring the necessary investments to improve access to the new airport, which is a key part of Western Sydney's economic future." New South Wales Minister for Roads, John Graham, said, "The jobs and investment being brought by Western Sydney Airport will be squandered if Fifteenth Avenue remains a two-lane road from a time gone by.

"With this substantial investment in the road infrastructure of Western Sydney we are building a highway to economic opportunity."

# Australia

## Seatbelt signs required on new buses after Hunter Valley crash

Rules to be introduced over the next few years will mean all new buses fitted with seatbelts in Australia will also need to have audio announcements and signs reminding passengers to wear them.

The changes are in response to the 2023 Hunter Valley bus crash – where 10 wedding guests were killed and 25 injured when the bus they were travelling in crashed at a roundabout near Greta.

The tragedy started a bus safety movement with state and federal governments either expanding or creating groups to focus on preventing a similar tragedy. Seatbelts also came under scrutiny during a recent bus crash in southern New South Wales, which killed a bus driver.

The federal government will today announce its first significant seatbelt reform since the federal Bus Safety Working Group was established last year. Regional Development Assistant Minister Anthony Chisholm said the changes would ensure prompts on buses were similar to those seen on aircraft.

"When you sit down there will be that reminder to encourage you to wear your seatbelt when the bus is travelling," he said. It is a legal requirement in Australia for passengers to wear a seatbelt on a bus if one is available.

The Australian Design Rule being introduced to improve seatbelt safety has four main changes:

- Buses will have an audible announcement when the door closes and the bus starts to move with a message saying: "Please fasten seatbelts while seated."
- A visible label will be on the back of every seat saying: "Fasten seatbelts while seated."

- There will be a lit-up sign at the front of every section of a bus prompting seatbelt use.
- An exemption will be removed allowing some buses with seats under 1 metre high from not requiring seatbelts.

The requirements will come into effect for new bus models from November 1, 2026 and all new registered buses, regardless of the model, at the same time the following year. Dean Moule is the national technical manager for the Bus Industry Confederation, the peak body for Australia's bus and coach industry.

He said it was "a huge, significant step" towards improved bus safety. We've seen seatbelt occupancy in some buses under 10 per cent," Mr Moule said. There will be about 500 buses fitted with the additional safety initiatives each year from November 2026. However, thousands of buses across the country will not be required to have the prompts because they do not have seatbelts.

"If a bus doesn't have seatbelts, for example a city bus, those prompts are not required," Mr Moule said. Buses with seatbelts will still be permitted to take standing passengers.

### Calls for further reform

John Gaffney is the father of Mitchell Gaffney, the groom at the wedding that the bus departed from before it crashed near Greta.

He is also an engineer, with 40 years' experience in traffic engineering and road safety.

Mr Gaffney said the seatbelt signage requirements were "a big step forward" but there was a lot more work to be done.

He said many of the new buses being rolled out were still "designed to have a lot of standing passengers".

[Full article](#)

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# Global

## European road safety alert

Bulgaria has the EU's most dangerous roads according to the latest research. Data from the European Commission (EC) shows that Bulgaria had the highest road fatality rate in the European Union (EU) during 2023, with 82 deaths/million inhabitants.

There were 526 road deaths from crashes in Bulgaria during 2023 and the country's poor road safety has continued since. Data from the Bulgarian General Directorate National Police shows that from the beginning of the year until October 13th, 2024, there were 5,665 road crashes in the country.

So far in 2024 until October 13th, there were 356 road deaths and 7,136 injuries on Bulgaria's road network. Bulgaria's capital, Sofia, saw the highest rate of road deaths for the country. The data from Bulgaria for 2024 so far suggests a gain of 840 crashes for this period, with 10 fewer fatalities but 802 more injuries. Drink driving and speeding are primary causes of crashes in Bulgaria.

According to Bulgaria's Interior Ministry, there were 438 fatalities caused by road crashes January 1st and November 30th 2024. This was a drop of 54 compared to the same period in 2023. So far there have been 8,353 serious injuries in Bulgaria caused by road crashes in 2024.

Driving under the influence is a major cause of crashes in Bulgaria, with 3,962 drivers caught with a blood alcohol level exceeding the limit. However drug driving accounts for just 5 percent of those drivers committing DUI offences.

Hungary and Croatia also have a poor record on road safety. In the period from January 2024 to June 2024, there were 6,523 road crashes involving injuries in Hungary.

There were also 996 crashes involving drivers aged 65 or more. There are concerns about the country's older drivers, particularly those aged 70 or more, with suggestions of further testing being required.

And in Croatia, there were 71 deaths/million inhabitants in 2023. The numbers of registered vehicles in Croatia have grown by 32 percent over the past decade. But the numbers of drivers in Croatia have grown by just 1 percent.

Finland has seen a small drop in road crashes for 2023 compared to 2022. There were 89,700 crashes in 2023, a drop of 0.3 percent from 2022. Of these crashes the majority were minor, just 17 percent resulted in injuries. The data comes from the Finnish Crash Data Institute (OTI).

On a more positive note, the EU has seen a slight gain in road safety with 1 percent fewer deaths for 2023 at 20,400 overall compared with 2022. Sweden and Denmark had the safest roads in the EU during 2023, with just 22 deaths/million inhabitants and 27 deaths/million inhabitants respectively.

Outside of the EU nations, the other European nations with good records for road safety were Iceland, Norway, Switzerland and the UK, all with low rates of road deaths. Meanwhile, Serbia has the worst record for road safety in Europe as a whole.



# Global

## National pothole day for the UK

The poor state of the UK road network is being highlighted today, January 15th 2025, with National Pothole Day. According to David Giles, chair of the Asphalt Industry Alliance, "It's important to remember that the challenge to improve the condition of our local road network goes beyond simply filling in potholes.

"We know from our Annual Local Authority Road Maintenance (ALARM) survey 2024 that local road conditions are at an all-time low due to decades of underfunding and that it would now cost more than £16 billion to tackle the backlog of repairs across England and Wales.

"If we want to see improved conditions, local authorities need sustained, targeted and accountable funding – provided on both a needs and improvement basis – over the long term. This would allow highway engineers to carry out the right maintenance and repair interventions at the right time – delivering better value for money for the public funds allocated and helping to ensure we have a local road network that is safe, keeps people connected and supports economic growth."

The UK has suffered from deterioration of its road network over the past 14 years. This has resulted from local councils having budgets slashed by an average 40 percent by the previous central government.



## Improved Czech road safety

Major gains in road safety are being seen in the Czech Republic compared with the high number of fatalities in previous decades. In 1969 road deaths in the Czech Republic peaked at 1,758, dropping slowly to 1,473 in 1994. However, for 2023, there were just 455 road deaths in the Czech Republic.

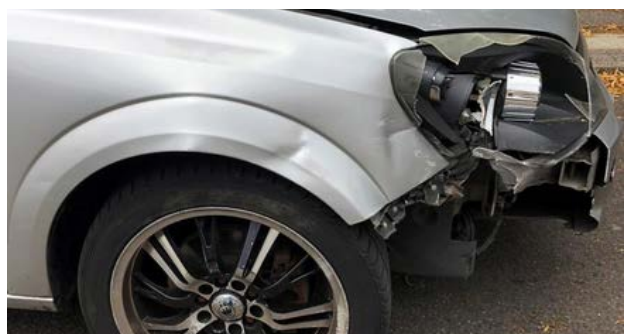
This mirrors road safety gains seen in most European nations from peaks in road deaths in the late 1960s and early 1970s.

The data comes from the Czech Statistical Office. Some of the improvement in road safety derives from vehicles have better braking and safety systems, as well as better occupant protection.

Some of the improvement in road safety derives from better quality infrastructure, with gains in guardrail technology, traffic management systems and also lighting for example. Some of the gains also come from the increases in multi lane highway sections, which reduce the risk of high speed head on collisions.

Meanwhile, a survey carried out jointly by the Czech Association of Insurance Companies and the Czech Office of Insurers reveals that there were 14,517 crashes at roundabouts in the Czech Republic between 2010 and 2023.

However, 73 percent of crashes at roundabouts did not result in injuries. By comparison, 65 percent of crashes at conventional intersections did not result in injuries.



# Global

## Road safety conference Morocco

The 4th Global Ministerial Conference on Road Safety will be held in Marrakech from 18–20 February 2025, with Side Events from 15–20 February. This is being organised jointly by the Kingdom of Morocco and the World Health Organization (WHO).

The Conference will bring together leaders and experts from around the world to accelerate action towards the Sustainable Development Goals' (SDG) target of halving global road deaths and injuries by 2030. Attendees can prepare for the Conference by working together to assess achievements and progress made and renewing and strengthening commitment to achieving the goals of the Decade of Action for Road Safety by 2030.

The 4th Global Ministerial Conference and Side Events will bring together ministers, heads of national road safety agencies, government representatives from authorities at all levels, as well as representatives from the United Nations, civil society, industry and academia. In just five years left in the Decade of Action for Road Safety 2021–2030, participants at the Conference will: assess progress; identify priorities; share knowledge; forge and strengthen alliances; and advance commitments and actions to save lives on the world's roads.

The main program of the Conference will include plenary and parallel sessions on 18–20 February, covering themes including: safe infrastructure; safe vehicles; safe road users; and investment. With the International Road Federation (IRF) and World Road Association (PIARC), iRAP will be hosting the Ten Steps to 2030 for Safer Road Infrastructure Side Event on 17 February 2025. In addition, iRAP will also be supporting the 3rd World Youth Assembly for Road Safety (15–16 February) and an array of Side Events and parallel sessions (17–20 February) focussed on child health, NGO activation, safer street design, road infrastructure financing and more.

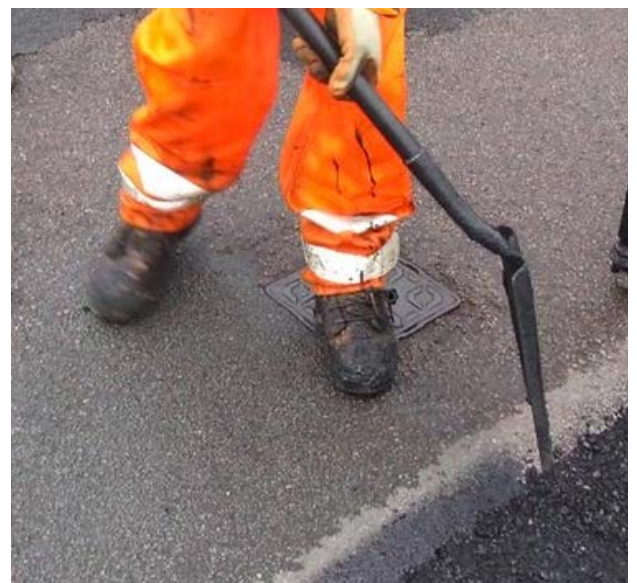
## US\$548 billion for road maintenance worldwide

Road maintenance works are expected to continue to grow in value around the world. Estimates suggest that the global market for road upgrades was worth US\$548 billion in 2022, growing to \$572.85 billion in 2023.

A continued growth in the value of road maintenance is expected around the world, climbing 4.52 percent and reaching a total of \$852.5 billion by 2032. The data comes from a report published by Market Research Future.

The increasing global value of the road maintenance sector comes from the increased numbers of roads being constructed around the world as the move towards urbanisation increases.

The upcoming bauma 2025 exhibition in Munich, Germany in April of this year is expected to be a launchpad for a range of construction machinery manufacturers focussing on road repair equipment. These will include Ammann, the Fayat Group and the Wirtgen Group. The bauma exhibition is world's largest trade fair for construction machinery and will be held in Munich from April 7 to 13, 2025.



# Global

## Sssshhhhh! – quiet concrete on UK trial

A section of the A30 in Cornwall has become one of the first in the UK to trial a novel grade of concrete that reduces road noise.

In a National Highways trial, the specialist technique has been used by Tarmac, Wirtgen and Atmo Technology and has successfully reduced noise by up to seven decibels. In a single-pass process treatment, grooves are created into the existing concrete pavement while grinding is applied onto raised 'turrets' on the surface to add texture and improved skid resistance.

Road noise is reduced due to a smaller surface area contact between vehicle tyres and the surface, with sound further absorbed by the grooves in the pavement. Around 600km (4 percent) of the strategic road network in the UK is comprised of concrete roads, most of which were built in the 1970s and 1980s.

Diamond fine milling is traditionally used for concrete resurfacing but this process removes around 3mm of road material with each treatment and delivers an expected life of five years with each intervention. All roads are designed to last up to 40 years before replacement is needed. The new application can deliver 10-15 years of life before intervention is required, therefore significantly improving the whole-life cost benefit of the asset with less intervention needed across the total lifecycle.

The new approach, which is part of Tarmac's Next Generation Concrete Solutions (NGCS) portfolio, does not cause any damage to joints in the pavement reducing additional maintenance costs. Nick Angelou, regional contracting director at Tarmac commented: "This significant trial has helped to develop a solution for concrete roads which can reduce noise for neighbouring communities

as well as extend the lifecycle of the asset to deliver financial and environmental savings by eliminating the need for earlier intervention."

Nick Knorr, head of the National Concrete Roads Programme said: "This trial was part of our Concrete Roads Programme which will ultimately replace all of our existing legacy concrete roads. Achieving this goal will take time and significant investment, so it is essential that we find cost effective ways of extending the life of those still in use until they can be replaced.

"NGCS is a promising technique and we have seen positive results related to noise reduction and ride quality. Ongoing monitoring and future trials will confirm its full impact on asset life extension, but the initial observations are encouraging."

The trial, took place over a 1.5km section of the eastbound A30 near Penzance saw five surface profiles tested with differing groove dimensions and arrangements. Atmo Technology developed a mobile sound monitoring device to assess and record noise levels generated by the different surface profiles.

All five profiles delivered a significant road noise reduction and Tarmac will continue to work with National Highways to establish the preferred profile for future projects.


Topoff, a specialist Belgian paving company worked in partnership with construction equipment supplier Wirtgen to develop and adapt a machine that can create the grind and groove of the concrete surface in a single pass.

As the only one of its kind in the world the machine can resurface a width of 1.85m, ensuring a lane width is resurfaced in only two passes to boost productivity by 150 percent compared to other approaches.



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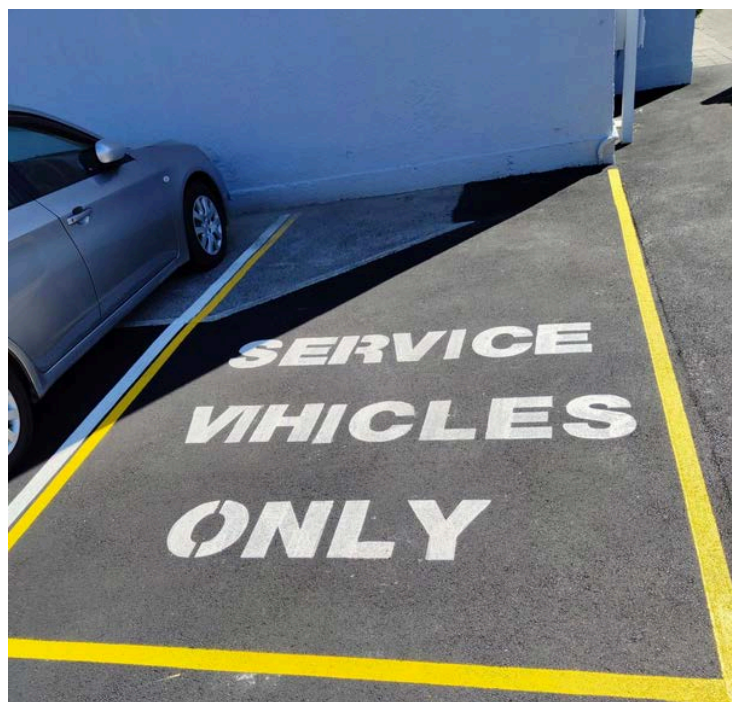
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# Global



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

NZTA P 22 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.

**ROADMARKING PAINT APPLICATION**  
**CERTIFICATE OF COMPLIANCE WITH NZTA/NZRF T 8 & T 12**

Applicator Type: 8  
 Registration No: 188 68  
 Operator: Steve Mackintosh Working Ltd  
 Address: PO Box 2  
 Auckland

Applicator Chassis No: JH007000000000  
 Applicator Make: DSI (Dsa 500)  
 Applicator Fleet No: #175  
 No. & Capacity of Paint Tanks (Litre): 25L & 1 gallon 20L  
 No. & Capacity of Road Tanks (L & 70L kg)

APPLICATOR SPEEDS FOR 30 (20) MINIMUM THICKNESS			
Line Width	100mm	150mm	200mm
Travel Speed (kph) - 100 Litre	0.5	0.5	0.5
No. of Paint Troughs Front	2	2	2
No. of Road Registers Front	N/A	N/A	1

APPLICATOR EQUIPMENT		
Description	Make & Model	Serial Number
White Paint Pump	Graco 200 Kg	84207
Yellow Paint Pump	Graco 200 Kg	84208
Compressor	Robtson 1000 PSI	8200 1430
Compressor Motor	Wegm 1000 W	8200 000 000
Spray Gun x 1	SA 100 P	NA
Road Gun x 1	Graco 1000	NA

**ENTRY QUALIFICATION**  
 Previous TR Certificate Entry No: 188 68

**REGISTRATION DETAILS**  
 NEW ZEALAND ROADMARKERS ASSOCIATION  
 PO Box 99 000, Auckland

**RECORD OF COMPLIANCE**  
 Testing Office: Steve Mackintosh  
 Signed: [Signature]  
 Company: Mackintosh Ltd

**EXPIRY DATE:** 31<sup>st</sup> November 2021

**APPLICATOR PHOTOGRAPH**

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



# 33

01 Jan to  
31 Jan 25

# Road Toll New Zealand



New Zealand Road Toll (2018 - 2024)

