

Roadmarking News



Edition 167
June 2024



Sections

PAGE 3

Update from the
NZRF

PAGE 5

NZ Transport Agency
Updates

PAGE 7

New Zealand

PAGE 13

Australia

PAGE 19

Global

PAGE 27

T8/T12 Information

PAGE 28

From the Archives

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NZRF Update

Dear NZRF members

Welcome to another issue of the NZRF Newsletter.

The usual rush of spending for the Agencies end of financial year is upon us with members across New Zealand working hard to complete the last of their workloads in the cooler days leading up to the official start of winter later this month.

Recently I was lucky enough to attend the Intertraffic exhibition in Amsterdam in March this year at the RAI Amsterdam Convention Centre in the Netherlands which was particularly special as Geveko Markings celebrated their 100th anniversary.

The size and range of exhibitors didn't disappoint. It was vast and took all four days to be able to look through all thirteen halls. With 35,000 people that attended the show and 900 exhibitors with the latest trends, products and services within smart mobility and traffic management, infrastructure, security and parking, together with an extensive program and visitors from over 100 countries in the world – all under one very big roof!



There will be another Intertraffic Amsterdam on the 10 – 13 March 2026. This is the type of show you have to see to believe. Start planning your trip now.

2024 NZRF Testing Officer Workshop / AGM / Conference!

Following on from the success of last year's format we're doing it again! The venue, Rydges Wellington Airport is booked for the 7th and 8th August 2024. We are still fine tuning the agenda but it's likely to focus on the GTTM and the Government's Policy Statement and what that means for our industry.

We have four confirmed sponsors, but we are looking for more. If you would like more details on this then please contact admin@nzrf.co.nz

Also remember when booking accommodation to use the code R-NZRO824

Save those dates and watch this space for further details.

Gareth Noble – NZRF Executive



2024 Conference

**Rydges Wellington Airport
28 Stewart Duff Drive
Rongotai
Wellington 6022**

Full agenda will be sent prior to the conference.

Day 1 - Wednesday 7th August 2024

- 1pm - 4pm NZRF Testing Officer Workshop (only NZTA and Testing Officers required)
- 4pm - 5pm NZRF AGM (ALL MEMBERS WELCOME)
- 6pm - 10pm Dinner & Drinks

Day 2 - Thursday 8th August 2024

- 9:00am start
- NZTA update - NOC contracts, etc
- Morning tea and Lunch provided
- Sponsor talks
- GTTM, GPS
- 3:00pm finish

Accommodation - Delegates to book and pay for own accommodation

Room and Breakfast Rate for 1 pax: \$269.00 per room night
Room and Breakfast Rate for 2 pax: \$299.00 per room night

Booking Info: Delegates to contact the hotel direct to book accommodation via phone (04 896 9150) or email (reservations_rydgeswellingtonairport@evt.com) and Quote "<R-NZR0824>"

Confirmed Sponsors



OPPORTUNITIES TO SPONSOR - CONTACT ADMIN@NZRF.CO.NZ

NZ Transport Agency Updates

1

Emergency works policies consultation underway

NZ Transport Agency Waka Kotahi (NZTA) is seeking feedback on proposed changes to emergency works policies and funding assistance rates (FARs). These policies and FARs support councils undertaking emergency works related to sudden events that damage transport infrastructure. In recent years, more frequent and intense weather-related events have put pressure on the National Land Transport Fund (NLTF) to fund emergency works response and recovery.

Substantial Crown funding has been required for severe nationally significant weather events, such as Cyclone Gabrielle in the upper North Island in February 2023.

We've reviewed our current policies and FARs because we want to make sure the NLTF can sustainably fund these emergency works in 2024–27 and into the future and ensure there is improved certainty of funding for councils. Some of the changes we're proposing are designed to make our policies clearer and easier to interpret, and better aligned with legislative requirements. These changes are proposed to take effect on 1 July 2024.

The proposed FAR changes would take effect on 1 July 2025 to allow councils time to adapt to any changes. You can read about the proposed changes in our [emergency works consultation document](#). We're asking for feedback on the proposed emergency works changes by 19 June 2024.

2

NZ Transport Agency confirms funding for Te Huia

The NZ Transport Agency Waka Kotahi board has this week confirmed [co-investment arrangements for regional commuter train Te Huia](#), says Chief Executive Nicole Rosie.

NZTA will continue to co-invest in the Te Huia service between Hamilton and Auckland, with approximately \$12.2m committed from the 2024/27 National Land Transport Fund (NLTF) for the remaining 2 years of the 5-year trial. This is a progressive reduction of the share that NZTA funds for the operation of the service.

3

Plan for reopening SH1 Brynderwyn Hills

NZ Transport Agency Waka Kotahi can confirm it is planning to [reopen State Highway 1 Brynderwyn Hills](#) at the end of June following a delay caused by an active slip.

NZTA National Manager of Infrastructure Delivery, Mark Kinvig, says since the two significant slips on 26 April and 30 April, NZTA and its contractors have been urgently working on a solution.

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CONNEXIS
INFRASTRUCTURE TRAINING

New Zealand

Changes to civil construction immigration short-sighted

Recently announced immigration changes are short-sighted, risk undermining the New Zealand's ability to deliver on its infrastructure work programme and will inevitably increase the cost of delivering transport and water infrastructure.

Announced on 7 April, the changes remove 11 roles from the Green List, and seven roles from the Construction and Infrastructure Sector Agreement.

Civil Contractors New Zealand Chief Executive Alan Pollard said the changes showed little understanding of industry's needs, given a projected future work programme including new Roads of National Significance, water network upgrades and cyclone recovery work. A lack of infrastructure was often cited as a major reason why immigration was not possible, so reduced ability for infrastructure construction companies to offer migrant workers meaningful careers was likely to hamstring the country for years to come. Mr Pollard said. "Given the amount of work there is going to be to construct, restore and maintain the country's civil infrastructure networks, these changes are poorly timed and short sighted.

"We have recently offered to support Immigration NZ and the Minister in making sure changes are fit for purpose, and that offer remains open if they are interested in making positive change through restoring roles to the Green List and Sector Agreement." Mr Pollard said it took industry around five years to train a domestic new entrant to be a multi-skilled civil tradesperson. Infrastructure construction trade skills were in hot demand globally, and NZ needed to attract top international infrastructure construction talent. "We are in a lull right now as we wait for the government's transport

and water construction plans to start hitting the market. But when these projects come, we will need the ability to scale up quickly. These changes will reduce the industry's ability to do so. "We need better targeting around roles, and without the Green List and Sector Agreement, we'll be relying on the Accredited Employer Work Visa, which is fundamentally flawed – it is slow, expensive and the criteria aren't fit for purpose." While infrastructure construction offered great rates of pay and amazing career opportunities, there were currently few government-supported programmes for domestic intakes of infrastructure workers, so the cost was borne by industry and clients.

This was compounded by longstanding systemic issues in the education system, which did not deliver civil trades skills in schools, fund fit-for-purpose training programmes, or provide funding support for workplace training delivery by the civil construction industry, outside of providing qualifications through apprenticeship support, meaning companies were effectively schooling new workers from scratch. Mr Pollard said the industry was doing its part through training, career promotion, qualification development and apprenticeships for workers. Unless Government partnered with industry to onboard workers through immigration or domestic civil trades training intake programmes, industry would be left to develop skilled workers from square one, once again.

"For many years now, skilled civil construction workers endeavouring to construct and maintain our infrastructure networks have gone unrecognised, despite delivering some of the most important things for our society – transport, water and public infrastructure.

"We need to recognise the value these people add to our country."

New Zealand

Symbols on New Zealand roads

Over the last 12 months or so, there has been an increase in requests to road markers to install different symbols and markings on roads like the example below.



These requests have included aircraft symbols, wording for shops, different directional arrows, rainbow crossings, diagonal artwork and coloured circles or dots.

This has led to confusion within the industry as well as the general public, as to what is deemed 'acceptable' to be painted on our roads. The confusion lies between what is acceptable like colourful dots on the road and rainbow crossings versus wording like shops and aircraft symbols which is not acceptable.

The dots and rainbow crossings are classified as 'Roadway Art' under Section 5.6 of the TCD Rule as part of the Traffic control devices amendment 2020. This rule describes the conditions for installing 'Roadway Art' which says it cannot resemble a road marking described in the rule or be interpreted as a road marking. So if the request is deemed 'Roadway Art' it is allowed under this legislation.



But the example with the aircraft symbol and wording 'shops', this is not 'Roadway Art' so the same provisions cannot be used.

Under the Land Rule (Traffic Control Devices) 2004 it states:

3.1 General safety requirements for Traffic control devices, whether used singly or in combination, must contribute to the safe and effective control of traffic, and must:

- (a) be safe and appropriate for the road, its environment or the use of the road; and*
- (b) not dazzle, distract or mislead road users; and*
- (c) convey a clear and consistent message to road users; and*
- (d) be placed so as to:*
 - (i) be visible to road users; and*
 - (ii) be legible to road users, if of a type that includes written words or symbols; and*
 - (iii) allow adequate time for the intended response from road users; and*

Cont...

New Zealand

(e) comply with the relevant requirements in Schedules 1, 2 and 3; and

(f) be maintained in good repair.

5.4(1) A marking, whether or not required under this rule, must comply with the relevant specifications in Schedule 2.

There are rules within this legislation for new markings which would help improve safety on our roads. 3.1(4A) of the rule sets out the provisions for seeking this authorisation.

The application if supported, would go to the TCDSG steering group.

An example of this is the tourist arrow which is currently with the legal team and making its way into the rule. When these new markings are considered, they try to keep paint on the road surface to a minimum as skid resistance can be affected. This is especially the case for two wheeled vehicles in the wet.

So if you are in doubt if the request is allowed, it is always best to check with the NZTA as to whether it is deemed 'Roadway Art' or not.



Auckland's raised crossings ditched for new approach after criticism

Auckland pedestrians will get flashing ground lights, traffic islands and other road safety measures to replace the heavily criticised raised pedestrian crossings on roads.

Auckland Transport (AT) came under fire for their one-size-fits all approach with the installation of raised pedestrian crossings, costing ratepayers too much. This was despite having a range of other affordable solutions available.

Both Mayor Wayne Brown and Transport Minister Simeon Brown honed in on the costly safety upgrades.

AT customer care engagement manager Phil Wratt said depending on the situation, they would now use intelligent traffic systems, like flashing inground lights, activated by pedestrians. Driver feedback signs, high friction surfacing, kerb build-out or a central island would also be options.

"If the residual risks of the crossing facility are still not being managed at an acceptable level, then speed management devices will be considered," Wratt said.

Wratt said they had chosen raised devices since 2020 because it slowed motorists down, and increased awareness on pedestrian crossings.

"While survivability rates will vary based on the exact street or road, Auckland Transport elected to take a preventative approach to protecting vulnerable users."

He said vulnerable users were protected from crashes with vehicles as there was a 10 percent chance of a death, or 25

Cont....

New Zealand

percent chance of serious injury at 30km/h, compared to 80 percent chance of death and a 3 percent chance of serious injury at 50km/h.

Raised devices was the most effective intervention that could be implemented, he said. "However, in some cases, peak vulnerable road user activity can occur at the same time as peak congestion when the network is already moving at speed considered to be safe and survivable (e.g. 30km/h).

"And in these cases a raised device may not have been necessary." AT estimated there would be a reduction of around 30 percent of raised pedestrian crossings required compared to the current pipeline of projects.

A recent project at Kumeū, where pre-cast units were used, cost ratepayers \$35,000 – approximately 10 percent cheaper than the old way.

The crossing was part of the State Highway 16 access road upgrade project, at the car park of the Main Rd shops. The pre-cast unit was installed in one night, rather than over several days.

About 22 other crossings have been identified as suitable for the same approach. AT infrastructure and place director Murray Burt said their priority was to keep people safe as they moved across Auckland, balanced against the cost of work to do so. "Over the past five years, 2035 pedestrians have been killed or seriously injured trying to cross the road or walking on footpaths.

"We know that raised crossing facilities reduce the likelihood of a death or serious injury."

AT couldn't provide a figure when asked how many raised pedestrian crossings had been installed since 2020, and its costs.

NZTA investigating privacy breach

NZ Transport Agency Waka Kotahi (NZTA) is contacting 1,480 individuals to advise that their personal information held on the Driver Licence Register (DLR) or Motor Vehicle Register (MVR) has been illegally accessed.

The information accessed includes customers' full name and address, or the status, conditions and endorsements on their driver licences. NZTA was advised in late March that a motor vehicle trader with authorised access to the DLR and the MVR had their account compromised.

NZTA has been investigating to ascertain the scale and nature of the breach and is now contacting all potentially affected individuals with advice on how they may be affected, what support is available and what if any action they should take. We have also notified the New Zealand Police and the Office of the Privacy Commissioner.

While NZTA is not able to provide further comment or release detailed information while investigations into the illegally accessed information are ongoing, we can confirm that the illegally accessed information was gained through MotorWeb, a third-party on-line portal, after the identity of a motor vehicle trader and its staff was used to create a fraudulent account to access information held on the MVR and DLR. MotorWeb immediately cancelled the account when they discovered its existence and advised NZTA of the privacy breach. "We take our responsibilities for the protection of personal information extremely seriously, and we apologise to the individuals affected by this incident and for any inconvenience or distress it has caused," says Brent Alderton, NZTA Group Manager Regulatory.

[More details](#)

New Zealand

State Highway Investment Proposal is now available online

The new [State Highway Investment Proposal \(SHIP\)](#) has been released. The SHIP details our proposed work programme for the state highway network that will deliver on the strategic objectives in the draft Government Policy Statement on land transport (draft GPS).

The SHIP is a key input into Regional Land Transport Plans (RLTPs). It outlines the work needed to maintain, operate, renew, and improve the state highway network, to make it safer, efficient, more resilient, and protect future routes. It takes a 10-year view with a focus on the first three years.

This SHIP includes the Roads of National Significance programme, 15 key strategic corridors that will support economic growth and productivity, reduce congestion, improve safety, support housing development, and provide a more resilient roading network.

As well as state highways, the SHIP includes the additional Waitematā Harbour connection, the Northwest Rapid Transit Corridor, the Eastern Busway and the Airport to Botany Busway.

This SHIP proposes increasing our maintenance programme to deliver greater safety and resilience outcomes, as well as strengthening key freight routes.

The new State Highway Pothole Prevention activity class will ensure that maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance.

This proposal also carries forward a large programme of committed work that supports regional growth and productivity, builds a more resilient network, and improves safety. This SHIP also outlines the high-level of work required to restore and reopen the network following Cyclone Gabrielle and other extreme weather events. This work remains a top priority for NZTA.

Delivering value for money is at the core of this proposed programme. We'll explore new ways of working with the sector and our council partners to improve our collective productivity. We will work with our partners to deliver the best outcomes for all New Zealanders and a thriving and productive economy.

If you have questions or comments on the SHIP please get in touch with the Director of Regional Relationships (DRR) or Regional Manager for System Design in your region.





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Australia

Fed Gov to improve national road safety data

As part of efforts to address a rise in road trauma, the Federal Government will seek to boost data sharing from the states through its upcoming federation funding agreement negotiations.

The government has said that it will, for the first time, seek to include a provision in this negotiated agreement that will create a requirement for a nationally consistent data set.

Through next week's budget it will also be investing \$21 million in the National Road Safety Data Hub.

This investment will ensure that the Hub can be used effectively by everyone, including decision makers and will continue the work of harmonising the important data provided by state and territories.

The Federal Government has said that a clear picture, underpinned by data, about where best to target road safety funding will save lives and ensure it is investing in the projects that will make the biggest difference.

Many stakeholders including the Australian Automobile Association have been calling for this action.

The Federal Government has said that it is committed to using greater data collection to increase road safety.

Federal Minister for Infrastructure, Transport, Regional Development and Local Government, Catherine King, said that the government is increasing investments in transport infrastructure because better roads boost efficiency, productivity and safety.

"We want people to get home safely to their family and be part of ending the scourge of road deaths," Ms King said.

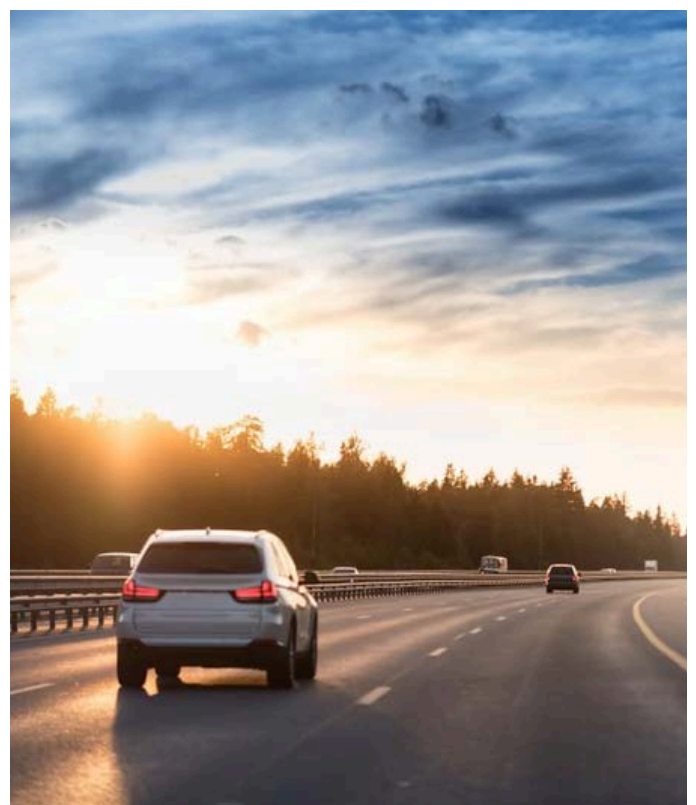
"Better roads get us home quickly and safely, they keep trucks moving, and they get goods to market.

"Addressing the absence of consistent road safety data will complement the work we have already done to improve road safety."

Assistant Minister for Infrastructure and Transport, Carol Brown, said that this is important work to meet the goal of zero deaths and serious injuries on our roads.

"We have already started rolling out our \$43.6 million National Road Safety Action Grants Program, with research and data being one of the key focuses," Ms Brown said.

"Federal, State and Territory Governments have also started developing the National Data Collection and Reporting Framework, in addition to the National Minimum Data Set – due at the end of 2024."



Australia

Australia's US\$11 billion transport infrastructure boost

Australia is planning a US\$11 billion transport infrastructure boost.

A massive budget of over US\$11 billion (A\$16.5 billion) is being planned by the Australian Government for transport infrastructure development. The funding will be used for both road and rail improvement works for the next decade.

Of the funding available, \$6.97 billion (A\$10.1 billion) will be directed to current projects. One of the largest of these current projects is the \$2.28 billion (A\$3.3 billion) North East Link in Victoria State.

The infrastructure development programme is expected to cut congestion and improve journey times for travellers in Australia.



Roadmarking Industry Association of Australia (RIAA)

Conference 2024

21st and 22nd August 2024

Shangri – La Hotel
The Marina, Cairns

Gala Dinner at The Pullman Cairns
International.

<https://www.riaa.com.au/>



Australia

Fed and SA Gov jointly funding road upgrades

Roads across South Australia are set to receive upgrades to improve flood resilience and safety. Flood recovery works on the Eyre Highway and Stuart Highway will include raising the road level and incorporating new drainage structures.

The recovery works are being undertaken following extreme weather events and widespread flooding on regional roads across the state in January 2022. The contract will soon be awarded for the construction of works to improve the flood resilience of the Eyre Highway west of Kimba. These works will enable this section of road to withstand and remain open during flood events in future years.

On the Stuart Highway, similar works are planned at Glendambo, while at Lake Windabout, large-scale scour protection and a new safety barrier will be incorporated. Between Port Augusta and Pimba, select locations will see shoulder resealing along the Stuart Highway.

These works are being delivered under the Targeted Investment to Improve National Supply Chain Resilience, aimed at repairing flood damaged road infrastructure, restoring national and state supply chains, and reconnecting remote and regional communities and industries to pre-disaster conditions.

The program is jointly funded by the Federal Government (\$60 million) and the South Australian Government (\$15 million). The upgrades delivered through this program are designed to reduce the economic impact of flooding events with more resilient infrastructure and provide support for the communities that rely on the road network. Road infrastructure will be able to return to functionality much sooner in the immediate aftermath of a disaster through these upgrades.

Works recently began on a \$10.6 million upgrade of the Oodnadatta Track between Marla and Oodnadatta to reconstruct five major floodways and raise the surface level of the track, allowing it to remain open or be reopened sooner after rainfall, with \$8.8 million in funding provided for the project under the Roads to Recovery Program.

The Strzelecki Track is also currently in the process of being sealed as part of a jointly funded \$205 million upgrade, with just over 40 percent – 190km out of 472km – currently completed. Additionally, the Federal and South Australian Governments are jointly funding a series of safety upgrades announced for Barrier Highway and Mannum Road. As part of the state's most recent \$168 million allocation under the nationwide Road Safety Program, \$10 million will go towards upgrading 60km of the Barrier Highway from Burra to Riverton.

Upgrades on the Barrier Highway include shoulder widening and sealing, improving access to properties, pavement rehabilitation, audio-tactile line marking and installing safety barriers. Additionally, \$800,000 will go towards safety upgrades at multiple locations on a 30km stretch of Mannum Road between Mannum and Murray Bridge. Those upgrades will include Audio Tactile Line Marking and safety barrier installation.

The works on Barrier Highway and Mannum Road will support 50 full-time-equivalent jobs over the construction period and the whole \$168 million package of works will support approximately 635 full-time-equivalent jobs. Works in both locations are expected to begin before the end of May and are set to be completed by March 2025. The completion of these works will improve road safety and freight efficiency while supporting regional economic development.

The \$168 million investment under the nationwide Road Safety Program is equally funded by the Federal and South Australian Governments, each contributing \$84 million.

Australia

Culture in Construction interim report released

The Construction Industry Culture Taskforce (CICT), has released an interim report into the construction industry's culture, highlighting the problems of excessive work hours and the benefits in addressing them. Findings from the report were shared by Chair of the CICT, Gabrielle Trainor AO at Roads Australia's Transforming Transport Summit.

The Culture in Construction Pilot Projects: Interim Report, led by RMIT University, unveils the findings from five pilot infrastructure projects. It studied the integrated strategies used by pilot projects to improve time for life and flexibility, diversity and inclusion, and wellbeing to determine how they contribute to positive cultural shifts in the industry.

"Cultural change in the industry is one of the key ways to address the acute skills shortage that has led to escalating labour costs and stagnant productivity in an industry which has so many other reasons to be a place to have a great career," chair of the CICT and interim chief commissioner of Infrastructure Australia, Gabrielle Trainor AO, said.

"The Culture Standard, designed to be part of the procurement process, means a level playing field for contractors and government clients buy in, project by project, to creating better, safer, and more equitable work environments and support construction to become an industry of choice."

A key finding in the report was the strong support for a five-day work week, with 84 percent of salaried respondents and 61 percent of waged respondents preferring this schedule. This preference contrasts with the current industry norm of longer working hours, where 64 percent of workers exceed 50 hours per week and Saturday work is routine.

"The lack of work and life balance faced by many construction workers can cause significant stress, relationship issues and reduced productivity. It's a leading reason people exit the industry," Ms Trainor said.

"However, the five-day work schedule preferred by the workers in the study allowed them to spend more time with their kids, play sport, see friends or relax, and a two-day weekend also ensured they were better rested and recovered from the work week.

"Monday to Friday is clearly shown in this study to be the ideal. But the standard provides for the reality that not every project can work five days. These findings also demonstrate the positive benefits of a deliberate and accountable focus on ensuring no-one works excessive hours and flexibility is built in, and where measures on diversity and wellbeing are also in place to support the other key aspects of culture change women and young men are looking for," she said.

Despite initial concerns about productivity and pay impacts, feedback from pilot project participants indicates minimal adverse effects.

"On our Mulgoa Road Upgrade Project Stage 1, our team reported that productivity was not adversely affected by implementing the Culture Standard's five-day work week," said Greg Anderson, Seymour Whyte Alliance Manager in New South Wales.

"With Saturdays typically seeing lower productivity across the industry, the loss of Saturday as a workday in the move to a Monday to Friday schedule was more than offset by the fact that we had a better rested, healthier and more satisfied workforce, which led to productivity improvements across the five-day week.

Cont....

Australia

“We also saw positive impacts in terms of recruitment, with other workers in the industry seeking to join our project due to the five-day work week.”

Before the implementation of the draft Culture Standard at the pilot projects, some workers on wages, mostly young men, were concerned about the effect on their pay.

However, once the Culture Standard was operating, many of these same workers said that the effects on their pay had been minimal and, even though they may have experienced a small reduction in their earnings, the benefits of spending more time with their family and friends outweighed the cost.

Australian Constructors Association CEO, Jon Davies, said while recognising the need to limit the hours worked, the pilots are also considering how to maintain the flexibility of projects to work the hours needed to meet operational requirements.

“The Culture Standard acknowledges the interconnectedness of working hours, wellbeing, and gender diversity.

“Addressing working hours in isolation from wellbeing and gender diversity won’t yield the desired cultural transformation and outcomes,” Mr Davies said.

The study of the five pilot infrastructure projects, three in NSW and two in Victoria, proves the feasibility of implementing the Culture Standard and the rapid rewards that come out of it.

“These results are very encouraging, and we are looking forward to finalising the pilot studies later this year to inform the case for broader adoption of the standard in procurement,” Ms Trainor. “We thank our research team, led by RMIT Distinguished Professor Helen Lingard, for the rigour they have applied to this project.”

Strength in diversity: Empowering women in the transport sector

Roads Australia is pleased to release a new report following its annual series of IWD lunches across the nation. The report ‘Strength in diversity: Empowering women in the transport sector’, brings together insights from keynote addresses and panel discussions that included some of the most senior transport professionals in the nation. The IWD lunch series was delivered in partnership with the National Women in Transport initiative.

The 68th session of the United Nations’ Commission on the Status of Women shows that we are at a crucial crossroads for gender equity.

The national conversation also comes at an important time for the sector. The challenges facing our industry in truly representing the broader society in which we operate are clear. We must challenge one another to do better, to acknowledge the issues and take action to create a sustainable workforce that actively supports women at every level of operations and every part of the transport supply chain.

Reforming our industry will take time, the journey has well and truly started and the time for excuses is over. We can and must do better and RA is well placed to support industry and government alike in creating a more inclusive industry.

Read the report in full [here](#).





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Global

RoadPeace Challenge: charity is miles ahead

Around the UK, supporters of RoadPeace ran, cycled, walked – even rode horses and kayaked – to log 16,958 miles – nearly 27,300km – in just seven days.

RoadPeace, a UK national charity for road crash victims, has reported that its fundraising RoadPeace Challenge 2024 this month has surpassed its miles-covered goal.

Supporters ran, cycled, walked – even rode horses and kayaked – to log 16,958 miles – nearly 27,300km – in just seven days. This far surpassed the original target of 1,766 miles (2,842km) set in honour of the 1,766 people killed in road crashes in the UK in 2022.

RoadPeace, the national charity for road crash victims, provides support to people bereaved or seriously injured in road crashes. It engages in evidence-based policy and campaigning work to fight for justice for victims.

The charity's RoadPeace Challenge is an annual awareness-raising and fundraising week of action that takes place in May during United Nation's Global Road Safety Week. Now in its fourth year, the event had already raised nearly €165,000 (£140,000) for RoadPeace, the national charity for road crash victims, and created considerable public awareness around road harm.



Hundreds of police officers, firefighters, safer roads partnerships, schools, businesses and communities took part in this year's challenge, demonstrating incredible commitment and dedication, according to RoadPeace.

"This year, the RoadPeace Challenge truly became what it was set up to be, an event to bring together emergency services, bereaved families, businesses, schools and communities in a united stand against road death and injury," said Nick Simmons, chief executive of RoadPeace. "The collective efforts and solidarity shown during the week of action highlight the importance of working together to create safer roads for everyone."

"The RoadPeace Challenge 2024 has exceeded all of our expectations," said Jo Shiner, chief constable of Sussex Police.

"We aimed to honour the 1,766 people who lost their lives on UK roads in 2022 by walking, running, cycling or horse riding 1,766 miles in seven days. Thank you to RoadPeace, who work tirelessly to support people bereaved or seriously injured in road crashes every day, of every week, on our roads," said Shiner, who is also the National Police Chiefs' Council Lead for Road Policing.

Many members of the group attended the RoadPeace Challenge finale event at the National Memorial Arboretum, in England's Staffordshire county on May 19 which provided an opportunity to meet face-to-face for the first time and attend a special ceremony dedicated to their campaign.

The RoadPeace Challenge also helped to amplify the efforts of the Forget-me-not Families Uniting group, formed with the support of RoadPeace, in April. The group is now made up of more than 100 bereaved parents, who are campaigning together for Graduated Driving Licensing. RoadPeace strongly supports their campaign.

Global

Road markings and microplastics

Recent regulations from the European Commission have exempted road markings from microplastic bans and restrictions, at least for the moment, explains to the ERF.

The European Commission has recently adopted several initiatives aimed at reducing pollution from synthetic polymer particles – microplastics. It has been noted that road marking paint releases microplastics and is recognised as an emitter under the initiative but is exempt from being regulated.

The European Union Road Federation, ERF, has been closely following the discussions, conference presentations, academic papers and political debates surrounding the issue of microplastics and road paint. As far as the current initiatives go, paint is listed as a producer of emitted microplastics. But there is a big difference between what is called “intentional microplastics” emission and “unintentional microplastics” emission.

At the moment, road marking paint falls into the unintentional category, explains Luca Lottero, policy and project officer at the ERF. Microplastic release from road markings in the environment is a consequence of abrasion from traffic and must be considered unintentional, while this regulation aims at reducing the microplastics intentionally added to certain products. For the immediate future road making paint is exempt although it has been noted that it still will emit microplastics to a lesser or greater extent.

“Our point is that road markings are a small contributor in term of microplastic emission,” says Lottero. “They are an essential safety device while other “paints” have decorative purposes and this should be taken into account for future regulation.”

For the intentional source of microplastics, the aim is to reduce as much as possible the inclusion of microplastics in the product. “For the unintentional sources the goal is to develop inter alia, standardisation, certification and regulatory measures as well as harmonising methods for measuring their releases,” he says.

“So we are not expecting a “ban” but some more certification to be provided to competent authority. When it comes to paints specifically, the text on pellet losses says that more assessment are necessary to find the best measures.”

Road markings are essential to safe, efficient and inclusive highway systems, helping enable the effective movement of people and goods, reducing collisions and harmful impacts on vulnerable road users and communities. As such, says Lottero, they contribute to the ambitious goal of a Europe without road fatalities by 2050 contained in the Vision Zero strategy published by the European Commission in November 2022.

“For this reason, the societal benefits of good quality road markings should be taken into consideration and the EU Commission should not treat them as decorative paints when it comes to regulation,” he says.

As stated in the position paper released by the ERF in December 2022 titled Road Markings and Microplastics, a good portion of the scientific literature on this subject has been dominated by numerous misconceptions and false assumptions due to the lack of industry-expert involvement and the absence of data derived from practices.

Meanwhile, assessments are ongoing to identify the most effective measures to tackle microplastic pollution from road markings and other products.

Cont....

Global

The ERF says it remains committed to contributing to the discussion by bringing into focus for any study the viewpoint of its members as well as other relevant and trusted stakeholders within the industry.

But what is actually being banned?

In essence, the new regulation restricts the manufacture and sale of organic synthetic polymers that are insoluble and resistant to degradation, both as substances on their own and where they are intentionally added to products that release microplastics when used. The definition of microplastics used to establish the restriction is very broad, covering microbeads (particles smaller than 5mm) and fibre-like particles (particles under 15mm in length and with a length to diameter ratio greater than 3).

The main measure adopted by the Regulation (EU) 2023/2055 is to ban the sale of these microplastics as substances on their own or of products that use them – in mixtures in a concentration equal to or greater than 0.01 % by weight.



US\$4 billion for road expansion in Vietnam

US\$4 billion of road construction projects are planned for Vietnam by local firm Deo Ca Group. The projects will be carried out by 2030. Around 400km of ring roads and highways will be built. Financing for the work will be provided by VietinBank, TPBank, VPBank, and BIDV.

Meanwhile, work is starting in Ho Chi Minh City (HCMC) for the \$78 million Tan Van interchange (TVI). The 2.4km-long TVI will form part of the Beltway No3 project, providing an improved connection between HCMC and Binh Duong Province, while reducing the number of vehicles having to traverse the city.

In addition, options are now being considered for the project to build the Can Tho 2 Bridge in the Mekong Delta. A pre-feasibility study has been completed for the project, with the bridge spanning the Hau River and providing a connection between Can Tho City and Vinh Long Province. One option is for a link costing \$843 million with separate road and rail facilities and a \$1.17 billion link with the road and rail facilities combined.

The lower cost option is favoured at present although the decision will be taken by the Transport Ministry. Construction is expected to take from 2026–2029 for the 2.75km bridge and 12km of connecting roads.

Also for the Mekong Delta there are proposals to improve national highway No 53, No 62 and No 91B. The work has an expected pricetag of \$396 million and should take five years to carry out. The project would see a 69km section of No 62 being improved, a 41km stretch of No 53 and a 141km section of No 91B being updated. Maintenance work would also be carried out.



Road Marking
Solutions



Waterborne and Solvent Roadmarking Paints
Prefomed and Hot Melt Thermoplastics
Glass Beads
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Raised Pavement Markers

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Global

John Hopkins report: iRAP boosts safety

A paper and report from Johns Hopkins University suggests that 700,000 deaths and severe injuries have been prevented through road safety projects using the International Road Assessment Programme (iRAP) methodology.

Changes to road infrastructure and implementing safer vehicle speeds have prevented almost 700,000 deaths and serious injuries in 74 countries, according to a new report.

The report – based on a paper from Johns Hopkins University in the US city of Baltimore – modelled the year-by-year impact of the changes since 2016. The paper ‘Statistical estimation of fatal and serious injuries saved by iRAP protocols in 74 countries’ estimates the likely impact of road improvements in 1,039 infrastructure projects where the iRAP methodology and tools were used. It shows the application of the iRAP model will have prevented an estimated 699,768 deaths and serious injuries between January 2016 and the end of 2024.

Further, the paper projects that by 2044, the existing road treatments will prevent almost 3.2 million fatalities and serious injuries, given the average effective lifespan of 20 years.

The authors say this is the first study to measure the impact of road projects financed and implemented by governments, development banks, non-government organisations and private-sector road operators using the iRAP methodology and tools.

The International Road Assessment Programme (iRAP) is a registered charity dedicated to saving lives by eliminating high risk roads throughout the world.

It uses a robust, evidence-based approach to prevent unnecessary deaths and suffering. Importantly, iRAP works in partnership with governments, road authorities, mobility clubs, development banks, NGOs and research organisations to inspect high-risk roads and develop Star Ratings, Risk Maps and Safer Roads Investment Plans. It provides training, technology and support that will build and sustain national, regional and local capability.

The iRAP Star Rating Methodology provides an objective measure of road safety levels built into the road for vehicle occupants, motorcyclists, bicyclists and pedestrians. It presents an evidence-based measure of the likelihood of a crash occurring and its severity. A 1-star-rated road is the least safe while a 5-star road is the safest.

Examples of projects where the iRAP methodology has been used include Karnataka state in India. Deaths were reduced by 54 percent and injuries by 42 percent on a 62km-section of the Belagavi-to-Yaragatti highway.

In Victoria, Australia, deaths fell by 77 percent and hospital bed days were reduced by 74 percent on 1,730km of key highways. On a section of Highway 4028 in Thailand, zero fatalities and an 89 percent fall in injuries were noted. In Shaanxi, China, road deaths fell 33 percent and injuries more than halved on 850km of roads.

Meanwhile, in Albania, road deaths fell 23 percent following treatment on 1,335km of the nation’s busiest primary and secondary roads. England recorded a 54 percent drop in deaths on more than 7,000km of strategic network roads. In Bogotá, the Colombian capital, speed limit reductions informed by iRAP assessments resulted in a 22 percent reduction in fatalities.

Cont....

Global

“We are so proud and thankful for each, and every life saved by our partners around the world,” said Rob McInerney, chief executive of iRAP. “What this research shows is that countries and organisations that are making use of the iRAP methodology and tools to inform investment in safer roads – such as sidewalks and crossings, bicycle lanes, safety barriers and traffic calming – are having a real and measurable impact.”

The iRAP partnerships now extend across more than 125 countries assessing 1.8 million kilometres of Star Ratings of roads and designs and 1.8 million kilometres of Risk Mapping.

Globally, road deaths and injuries have declined for the first time on record, according to the latest data from the World Health Organisation, which identified improving standards of roads as an important factor. The Global Plan for the Decade of Action for Road Safety 2021–2030 set targets for most journeys to be made on 3–star or better roads by 2030 and all new roads to be built to those standards.

“The Safe System approach emphasises safe road infrastructure as an essential component of its framework, said Abdulgafoor Bachani, report co-author and director of Johns Hopkins International Injury Research Unit. “Consequently, prioritising its integration into urban planning and development initiatives should become imperative in every city, country and region. We are optimistic that this study will serve to amplify the importance of safe infrastructure and inject renewed vigour into global road safety efforts.”

Saul Billingsley, executive director of the FIA Foundation Executive Director Saul Billingsley said: “The FIA Foundation is incredibly proud to be a core donor to iRAP’s work creating the tools and methodology to make roads safer for all.

“This analysis demonstrates the profound impact that iRAP is having around the world, saving hundreds of thousands of deaths and serious injuries through safe road assessment, design, and upgrades of roads,” said Saul Billingsley, executive director of the FIA Foundation, a UK-based international charity and donor to iRAP. “Now we need to see greater government investment and support from development banks to deliver safer road infrastructure over the next five years so that we can do everything we can to achieve the global goal to halve road deaths by 2030.”

The FIA Foundation was set up in 2001 by the Fédération Internationale de l’Automobile (FIA). It works closely with international agencies, expert technical partners, civil society organisations and member FIA clubs to help make road journeys and road sports safer for all, be they Formula One drivers or children on bicycles going to school.

More information about iRAP can be found by [clicking here](#).

A full peer-reviewed PLOS One article about the paper ‘Statistical estimation of fatal and serious injuries saved by iRAP protocols in 74 countries’ can be seen by [clicking here](#).



Global

Float positioning for Bandra Worli Bridges

In Mumbai, India, two steel bridges have been barged to site and then lifted into position as part of the Mumbai Coastal Road-Bandra Worli Sea Link project.

Two arch bridges have been floated onto site and then lifted into place as part of the 29km Mumbai Coastal Road-Bandra Worli Sea Link project.

Barges carrying the steel girder bow-string bridges secured them into position while lifting took place at night, according to local media reports.

When finished, the eight-lane Mumbai Coastal Road in Mumbai's Worli peninsula will cut travel time between south Mumbai and the western suburbs from two hours to 40 minutes. The client is Brihanmumbai Municipal Corporation (BMC).

The cable-stayed 5.6km Bandra-Worli Sea Link – officially the Rajiv Gandhi Sea Link – is eight lanes wide and links Bandra in the

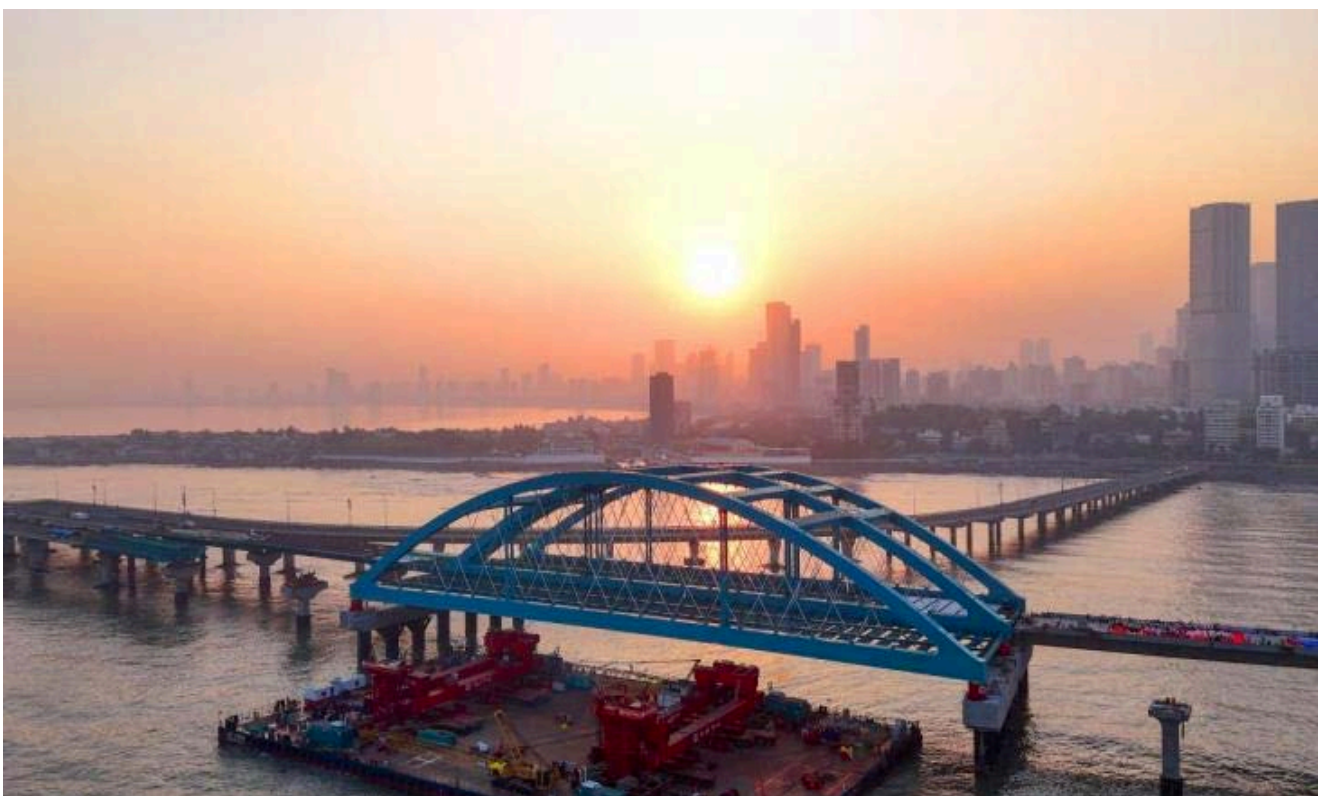
Western Suburbs of Mumbai with Worli in South Mumbai.

It is the longest sea bridge, as well as the 5th longest bridge in India after the Mumbai Trans Harbour Link, Bhupen Hazarika Setu, Dibang River Bridge and Mahatma Gandhi Setu.

The new steel girder arch bridges, one for southbound traffic and one for northbound, were built at the nearby Mazagon Dock's Nhava unit.

They are part of the main project being delivered by the joint venture of Hindustan Construction Company and the Hyundai Development Corporation. AECOM is the general engineering consultant for the project and Freight Wings is providing the transportation and lifting services.

Paving of the bridges should be finished by the end of June. The steel arch structures are part of the 850m-long bridge that includes concreted sections adjoining both ends of the steel arch bridges to complete the crossing.



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, 2008

Applicant Type: A
 Registration No: 188 68
 Operator: Space Mark Road Marking Ltd
 Address: PO Box 2
 Auckland

Applicator Chassis No: JH007000000000
 Applicator Make: DSI (Dsa 500)
 Applicator Fleet No: #175
 No. & Capacity of Paint Tanks (white, YLS & Yellow LYS)
 No. & Capacity of Road Tanks (1 x 700 kg)

APPLICATOR SPEEDS FOR 30µm NOMINAL THICKNESS			
Line Width	150mm	300mm	450mm
Travel Speed (kph) - 100 Litre	5.5	4.5	4.0
No. of Paint Tanks Front	2	2	2
No. of Road Register Cards	N/A	N/A	1

APPLICATOR EQUIPMENT

Description	Make & Model	Serial Number
White Paint Pump	DSI (Dsa 500)	84207
Yellow Paint Pump	DSI (Dsa 500)	84208
Compressor	Skidmore (1000)	4001140
Compressor Motor	Skidmore (1000)	820100140
Spray Gun A	NA	NA
Road Gun A	NA	NA

RECORD OF COMPLIANCE

Testing Officer: Bruce Nelson
 Signed:
 Company: Mark Roads Ltd

APPLICATOR PHOTOGRAPH

EXPIRY DATE: 31st November 2012

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



Onewa Road, Northern Motorway 1968



Southern Motorway

128

01 Jan to
03 June 2024

Road Toll New Zealand



New Zealand Road Toll

