



Roads Australia ‘Value for Money’ Workshop

Welcome and Introduction

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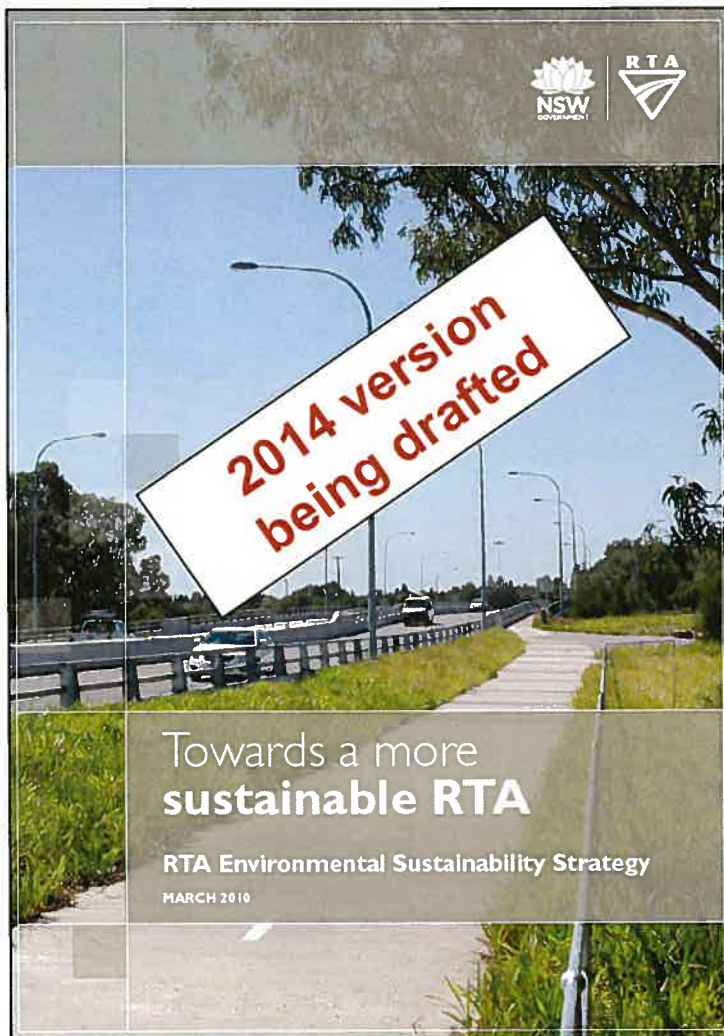
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1. Development of RMS' new Sustainability Strategy
2. RMS' Upcoming Infrastructure Delivery Program
3. Recent Industry Feedback on Sustainability
4. RMS Partnerships in Sustainability

RMS' Sustainability Commitment

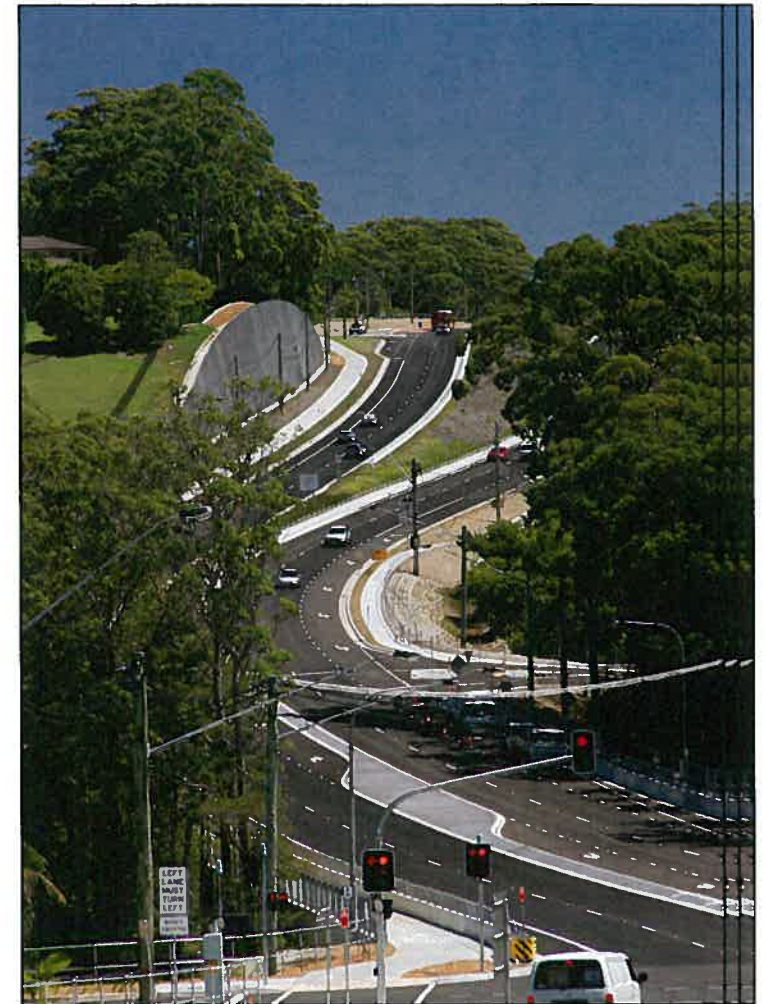


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- RMS currently revising its Sustainability Strategy
- Align with:
 - New organisational responsibilities and structure
 - Government Resource Efficiency Policy
 - TfNSW Sustainability Policy Framework
- Focus:
 - Construction, Maintenance and Corporate activities
 - Better integration with other RMS strategies and business planning
 - Balanced decision making (“Value for money”)

- 18,000 km of RMS-managed state roads, including 4300 km of national road network
- 150 km of privately-funded toll roads
- 2900 km of regional and local roads
- 5200 bridges and major culverts and 23 tunnels
- 4000 traffic signals and more than 12,000 other road traffic facilities



Strategic considerations



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- The cost of congestion to the NSW economy ~ \$5.1 billion each year
- By 2020, it is expected to rise to \$8.8 billion
- In NSW, 67 billion tonne kilometres of freight is moved annually. \$80 billion product carried.
- About 75 per cent of interstate freight movements in Australia access NSW Roads*



*NSW Transport Long Term Master Plan Government

Investing in the future



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The NSW Government will invest \$5.1 billion to build and maintain critical road and maritime infrastructure across NSW in the 2013-2014.

Key features of this year's roads and maritime budget include:

- \$1.9 billion for new and upgraded roads
- \$1.5 billion for maintenance of the State's existing roads
- \$161 million for improvements to the traffic network
- \$21 million for maritime wharf upgrades



More to come: WestConnex, NorthConnex, Priority 3 Pacific Hwy, Growth Centres, other regional projects

Key Issues

- Poor knowledge sharing with industry (what was learned on projects)
 - RMS to capture initiatives and lessons learned as part of project completion procedure. Disseminate through web, presentations etc.
- Improve incentives and provide guidance on acceptable trade offs to implement sustainability (decision making framework)
 - RMS will consider sustainability initiatives. They need to be materially significant and demonstrate whole of life value for money.
- Lack of clearly specified sustainability outcomes in tender documents.
 - RMS receiving mixed messages from industry. Sustainability requirements in contracts versus streamlining tendering and contracts.

Key Issues (con't)

- Early involvement of contractors in project development to achieve better outcomes
 - Opportunities in constructability assessments
- Time and risks involved in proving new materials or technologies
 - Risks and time depend on application/activity. (E.g. pavement materials may need to be field trialled before acceptance)
 - For new technologies RMS has a recently revised its innovative technology assessment process.

RMS Partnerships and Collaborations



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- Roads Australia
- Sustainable Built Environment National Research Centre
- Industry associations
- Other state road authorities
- Government agencies
- Consultants and contractors