

MINUTES

Roads Australia Technical Specifications and Procurement Roadshow

Thursday 3 July 2014 @ 9.30am

Customs House, 399 Queen Street, Brisbane

Aims and objectives

Following the Roads Australia Board workshop and policy alignment session with road agency representatives in early 2014, it was agreed as part of the Communique and outcomes to prioritise and consider:

standardisation and harmonisation of technical specifications and procurement, where possible, including incentives, insurance and materials

The technical specifications and procurement roadshow is the first step in beginning the conversation with road agencies, Austroads, ARRB, Standards Australia and RA member companies.

The aim and objectives of these workshops is to involve all relevant players within the industry to provide feedback and real life examples to consider which technical specifications could be standardised and/or harmonised to drive innovation, reduce the cost of infrastructure and work collaboratively across jurisdictions.

The workshops in Sydney and Brisbane are the beginning of a series of roadshows across Australia that will form the basis for an end-of-year report to Austroads and state agency reps for consideration of standardisation and harmonisation of technical specifications across jurisdictions where possible.

Roads Australia is undertaking this initiative in collaboration with all relevant players in the industry and looks forward to feedback from all parties. The outcomes and analysis report from each of the sessions will become a 'living document' for feedback.

Welcome and update

David Stuart-Watt, President of Roads Australia welcomed participants to the second roadshow event on technical specifications and procurement. David outlined that technical specifications and procurement was the number one priority for road agencies and Roads Australia members in 2014. It was agreed in early January as part of the policy alignment session with road agencies that harmonisation and standardisation of technical specifications would be considered to reduce costs, where possible.

This report is the beginning of the journey and is a living document to ensure all proposals and views from members are considered where possible.

David took the opportunity to announce that since the first industry-agency policy workshop, held in Sydney in April, the Austroads Safety Barrier Assessment Panel has implemented process reforms to reduce the time taken to issue a determination on the status of safety barrier products.

The existence of the Panel avoids the need for safety barrier suppliers to make submissions to separate jurisdictions.

By implementing these and other process reforms, the Panel has been able to issue 14 determinations since June 2014.

The key process reforms are:

- **Products are assessed only once.** The Panel will make a considered judgement based on information supplied by the safety barrier supplier. If the crash tests and information provided do not provide sufficient information for confidence in performance and operation, then the barrier system will not be accepted.
- **Acceptance of crash tests prescribed in the USA or Europe.** The tests required by the USA Federal Highways Authority or a representative of the European Union will be accepted as the totality of tests required for safety barrier assessment. Additional tests will not be requested by the Panel. However, if the tests submitted do not provide sufficient information to provide confidence of safe operation and safety for workers then the product will not be accepted.
- **Assessment outcomes are “Accepted”, “Not accepted”, “Legacy” or “Phase out”.** “Interim acceptance” will no longer be issued. “Legacy” status allows retention in service until the end of service life. “Phase out” will remain in service to a fixed date. The date fixed for phase out will allow sufficient time for manufacturers, users and hire companies to amortise their investment and adjust their business model. Sudden changes in acceptance status will be avoided unless a critical safety issue emerges.
- **No expiry date on new acceptances.** Safety Barrier acceptances will be issued without an expiry date. However, the Acceptance Conditions preserve the right of the Panel and Road Authorities to re-assess the product and withdraw or modify acceptance conditions at any time. This would generally be in response to an incident or adverse reports from maintenance and operational personnel.
- **Retain existing time limited acceptances.** Existing product acceptances will retain the current time limited acceptance. Re-assessment as expiry becomes due will provide an opportunity to re-consider the suitability of the product in the light of current circumstances and check the consistency of acceptance conditions.
- **Remove assessment criteria not related to performance.** Assessment criteria that are not related to performance have been removed from the assessment process. Assessment criteria cover safety for road users, operational performance, durability, safety and efficiency in maintenance and Safety in Design.

- **Leadership team.** Panel business is managed by a leadership team based in Melbourne and Sydney, rather than a Chairman. This improves access to the Panel for safety barrier suppliers and control preference engineering.
- **Generic template.** Under our federated system of government the Panel Acceptance Conditions have no status until ratified by each Road Authority. The Panel will issue Road Authorities with an Acceptance Condition document that does not contain references to any particular jurisdiction. This will help harmonisation of conditions applied by each jurisdiction, although there may be some variations due to local issues.

Survey findings and first workshop – technical specifications survey

Scott Olsen, Chair, Capacity Chapter & NSW/ACT Executive General Manager, Engineering, Lend Lease provided an overview of the results of the technical specifications survey completed by participants and noted the key outcomes of the first workshop held in Sydney.

The survey was prepared to allow participants and agencies to gather initial feedback as a starting point for these discussions. We also wanted a balanced response so the questions were framed around specifications:

- Practicality
- Value for Money (VfM), and
- Alignment with best practice.

To access the 2014 RA Technical Specifications Survey results & minutes and outcomes of the first workshop in Sydney, please visit www.roads.org.au/publications

The survey saw 125 respondents in total, however, not all respondents answered all questions. There was a good spread across the states from respondents which will assist in building on the survey results and preparing the final report in coming months.

Scott outlined each of the results in line with practicality, VfM and alignment with best practice.

Respondents outlined a number of suggestions for harmonisation of technical specifications, including:

- General conditions and forms of contracts
- Asphalt specs and sealing
- Road pavement materials
- Traffic control, and
- Roadside barriers and hardware.

General comments provided as part of the survey include:

- Many specs don't reflect best practice
- Length of specs has grown larger over time
- Lack of harmonisation across states makes it difficult for industry, and
- Consider performance based specifications to drive innovation & VfM.

It is important to note that the Technical Specifications Survey is a starting point for these discussions and not the end. RA encourages participants to continue to be involved with each of the roadshow events.

Further roadshows are planned for:

- ✓ Adelaide mid-September 2014 (TBC)
- ✓ Perth 26 September 2014 (TBC)

A final report will be prepared in collaboration with Austroads, Standards Australia, RA members and agencies for consideration as part of ongoing work with Austroads.

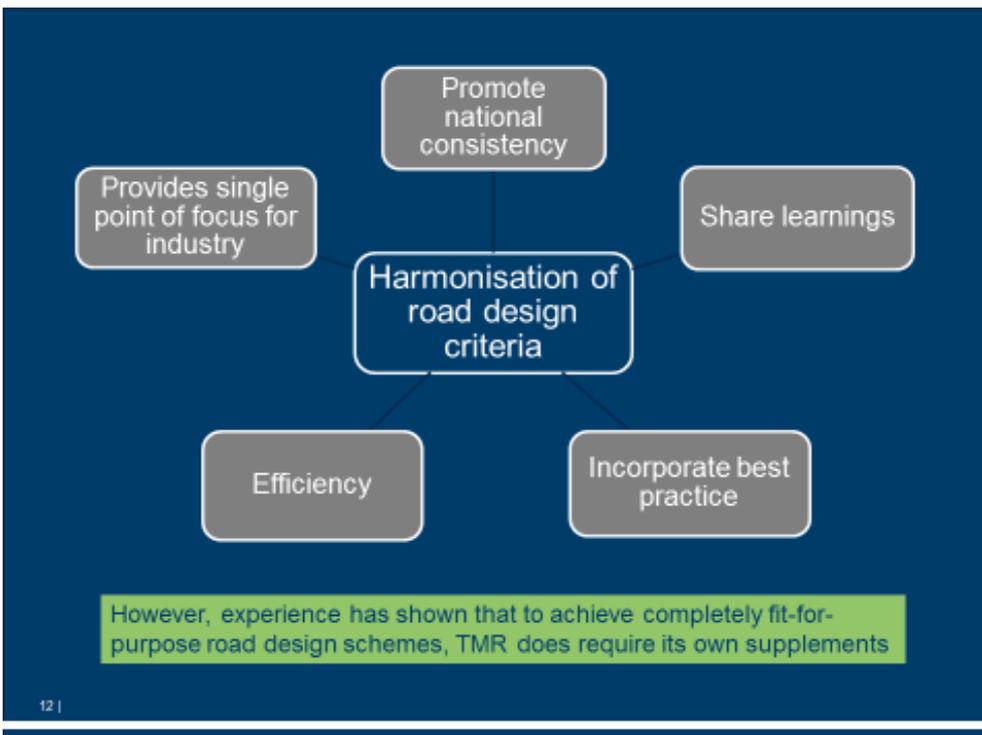
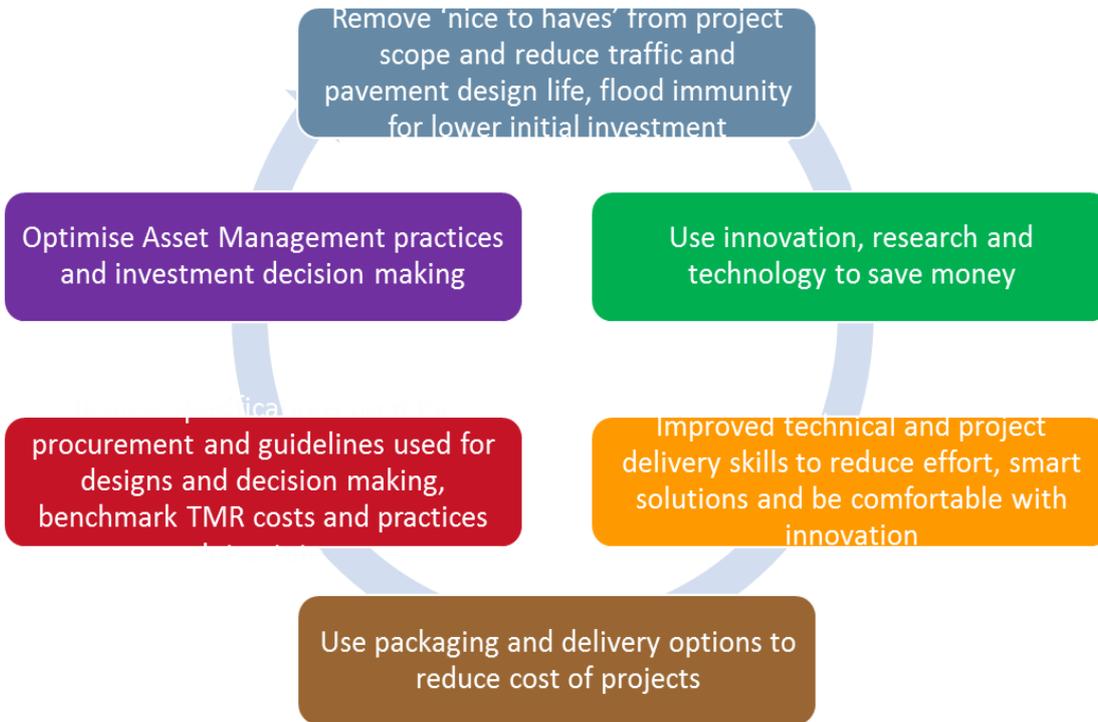
Update on progress of priority actions from Value for Money workshop held with industry in November 2013

Julie Mitchell, Chief Engineer, Queensland Department of Transport and Main Roads and key staff, Owen Arndt, Jon Douglas, Peter Evans and Mike Swainston provided a short update to participants on the progress of priority actions from the Value for Money workshop held with industry in November 2013.

Key areas focussed on strategies to reduce the cost of infrastructure and changes to specifications, processes and guidelines.

Please see key slides below. To access the full presentation, please visit www.roads.org.au/publications

Six groups of initiatives to reduce costs



Traffic Management Improvement at Roadworks

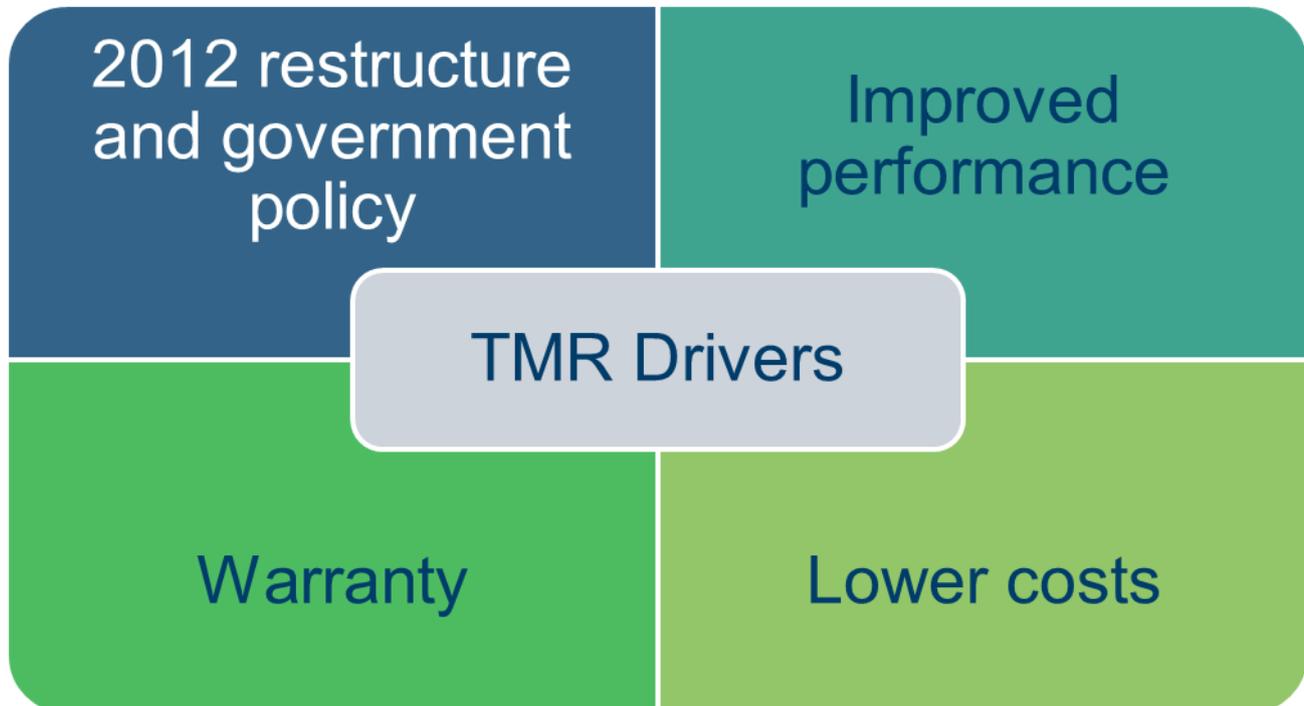
Project objectives:

- Improve safety of road workers (including traffic controllers)
- Deliver safe and reliable travel through worksites (with delays reduced as much as possible)
- Reduce excessive and incorrect roadwork signage
- Improve driver compliance with speed limits in roadwork sites
- Achieve the above objectives at an affordable cost.

Project Initiatives

Action Area 1 - Engineering	Action Area 2 - Enforcement	Action Area 3 - Education
<ul style="list-style-type: none"> • 1. Realistic and practical speed limits through roadworks sites: <ul style="list-style-type: none"> - when workers are present - when workers are not present - where other risks to traffic exist i.e. speed limits are consistent and credible and therefore promote voluntary driver compliance. • 2. Restore driver confidence in roadwork signage (signage is consistent for similar circumstances, accurate and hence predictable). • 3. Encourage innovation in the design of roadwork schemes to achieve more effective outcomes. 	<ul style="list-style-type: none"> • 4. Increased speed compliance effort. • 5. Increase enforcement effort with respect to roadwork signage practice and sign management. 	<ul style="list-style-type: none"> • 6. Educate drivers on the consequences of speed to roadworkers and themselves • 7. Educate contractors, traffic management companies and traffic controllers on the impact of poor signage and sign management. • 8. Educate engineers to improve the quality of speed limits posted through roadworks, signage choices and approving layouts that may be practical, enforceable and safe BUT outside of current standards.

Asphalt harmonisation with RMS



Advantages

- Lower cost Mix Design Registration
 - Supplier fully responsible for production based mix design
 - Reduced time and cost
 - More consistent approach
- Enables new technologies
 - Increased use of RAP
 - Increased use of WMA
- Permits removal of waterproofing seal below dense graded asphalt wearing surfaces
- Two year warranty for asphalt – held under separate deed.

Quarry specific testing frequencies

- Quarries vary widely in rock quality, management and experience
- Product quality varies between quarries
- Excessive testing for many quarries
- Challenge for Government to approve different frequencies
- Solution – allow Quarries to self assess against TMR guidelines.
- Self assessment guidelines negotiated and agreed with CCAA
- Guidelines to be reviewed after 12 months
- Quarries can start self assessment after July 2014
- Implementation in all new TMR contracts from 1 January 2015

Outsourcing of sprayer calibration

- Calibration was performed by TMR in Brisbane
- Now outsourced to NATA approved mobile facility
- Reduced cost for industry to bring sprayers to Brisbane
- Sprayers can come from interstate
- Reduced cost for TMR
- Avoids TMR investment in new facility
- TMR still maintains register

New Pavement Design Supplement

- Improved value for money
- Replaces TMR Pavement Design Manual
- Aligns with and complements Austroads Pavement Design Guide
- Less prescriptive and caters for project specific engineering decisions
- Links to other TMR technical documents
- Developed with extensive consultation with regions and industry

ARRB TIPES

- Transport Infrastructure Product Evaluation Scheme
- Replaces TMR TIPES
- Now administered by ARRB
- Agreement being negotiated with all states and Local Governments for national accreditation scheme -
- Proponents outline their claims
- TIPES Panel established to develop laboratory, and ultimately field testing procedure to evaluate claims
- TIPES report avoids requirement for separate evaluations for each state.

Packaging and Project Delivery 1

- Pipeline – QTRIP and works to tender
- Modular contract
 - Replaces RCC, RPC, D and C and PICA
 - Risk allocation unchanged
 - Standard Supplementary Conditions incorporated
 - DRB and IRA
 - Contract Leadership Team
- Road asset management contracts.

Packaging and Project Delivery 2

- Project delivery methodology process and thresholds
 - Traditional (\$1m) – RCC
 - Guided Tender Alternatives (\$50m) – RCC
 - Early Tender Involvement (\$50m) – RCC
 - Early Contractor Involvement (\$100m) - CPA
- Non-price – shortlisting price selection
- Tender validity – 3 months unless valid reason.

Packaging and Project Delivery 3 – Whole of Government initiatives

- Category management
- Engineering consultants – ITO
 - Government Scheme to replace existing
 - Rates Card
 - Regionalised
 - SMEs included
- Wave 3 – Transport construction and maintenance.

Breakout session 1 – Technical Specifications

Participants were asked to work in groups on specified questions to indicate which specifications could be considered for standardisation and in what order of priority you would list them. Other questions asked for examples of duplication of specs, examples from international jurisdictions, new and/or recycled materials, asphalt specifications and general comments.

Please refer to the attached outcomes and analysis document which shows the detailed responses from each group. Key themes raised in this session include:

- Roadside barriers/wire rope safety barriers/temporary barriers
- Traffic management/control at worksites
- Asphalt specifications
- Pavement specifications
- Signage
- Recycled/warm asphalt

Breakout session 2 – Procurement

Over lunch, participants were asked to complete a worksheet on procurement providing examples and feedback on the briefing process up to close of tender, after close of tender, assessment and award of contracts. Please refer to the attached outcomes and analysis document for detailed responses. Key themes raised as part of this session include:

- Dual ECI in QLD is successful and slowly being adopted by other states
- Too many addenda
- Open, honest and specific feedback very useful
- Non-price criteria feedback is sanitised and limited in scope
- Generally feedback after close of tender is robust and helpful
- Standard of documentation is generally good, however, it is not always provided at the beginning of the process
- Involving suppliers and consultants at design stage will provide better value for money
- More transparency as to the evaluation criteria and weighting

- Better upfront planning

Interactive Panel Session with Road Agency Representatives

An interactive panel session, facilitated by Andrew Bethune from Hyder Consulting, was held over the lunch with:

- Paul Smith, Deputy Director-General, Transport and Main Roads
- Geoff Fogarty, Director, Infrastructure Development, Roads and Maritime Services, and
- Scott Power, Group Executive Director - Operations, BMD Group

Road agency representatives spoke for 10 minutes on what has been happening within their jurisdiction including the collaborative work of agencies and Austroads. Scott Power offered an industry perspective on technical specifications and how aligning specifications can/will assist agencies to reduce overall costs.

A number of questions (were identified by audience members) and technical specifications that could be harmonised. A short list has been identified below:

- Consideration of performance based standards
- Traffic control at work sites
- Managing risk as part of performance based standards
- Road safety barriers
- Pavement materials
- Standard conditions of contract
- Duplication/regulation (concrete specs, are we over prescribing?)
- Specifications provide VfM and sometimes need to be prescriptive
- Design process for 12D
- Minimising local supplements
- Roadside, equipment and civil costs
- Fast track approval for new products.



Please refer to the Outcomes and Analysis report which provides greater detail from each of groups/participants on the day.

General Discussion & wrap up

Each of the representatives from road agencies and Austroads agreed that the series of workshops is the beginning of the conversation regarding harmonisation and/or standardisation of technical specifications where possible to reduce the cost of infrastructure.

Next meeting

The next Policy Industry Luncheons on technical specifications and procurement will be held at:

- Adelaide – mid September (TBC)
- Perth – 26 September (TBC)

Participants

First name	Surname	Organisation
David	Ahern	CMC Pty Ltd
David	Alefs	Lend Lease
Bernard	Ansaldo	Rocla
Julian	Armstrong	North Surveys Pty Ltd
Owen	Arndt	Department of Transport and Main Roads
Daniel	Baker	Queensland Motorways Limited
Suzanna	Barnes-Gillard	IPWEA - Qld Division
Andrew	Bethune	Hyder Consulting Pty Ltd
Wayne	Boston	RPQ
Adam	Bradley	Rocla
Adam	Bramley	URS
Lucy	Brown	IPWEAQ
Robert	Brown	Hyder Consulting Pty Ltd
Geoff	Burns	Arup
Stuart	Cameron	Hyder Consulting Pty Ltd
James	Clements	Queensland Motorways
Andrew	Dance	Lend Lease
Jeff	Dane	Hyder Consulting
Nick	Davy	APP
Jon	Douglas	Transport & Main Roads
Neil	Doyle	Nadapt Pty Ltd
Richard	Dunstan	URS
Noel	Dwyer	Department of Transport and Main Roads
Peter	Evans	Queensland Department of Transport & Main Roads
Donna	Findlay	Roads Australia
Ben	Fluck	Kellogg Brown & Root Pty Ltd
Geoff	Fogarty	Roads and Maritime Services
Jono	Fulton	Allroads Pty Ltd
Antony	Hallagan	John Holland Group
David	Hayward	GTA Consultants
Mac	Hulbert	GTA Consultants
David	Ide	John Holland Group
Robert	Ioffrida	Lend Lease
Simon	Jones	Jacobs Group (Australia)
Keith	Jordan	Leighton Contractors
Tony	Kirchner	Transport & Main Roads
Christophe	Kowalczyk	URS Australia Pty Ltd
Rick	Lewis	Altus Traffic

Patrick	Longmore	John Holland Pty Ltd
Gary	Lovell	Kellogg Brown & Root
Liam	Lynch	Smithbridge
Seren	McKenzie	IPWEAQ
Matt	McQuaid	John Holland Group
Kevin	Mills	CMC Pty Ltd
Jim	Mitchell	Hatch
Colin	Mitchell	BMD
Julie	Mitchell	Department of Transport and Main Roads
David	Moule	Hill and Smith Pty Ltd
Cameron	Nisbett	Fulton Hogan
Mark	Olive	Jacobs Group (Australia)
Scott	Olsen	Lend Lease Engineering
Tony	Orazio	John Holland Pty Ltd
Cameron	Pahor	John Holland
Arun	Pattabiraman	Fulton Hogan
Scott	Power	BMD Group
Neville	Prior	Roads and Maritime Services
Guadalupe	Puig	Ferrovial Agroman Pty Ltd
Carlos	Rial	ARRB Group
Andrew	Richardson	Kellogg Brown & Root Pty Ltd.
Damien	Rigby	Fulton Hogan Pty Ltd
Rhiannon	Roscow	Lend Lease
Vince	Sanfilippo	Thiess
David	Selth	Department of Transport and Main Roads
Stephen	Sewell	AECOM
Matthew	Sims	Fulton Hogan Pty Ltd
Paul	Smith	Department of Transport and Main Roads
Greg	Sparkman	Thiess Pty Ltd
David	Stuart-Watt	Parsons Brinckerhoff Australia Pty Ltd
Mike	Swainston	Transport & Main Roads
Henry	Taljaard	Hyder Consulting
Mark	Taylor	McConnell Dowell Constructors (Aust) Pty Ltd
Graham	Taylor	Queensland Transport & Main Roads
Melinda	Treadwell	Fulton Hogan
Mark	Ullman	Jacobs Group (Australia)
Gerry	van der Wal	Lend Lease
Peter	van Esseveld	AllRoads
Richard	Vincent	OHL
Rob	Vos	AAPA



Ian	Webb	Roads Australia
Russell	Whale	Transfield Services
Raymond	Wilson	BrisConnections
Alyssa	Winkler	John Holland Group Pty Ltd
James	Yerbury	Lend Lease Engineering