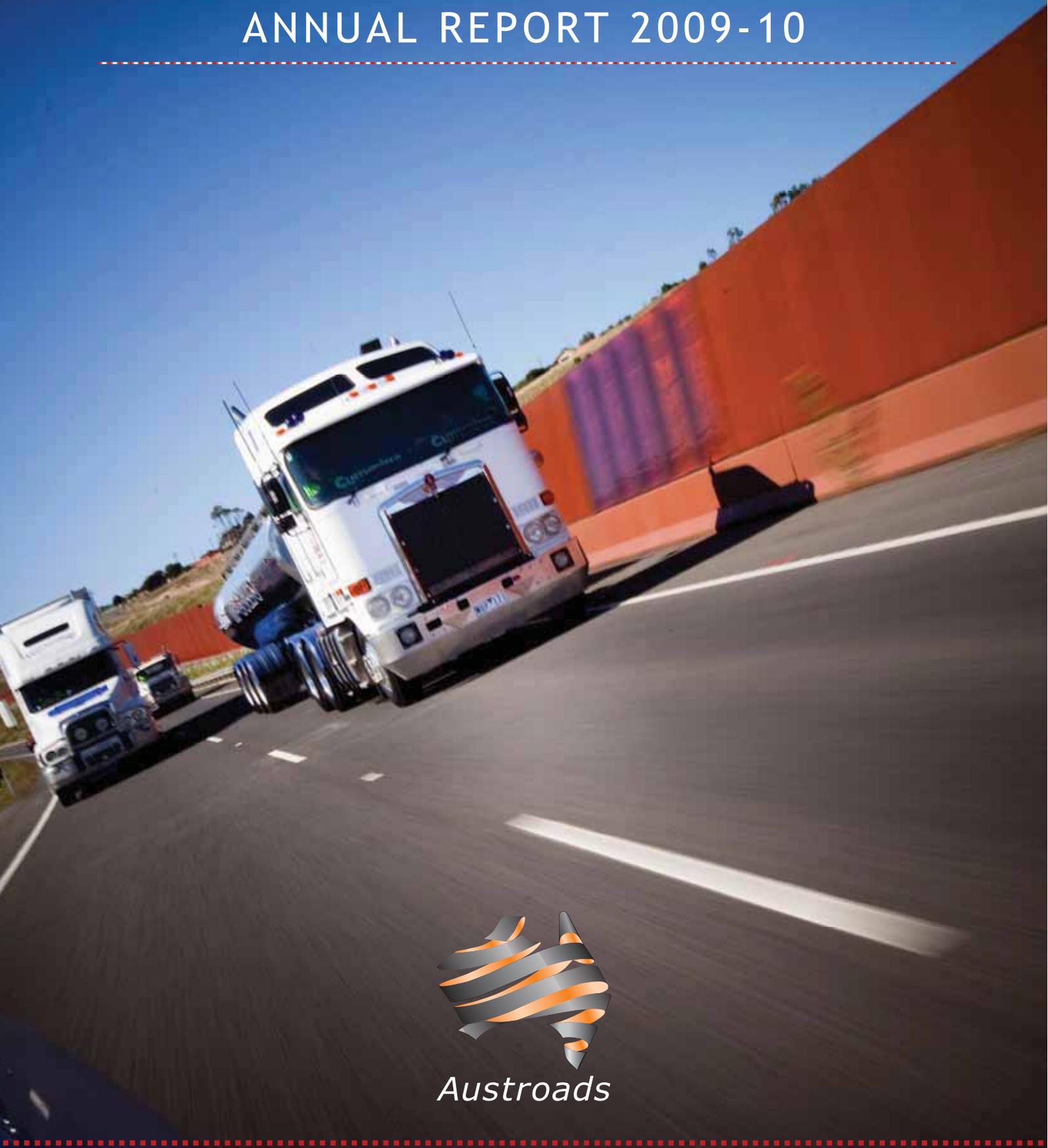


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# AUSTROADS LTD

## ANNUAL REPORT 2009-10

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*Austroads*

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# AUSTROADS LTD ANNUAL REPORT 2009-10

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# CHAIRMAN'S MESSAGE

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## Gary Liddle

Chairman  
Chief Executive  
VicRoads



The 2009-10 financial year has been a successful one for Austroads, with a number of significant events and milestones having taken place. Most notably for the structure and reporting of Austroads, was the move to a company limited by guarantee. The wheels were in motion for this during 2008-09. All of the potential impacts of this on operations have now been dealt with and things have been business as usual for the most part. This is yet another step in the constantly evolving nature of the national body. A more detailed history can be found in this annual report on page 6.

Another highlight of the year was the full guide suite being completed. I would like to extend my sincerest thanks for all the hard work by everyone involved. Interest has been widespread and to continue to maintain their useability and currency over the coming years, a review process has been implemented.

A number of projects with widespread significance have also been taking place. Large steps have been made towards achieving harmonisation of prequalification by the end of 2010. This project aims to create a *National Prequalification System for Civil (Road and Bridge) Contracts*, which will consolidate all the various jurisdiction-specific systems to create a seamless, harmonised framework for applications, assessments and reviews. The project has progressed significantly with harmonisation objectives already having been agreed (in principle) with respect to technical categories, financial levels, and organisational information to be submitted by applicants. A draft 'Assessment Guide' is being prepared for use by member authorities. Once accepted and fully endorsed it can be released in their own right as the 'Austroads Prequalification System'.

Another ongoing project of importance is the ITS Cooperative. A number of key milestones were reached during the financial year with a steering committee and an Industry Reference Group being established to guide the future of the project and develop further collaboration in the industry. The widespread implications of this program are very exciting and it is with great interest that we work towards an outcome.

The past financial year has also seen Austroads continuing to maintain its already strong involvement with the World Road Association (WRA). There is substantial representation on WRA technical committees from Austroads' members and their involvement assists Australia and New Zealand to keep abreast of learnings from around the world. With the United Nations General Assembly declaring the next ten years as a Decade of Action to Improve Road Safety, our extensive involvement in the WRA will be invaluable in gathering and contributing expertise in this area.

Finally and sadly in May this year Flett Steele passed away suddenly. Flett was one of the longest serving members of the current Austroads Board and was highly regarded by his colleagues both in South Australia and nationally through Austroads and other involvements such as ITS Australia. He was a great contributor, with a wide knowledge and experience of the road industry and a down-to-earth, practical approach accompanied by a sharp wit. The Board has been diminished by his passing.

## Gary Liddle

Chairman  
Austroads



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# FORWARD THINKING

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Austrroads has a long history of pursuing innovation in technology and harmonisation of practice amongst road agencies. During the last 76 years we have worked passionately to identify emerging issues and work collaboratively to address these proactively. As Austrroads continues to evolve, when looking toward the future, it is of value to note the past and the transitions and milestones along the way.

Austrroads Ltd came into being on 22 of October 2009, but its genesis was in 1933 when a conference was held in Melbourne with the Commonwealth and state ministers for transport. They decided to hold an annual Conference of State Road Authorities represented by their executives and referred to by its acronym - COSRA.

The first meeting of COSRA was held in February 1934. It afforded all the states and territories the opportunity to disseminate information, coordinate research, and discuss road finance and legislation. The then NSW Commissioner of Main Roads, who hosted that conference wrote in his invitation *“it would be a good thing for us to meet as road men interested in the development of our states and transport facilities, and there are many problems which it is thought could be better dealt with jointly.”*

The transparency and collaboration of all the states was seen as a major benefit in problem solving across the country on road issues. The strength and importance of the conference grew over time.

The conferences were held twice a year until 1939 when they were postponed until 1945 due to the disruption the Second World War. The conferences resumed at the conclusion of the war.

In 1954, COSRA worked towards developing a master plan for a National Route marking scheme which focussed on producing a navigation system that was consistent across the country. National Route 31, otherwise known as the Hume Highway, trialled this system which was considered a success. From this time onwards, all proposals and changes to the National Route system had to be approved by COSRA.

In October 1959 COSRA changed its name to the National Association of Australia State Road Authorities (NAASRA). By this time it had evolved into an organisation with a permanent secretariat and was much more than just a conference. NAASRA then set up the Australian Road Research Board (ARRB) in 1960 to encourage research into road-making, planning and management.

NAASRA continued until the creation of Austrroads in 1989. The change of name reflected moves in many of its member organisations towards integration of traffic, safety, registration and licensing with design and construction activities, and a road management focus aimed at provision of service and an increasingly commercial outlook. It became incorporated as an association in NSW in December 1991.

The initial nine members of Austrroads were the six state and two territory road authorities and the Commonwealth. This increased to 11 in 1993 when the Australian Local Government Association and Transit New Zealand (now New Zealand Transport Agency) joined.

At its inception, transport ministers were involved in the establishment of COSRA. Austrroads has continued this relationship with ministers providing highly regarded technical advice through SCOT to ATC. This role has evolved as the machinery of government arrangements have changed over time.

Austrroads in its new corporate structure, Austrroads Ltd, a company limited by guarantee under the Corporations Act 2001 looks forward to continuing to contribute to addressing the transport challenges ahead.

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# ABOUT AUSTRROADS

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## PURPOSE

Austrroads' purpose is to contribute to improved Australian and New Zealand transport outcomes by:

- providing expert advice to SCOT and ATC on road and road transport issues
- facilitating collaboration between road agencies
- promoting harmonisation, consistency and uniformity in road and related operations
- undertaking strategic research on behalf of road agencies and communicating outcomes
- promoting improved and consistent practice by road agencies.

## MEMBERSHIP

Austrroads membership comprises the six state and two territory road transport and traffic authorities, the Commonwealth Department of Infrastructure, Transport, Regional Development and Local Government, the Australian Local Government Association, and New Zealand Transport Agency. Its eleven member organisations are:

- Roads and Traffic Authority New South Wales
- Roads Corporation Victoria - VicRoads
- Department of Transport and Main Roads Queensland
- Main Roads Western Australia
- Department for Transport, Energy and Infrastructure South Australia
- Department of Infrastructure, Energy and Resources Tasmania
- Department of Lands and Planning Northern Territory
- Department of Territory and Municipal Services Australian Capital Territory
- Department of Infrastructure, Transport, Regional Development and Local Government
- Australian Local Government Association
- New Zealand Transport Agency.

## GOVERNANCE

Austrroads was incorporated as an association in New South Wales under the Associations Incorporation Act 1984 (NSW). However, as at 22 October 2009 it transferred to a company limited by guarantee under the Corporations Act 2001 to become Austrroads Ltd. Austrroads is governed by a Board comprised of directors. There is currently one director from each member organisation. They are the chief executive or a senior executive officer of their organisation.

The Austrroads national office, based in Sydney, provides secretariat support to the Board. The Chief Executive is the Secretary of Austrroads Ltd. There is also an Executive Committee which may exercise the powers of the Board other than appointments, budget and anything of fundamental importance to Austrroads Ltd.

### What Austrroads Does

- **Conducts strategic research** - by undertaking projects with assist road agencies to address current and emerging issues that have the potential to have a major impact on their operation.
- **Develops guides** - by establishing national consistency on technical and operational aspects of road networks for adoption by road agencies.
- **Provides support for ATC** - through technical input to ATC and SCOT.
- **Facilitates the sharing of knowledge** - by promoting the wide dissemination of outputs and technology, conducting seminars, and promoting the use of Austrroads work.
- **Conducts business activities on behalf of Australasian road authorities.**
- **Fosters international involvement** - by engaging with and supporting international road organisations.



## MAKING IT HAPPEN

Austrroads work is driven by its Strategic Plan. The current Strategic Plan covers the five year period 2007 to 2012. Austrroads utilises the expertise of its member organisations to achieve its outcomes. As a consequence, staff of member organisations participate in the operation of Austrroads. It also encourages a collegiate, collaborative approach and facilitates learning, development, sharing and a high level of consistency across jurisdictions. The primary players are the Program Managers, Task Forces, Review Panels and the National Office.

Program managers are responsible for the development and management of annual work programs and report to the Board.

Task forces identify areas of interest and develop project proposals, oversee projects, promote the dissemination of results and provide a forum for the exchange of information between Austrroads member and related organisations. Review panels oversee the development of the Austrroads' guides.

## RELATIONS WITH OTHER ORGANISATIONS

Austrroads' most important relationships are with its member organisations. The resources and expertise contained in member organisations are drawn on extensively. However Austrroads also works closely with other organisations in the road industry and specifically with the ARRB Group, the National Transport Commission and the Bureau of Infrastructure, Transport and Regional and Economics, which are observers at Austrroads Board meetings.

Each work program has a strategy for the engagement of external stakeholders and makes provision for their involvement on a project by project basis. However, Austrroads recognises that primary engagement with external stakeholder organisations is generally undertaken by member organisations.

## AUSTROADS PERFORMANCE INDICATORS

Austrroads has developed measures to assess its performance and progress which are:

- Projects completed on time and on budget.
- Take up of Austrroads outputs.
- Adoption of Austrroads guides by road agencies.
- Satisfaction of road agencies with Austrroads' operation.
- Recognition by SCOT and ATC as a source of competent, professional advice on road transport.
- Recognition by road agency staff for providing valuable opportunities for professional development, information exchange and networking.

## MEMBER SATISFACTION

In 2009-10, surveys were undertaken of Austrroads Board members and a cross section of staff from member organisations, mainly task force and review panel members, to establish their level of satisfaction with Austrroads' performance on several key aspects of its operation, including:

- collaboration
- research
- publications
- professional development
- value for money
- overall performance.

The surveys also included additional questions relating to the technical research work of ARRB.

As with previous surveys the 2009-10 surveys indicated that overall the level of satisfaction with Austrroads' performance was high. There was also a high level of satisfaction with the publications produced by Austrroads.

Results of the survey indicated that 100% of Board members were satisfied or very satisfied while 100% of respondents were satisfied or very satisfied with Austroads performance on collaboration, research and value for money.

## STATUS OF AUSTRROADS WORK PROGRAM

Austrroads performance is also measured through the delivery of the work program. Austrroads tracks all projects and reports to the Board on the progress. There were 137 projects approved in the 2009-10 work program, with 87 projects continuing from previous financial years and 50 new projects to start in 2009-10. There were 38 projects scheduled for completion by 30 June 2010, with six completed by that date.

During 2009-10 a total of 39 projects were completed. At 30 June 2010 there was one project which was overdue by more than 12 months and three by more than six months.

Table 3 provides a comparison of work program status figures as at 30 June for the last four financial years.

In 2010-11, 98 projects will carry over from 2009-10 and there will be 37 new projects making a total of 135.

**Table 1 – Status of Austrroads work program**

	Completed	Cancelled or Deferred	More than 12 months late	Between 6 and 12 months late	Other projects	Total
2006-07	31	4	2	11	78	126
2007-08	41	10	3	8	82	144
2008-09	68	7	1	4	77	157
2009-10	39	0	1	3	94	137

## WORK PROGRAM EXPENDITURE

Total expenditure for the 2009-10 work program was \$9.18 million. The table below provides a breakdown of the expenditure:

**Table 2 – Work program expenditure**

Type	Amount \$'000s
Technical research	5,143
Strategic	2,651
Publications	525
Other projects	262
Program management	600
Total	9,181

## DIRECTORS OF AUSTRROADS LTD

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**Gary Liddle**  
BEng(Civil), GradDipMgt

Age: 57

Chairperson.

Mr Liddle was appointed as Chairperson at the inaugural meeting of the Board of Austroads Ltd in October 2009.

He is Chair of the Austroads Executive Committee.

Mr Liddle is a Director of ARRB Group Ltd and a board member of the Linking Melbourne Authority. He is also the Chairman of the Australian Chapter of the Road Engineering Association of Asia and Australasia (REAAA) and a member of the REAAA Governing Council.

Mr Liddle is currently the Chief Executive of VicRoads. He joined the Country Roads Board (the predecessor of VicRoads) as a cadet civil engineer in 1971. Prior to his current role, he held various positions in VicRoads including Deputy Chief Executive, Director Major Projects, General Manager Road System Management and Project Manager for the Eastern Freeway and the Ballarat Bypass. He also worked with the United Kingdom Highways Agency for a short period in late 1999.



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**Michael Bushby**  
BE, MEng, BBus, MIE (Aust), FAICD

Age: 51

Deputy Chairperson.

Mr Bushby was appointed as Deputy Chair at the inaugural meeting of the Board of Austroads Ltd in October 2009. He is a member of the Austroads Executive Committee.

Mr Bushby is a Director of ARRB Group Ltd.

Mr Bushby has been Chief Executive of the Roads and Traffic Authority (RTA) since February 2009.

After various roles in construction, maintenance and road asset management in Tasmania, he moved to NSW in 1998 to take up the role of General Manager Infrastructure Maintenance. After 6 years in this role, Mr Bushby was appointed as Director Road Safety, Licensing and Vehicle Management.

Following the refocussing of the RTA in 2006, Mr Bushby was appointed as Director Network Management responsible for long term network planning, maintenance and traffic management for the NSW road network.



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**Alan Tesch**  
BEc(Hons) M. AustICD, MFTA, MFEIAust., MESAust

Age: 52

Mr Tesch has over 25 years experience in senior positions across the Queensland public sector, with the principal focus being on strategic and policy development, implementation and service delivery.

Currently Mr Tesch is the Associate Director-General of the Department of Transport and Main Roads. He had previously been the Chief Executive of Main Roads since 2005. Prior to joining Main Roads, Mr Tesch was Deputy Director-General in Queensland Transport.

Before his move into the Transport portfolio, Mr Tesch was at Queensland Treasury where, as Assistant Under Treasurer, he variously had responsibility for overseeing and delivering economic policy for the State Government, State Government finances (including the State Budget), State tax policy, energy, capital markets and financial markets policy, infrastructure and commercial negotiations and intergovernmental relations.

Mr Tesch holds a number of board positions and company directorships, including Queensland Motorways Limited, the Queensland Rural Adjustment Authority, Roads Australia, ARRB Group and CEDA. He is the immediate past Chair of Austroads.



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**Menno Henneveld**

BEng (Civil), GradDipAdmin, FIEAust, FAICD, CMCILT, AAIM

Age: 64

Mr Henneveld is Chairman of the Australian and New Zealand National Committee of the WRA and in 2006 he was appointed Australia's First Delegate to the WRA where he is currently a member of the Executive Committee and Chairman of the Communications and International Relations Commission.



Mr Henneveld had a 38 year career in the water industry before his appointment as Commissioner of Main Roads in December 2002. He assumed the title of Managing Director of Main Roads following the new arrangements for the Transport Portfolio taking effect on 3 May 2010.

Mr Henneveld is a Fellow of Engineers Australia; the Australian Academy of Technological Sciences and Engineering; the Australian Institute of Company Directors; the Customer Service Institute of Australia and the Chartered Institute of Logistics and Transport. He is also a member of the National Engineers Registration Board, the ROADS Foundation and the Planning and Transport Research Centre. More recently, he was appointed Chair of the National Heavy Vehicle Regulator Project Board.

---

**Andrew Milazzo**

BEng(Hons), MEng(Civil), MIE(Aust), MIHT, MITE, CPEng

Age: 54

Mr Milazzo is currently the Executive Director of Transport Services Division in the South Australian Department for Transport, Energy and Infrastructure (DTEI). He joined the Highways Department (a predecessor of DTEI) as a civil engineering scholarship holder in 1976.



Prior to his current role, he held various positions in DTEI including Director Sustainable Transport, General Manager Transport Policy and Planning, Regional Manager Metropolitan and Manager Strategic Investment Planning. In 1990-91 he was Australia's International Road Federation Fellow when he worked and studied at the Texas Transportation Institute and Texas A&M University.

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**Marj Morrissey**

BA, GradDipHRMg, GradDipEd, FAICD

Age: 55

Ms Morrissey has worked in a number of government management and leadership positions nationally, principally in business and industry policy and program development and implementation. She is currently Executive Director Transport with the Northern Territory Government with responsibility for the road network, transport assets, transport policy, and transport services.



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**Peter Todd**

BEng (Civil)(Hons), MBA

Age: 53

Mr Todd has more than 30 years experience in road transport engineering. He has worked in both South Australia and Tasmania and has experience in road planning, bridge design, materials engineering, pavement management, asset management and field operations.



Currently he is the General Manager of the Roads and Traffic Division in the Tasmanian Department of Infrastructure, Energy and Resources. He has responsibility for leading the Division in the planning, development, management and operation of the State road network.

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**Tony Gill**

BSc(Eng)

Age: 52

Mr Gill is Director Roads in the ACT's Department of Territory and Municipal Services.

Prior to his current role Mr Gill held various positions with the Department, covering traffic management and road maintenance responsibilities. He also worked for three years with private consultant engineers Scott and Furphy from 1985 to 1988 and prior to this as a graduate Engineer with Dublin County Council, Ireland for four years.



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**Colin Crampton**

BEng (Hons), GradDipAdmin, CPEng, M. IPENZ

Age: 48

Mr Crampton is a member of the Austroads Executive Committee.

He is a Group Manager with the New Zealand Transport Agency responsible for the operation and improvement of the state highway network. Mr Crampton is a civil engineer with some 20 years experience in the transport sector.

Mr Crampton is interested in the practice of general management and the leadership of people and likes to maintain currency around procurement practice.



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**Adrian Beresford-Wylie**

BA/LLB

Age: 51

Mr Beresford-Wylie is the Chief Executive Officer of the Australian Local Government Association (ALGA). He took up that position on 1 May 2006.

Prior to his appointment to ALGA Mr Beresford-Wylie was a senior public servant in the Australian Public Service and headed the area dealing with local government and natural disasters in the Federal Department of Transport and Regional Services. Other roles include head of the road safety area of the Australian Transport Safety Bureau in 1998-99.

Mr Beresford-Wylie was the adviser on maritime and land transport issues to the Hon John Anderson MP, Deputy Prime Minister and Minister for Transport and Regional Services.

He began his public service career in 1984 as a Foreign Affairs Officer with the Department of Foreign Affairs. He has also worked in corporate sales in Telstra and for a large law firm in Sydney.



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**Leslie Riggs**

BSc

Age: 56

Ms Riggs is a member of the Austroads Executive Committee.

Ms Riggs is currently the Executive Director, Surface Transport Policy Division in the Department of Infrastructure, Transport, Regional Development and Local Government. In this role, she oversees the Commonwealth's involvement in all surface transport (road, rail and maritime) policy and regulatory dimensions including priority transport regulatory and pricing reforms agreed by the Council of Australian Governments.

Previously (mid 2005 – early 2008), Ms Riggs was Executive Director, AusLink, working with the state and territory governments and the Australian Rail Track Corporation in planning for the National Land Transport Network and administering investments on the AusLink Network for the Australian Government and in regional land transport and black spot (road safety) programs.

Ms Riggs joined the then Department of Transport and Regional Services in January 2003 as the Executive Director, Regional Services.

Ms Riggs has 21 years senior executive experience in public administration: designing policy and regulation and implementing and managing programs, in subject matter as diverse as schools, training, workplace relations and employment services as well as regional services and transport. She is a career public servant originally



from rural Australia, with qualifications in pure mathematics, statistics and management.

**Flett Steele**  
BEng

Mr Steele was an inaugural member of the Board of Directors of Austroads Ltd in October 2009 until his sudden death in May 2010.

Mr Steele was a member of the Executive Committee.

He was also a member of the Transport Certification Australia Board since its inception in 2005, was an Austroads Council member since 2002 and a member of the ARRB Group Board.

During his time on the Austroads Board, Mr Steele was the Director, Road and Traffic Management in the Department for Transport, Energy and Infrastructure, South Australia. He joined the then Highways Department in 1969 and held various positions, including nearly 20 years as a Director. Mr Steele had 41 years involvement in the transport industry.



Austroads directors receive no remuneration for their services performed as Board members.

## OBSERVERS

Observer organisation	Representative
ARRB Group Ltd	Gerard Waldron – Managing Director
National Transport Commission	Nick Dimopoulos – Chief Executive
Bureau of Infrastructure, Transport and Regional Economics	Dr Gary Dolman – Bureau Head
Department of Transport Papua New Guinea	Henry Parakei – Secretary

## PROGRAM STRUCTURE

Austroads' work is divided into major areas, called programs, so the work is more manageable and shared amongst Austroads member organisations.

As at 30 June 2010, there were seven programs. The programs, their objectives and the designated program manager and member organisation were as follows:

Program	Objective	Program Manager
Assets	To minimise the whole of life cost of road and bridge assets to meet the transport task	Kathy Martin – MR WA
Capability	To assist members in developing and maintaining sustainable levels of capability	Peter Mitchem – VicRoads
Freight	To address the future freight task	David Shelton – VicRoads
Network	To improve the productivity and reliability of the road network in moving people and goods	Duncan Elliott – VicRoads
Registration & Licensing	To improve the security and integrity of registration and licensing systems and promote national consistency	Phil Allan – DTEI SA
Safety	To reduce road trauma through a safe systems approach	Jon Douglas – DTMR Qld
Technology	To promote best practice in technology	Chris Harrison – RTA NSW

## PROGRAM MANAGERS AND SUPPORT STAFF

Each program is managed by a program manager who is a senior officer from a member organisation. Program managers are responsible to the Austroads Board for the development of project proposals and reporting on the performance of their program.

They work on Austroads activities for a proportion of their time in addition to their regular responsibilities with their own organisation. This is formally recognised in an agreement between Austroads, their chief executive and themselves. Austroads does not reimburse the member organisation for the time the program manager spends on Austroads activities, but contributes towards the costs associated with the management of the program.

Each program manager is supported by a program assistant. Program assistants provide administrative support and advice to the program manager in the execution of their Austroads responsibilities.

## TASK FORCES

Task forces have been established for six of the programs. The role of each task force is to:

- develop the identified areas of interest into a program of research to be undertaken
- develop specific project proposals from the program of research and ensure their relevance to Austroads member and related organisations
- identify suitable project managers from member organisations and oversee the conduct of those projects
- encourage member organisations to provide appropriate and timely inputs to projects and ensure that member organisations' concerns and views are adequately addressed
- champion the dissemination of the results of projects and research to road agencies and related organisations
- provide a forum for the exchange of information between Austroads member and related organisations.

Task force membership is made up predominantly of senior staff from the relevant area of member organisations. An exception is the Registration and Licensing task force where, in jurisdictions that the member organisation does not have responsibility for that function, the task force member comes from the organisation responsible for that area.

External stakeholders may be engaged in accordance with a strategy developed by the task force.

Task forces meet two or three times a year to develop projects and review progress on approved projects.

## REVIEW PANELS

Review panels oversee the development and maintenance of each of the Austroads guides. In the case of the Safety and Assets programs, this function is performed by the relevant task force. The membership of review panels comprises representatives of member organisations. External stakeholders may also be included.

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# ASSETS

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## PROGRAM MANAGER

**Kathy Martin**  
Asset Management Planning and  
Policy Manager  
Main Roads Western Australia



## PROGRAM SUPPORT

**Natalie Lockwood**  
Austroads Program Assistant  
Main Roads Western Australia

## PROGRAM OVERVIEW

The Assets program focuses on three streams:

- optimal levels of service
- road user requirements
- monitoring and performance reporting.

The Assets program is supported by a task force comprising senior staff from the relevant areas of Austroads member and observer organisations. The primary objective of the task force is to develop and deliver a program of research that will assist road and transport agencies in their efforts to minimise the whole-of-life cost of road infrastructure assets to meet the transport task.

An additional major responsibility for the Assets task force is to act as a review panel to promote best practice in asset management through the maintenance of the Austroads Guide to Asset Management.

## HIGHLIGHTS FOR THE YEAR

The Assets program has developed a significant and structured program comprising projects which address the assets strategy.

A large modelling project to understand the wear and cost implications of incremental loads on the road network (AT1394) was undertaken in conjunction with two other Assets projects researching cost allocation (AS1335) and the development of a national pavement maintenance database (AS1337). These projects will provide significant inputs to the COAG Road Reform Plan.

A project providing guidance on the management and analysis of Weigh-In-Motion (WIM) data (AT1482) has provided a suite of documents to assist WIM practitioners to fill a knowledge gap and establish national best practice guidelines in this area.

In 2009-10, the RTA in conjunction with the DTMR engaged the Danish Road Institute to bring its Traffic Speed Deflectograph (TSD) to Australia for the full purpose of surveying parts of the NSW and Qld road networks. This project (AT1394) provided a unique opportunity for Austroads through ARRB to work with RTA NSW and DTMR Qld to develop an independent national perspective on the applicability of the TSD to Australian conditions and practices.

The Assets task force met three times during the year, visiting Darwin, Canberra and the final meeting which was in Sydney included a site visit and presentation of the Asset Management Plan for the Sydney Harbour Bridge.

## EMERGING TOPICS

- Interrelationships between asset management and safe road system principles.
- Asset management planning for road related assets.
- Foundation research as inputs to any future road user charging developments.
- Development of bridge network level models and management systems.

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# CAPABILITY

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## PROGRAM MANAGER

**Peter Mitchem**  
Executive Director – Technical and Information Services  
VicRoads



## PROGRAM SUPPORT

**Julie Cooper**  
Austroads Program Assistant  
VicRoads

## PROGRAM OVERVIEW

The Capability program was formed to address the skill/competency shortages facing road agencies across Australia and New Zealand, with particular emphasis on road industry related technical capability.

The program is supported by the Capability task force.

The role of the task force is to:

- Provide a forum for the exchange of information on capability development and skills shortages between Austroads member and related organisations.
- Identify successful initiatives and facilitate the sharing of related information, particularly on the attraction and retention of skilled staff and ongoing training.
- Identify areas where a national approach is required and develop appropriate action proposals.

The program focuses on the following areas:

- National workforce capability strategy.
- National marketing plan for careers in road authorities.
- Best practice guide for road authorities in addressing skills shortages and building capability.
- Review of tertiary education courses and possible development and delivery of post graduate courses to meet the specific needs of road authorities.

## HIGHLIGHTS FOR THE YEAR

In 2009-10 the highlights of the Capability program included undertaking the following:

- Completion of the Austroads project *National Skills Marketing Plan – Implementation* (CO1568) which delivered a national marketing plan targeted at key market segments identified in an earlier Austroads project. Targeted advertising encouraging school leavers and engineering students to “use your powers for good” and choose a career in the roads sector was placed nationally in career magazines, billboards and the like. More use was made of social media with encouraging results: data show many visitors to the “use your powers for good” website, indicating a solid level of interest in careers in road agencies.
- The Capability task force met on three occasions during 2009-10 in August and November 2009 and March 2010. Under our knowledge sharing agenda, topics covered included graduate programs, remuneration, enterprise bargaining, and effecting structural change, training and development, and retention of technical skills.

## EMERGING TOPICS

The task force will continue to meet a minimum of three times a year. The proposed work program for 2010-11 comprises:

- BIS Shrapnel's updated report "Austroads Workforce Capability Study for the Decade 2009 to 2019 has been finalised and is awaiting publication. The task force will concentrate on disseminating this report, including conducting seminars covering the implications of identified engineering shortages and how agencies might plan for and address these.
- Ongoing delivery of the national skills marketing campaign.
- Completion of a pilot project using social media to provide an on-line knowledge sharing tool for technical staff. This will provide a forum for staff in all jurisdictions to collaborate easily with peers on technical matters encountered in their day to day work.
- Continued work on lessening the gaps in tertiary engineering courses.
- Continuation of 'best-practice' focused workshops aimed at assisting organisations to maintain high levels of technical capability and at building national approaches to capability issues.
- Development of materials and a marketing plan aimed at increasing the level of enrolments in pavement-related tertiary courses – sustaining this capability is a matter of concern for road agencies, given the age of our networks and increased pressure for higher mass vehicles.

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# FREIGHT

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## PROGRAM MANAGER

**David Shelton**  
Executive Director Road Safety and Network Access  
VicRoads



## PROGRAM SUPPORT

**Julie Cooper**  
Austroads Program Assistant  
VicRoads

## PROGRAM OVERVIEW

The program focuses on enabling the future freight task by concentrating on the following streams:

- Understanding the future freight task.
- Assisting management of freight growth.
- Understanding community impacts and industry needs.
- Improving heavy vehicle access.
- Supporting capability in compliance and enforcement operations.

The Freight program is supported by a task force comprising senior regulators from freight and heavy vehicle policy and operational areas of Austroads member organisations. The primary objective of the program is to improve road freight operations and the integration with other transport modes in the context of a rapidly increasing freight demand.

At the national level, the COAG transport reform agenda and the Australian Transport Council (ATC) National Transport Policy Framework both impact significantly on national freight operations. The Freight program continues to be an active participant representing the unique needs of road freight at the national level, during a period of significant change. Given the high level of national reforms in process the task force recognises the need to reconsider the strategic impact of its activities on a project by project basis. This will be done in consultation with key stakeholders in the reform processes. To support this, the task force has increased its engagement with government and non government stakeholders to ensure its outcomes are aligned with the strategic directive of managing the future freight task.

## HIGHLIGHTS FOR THE YEAR

In 2009-10 the highlights include completion of two projects in the areas of compliance and enforcement, both core functions of member agencies:

- Road Transport Compliance & Enforcement - Monitoring and Reporting (FO1333) project developed a case for the national exchange of enforcement data to support improved operations across jurisdictional borders. The resulting proposal was subsequently referred to the newly established National Heavy Vehicle Regulator for consideration in a future work program.
- Compliance & Enforcement - Technology Opportunities (FS1408) project completed a comprehensive review of new and emerging technologies available to support improved efficiency and effectiveness in compliance management. The report provides a reference for members and industry seeking to understand and make use of the many opportunities these technologies bring.

Parking and rest opportunities are a continuing challenge for the freight industry in the face of urban growth and fatigue management requirements. The Feasibility Study - Parking and Rest Opportunities in Areas Zoned for Industrial Purposes (FO1547) completed a review of parking and rest opportunities in areas zoned for industrial purposes.

Engagement with industry is a critical process for ensuring the success of the partnerships between government and industry. Project Freight Task - Industry Stakeholder Assessment (FS1410) developed a framework for engaging industry based on industry advice.

Maintaining skills and abilities among regulators is an important task for members. The project Competency and Capability Matrix for Regulators (FS1549) was completed to provide a reference for ensuring developmental activities address the full range of competencies needed to undertake the regulators role.

The Freight task force met on three occasions in 2009-10: in September 2009 and February and May 2010.

### Ongoing projects 2010-11

The Freight program currently focuses on the research, development and completion of the following ongoing strategic research projects:

- Feasibility Study - Freight Data and Business Systems (FS1409).
- Speed and Fatigue Management - Development of Performance Based Specification (FS1412).
- Impact of LCVs/Rigid Trucks in Urban Networks - Scoping Study (FS1550).
- Local Government and the Future Freight Task (Stage 2) - guideline dissemination (FS1551).
- Bridge Assessment Tool Project and Bridge Economics Project (NTC) for Future Higher Productivity Vehicles (FS1580).
- Rest Areas Investment and Needs Prioritisation Model (FS1597).

## EMERGING TOPICS

Newly commencing projects have been identified to address key emerging challenges for Austroads member organisations. These include a continued focus on capability development transport regulators, building on our knowledge of effective road safety initiatives in freight operations and examining opportunities for improved productivity. Commencing projects include:

- Competency and Capability Development for Road Transport Regulators (FS1582).
- A Comparative Study of Operator Best Safety Practice (FS1596).
- Performance Based Standards Length Limit Review (FS1675).

The strategic outlook for the Freight program is influenced greatly by continuing reforms in the sector. The development of the next Austroads Strategic Plan will provide a valuable opportunity to ensure the Freight program maintains its relevance in this changing environment.



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# NETWORK

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## PROGRAM MANAGER

**Duncan Elliott**  
Regional Director – Metropolitan South East Region  
VicRoads



## PROGRAM SUPPORT

**Heather Bishop**  
Austroads Program Assistant  
VicRoads

## PROGRAM OVERVIEW

In 2009-10, the objective of the Network program was to focus research on improving the productivity and reliability of the road network in moving people and goods. The work of the program was focussed on delivering outcomes that support the following strategic priorities:

- managing traffic control through a network approach
- supporting sustainable transport modes
- managing demand by all user groups including
- leading strategic technical developments

This was done through the Network task force, Traffic Management review panel and Australian Bicycle Council.

## HIGHLIGHTS FOR THE YEAR

The Network program has had a number of highlights for the year including the delivery of a large program of work, including nine completed projects of which five are published, dissemination of the Guide to Traffic Management and significant steps forward in the Cooperative ITS arena. The following are snapshots of four of the major projects delivered in 2009-10:

- Heavy Vehicle Sight Distances and Rail Crossings Stage 2 (NS1563) aimed to provide acceleration rates, clearance times and sight distance requirements for all relevant vehicle combination levels for inclusion in the Austroads Guide to Road Design. The project achieved these aims with the development of sight distance requirements at rail crossings for a predefined set of heavy vehicles for future incorporation into the Guide to Road Design and Australian Standards.
- NS1563 also produced video footage of a passive control railway level crossing filmed from a prime mover cab which could assist in the training of road authority staff, road transport industry and informing policy debate in regard to future developments at railway level crossings. To assist with this difficult situation a safety checklist for drivers negotiating railway level crossings was developed. This research formed the basis for project NS1587 – Measures for Managing Safety of Heavy Vehicles at Passive and Active Railway Level crossings.
- National Cycling Strategy 2011-2016 (NP157): The current National Cycling Strategy is due to sunset at the end of 2010. This project aimed to develop a new strategy for consideration by ATC. The resulting draft strategy identifies some of the gains made under the previous cycling strategy and identifies six possible priorities and objectives that are important to the cycling community and realistic and appropriate actions that can be undertaken by government and stakeholders at the national level.
- Guidelines for selecting techniques for the modelling and analysis of network operations including environmental impact (NS1371) aimed to provide guidance in the selection of appropriate modelling techniques. This second report “Modelling of Signalised Intersections” complements the first output of this project ‘Guidelines for Selecting

Techniques for the Modelling of Network Operations including Environmental Impacts' by using the guidelines and techniques, developed in part one, in a Case Study.

The Case Study utilised techniques such as micro-modelling software, for example SIDRA, and microsimulation models such as VISSIM, AIMSUN, Q-PARAMICS at two test locations. The report identified that, in under saturated conditions, the choice of technique to analyse an intersection could have implications on the quality of prediction for performance measures as well as the cost of analysis. The case study also identified significant discrepancies in the results for environmental modelling, which has highlighted possible limitations in the accuracy of both micro-modelling and microsimulation model types for assessing possible environmental impacts. As a result, a proposed hierarchy of modelling techniques has been developed to maximise the value for money of resources spent on intersection analysis, and an updated guideline to address environmental limitations has been proposed for future consideration.

- Freeway Incident Detection – Technologies and Techniques (NS1374) aimed to review current technologies and techniques for automatic freeway incident detection (AFID) and to provide guidance on the deployment of AFID applications, focusing on the operational aspects of incident detection. It recommends options for detector type, spacing, algorithm use which is the most important to focus on in the event that a road agency does not have enough data to calibrate and validate the algorithm.

### ***Cooperative ITS***

The Cooperative ITS project achieved a number of key milestones during 2009-10. A steering committee comprising of government, NTC and ARRB was formed during the year to guide policy and program direction. Formulation of a policy road map, a review of safety implications potentially arising from the introduction of Cooperative ITS and a spectrum study were all completed to inform the discussion both now and in the future. An industry reference group was also established to facilitate stronger collaboration with industry.

### ***Knowledge Sharing***

The Network program in partnership with ARRB also had a large program of dissemination for both projects and the Guide to Traffic Management. Over 20 information sessions were run during 2009-10 on the Guide to Traffic Management or its parts, which is assisting road authorities and industry to become acquainted with the document.

## **EMERGING TOPICS**

The Network program continues to have a strong focus on managing the road network and its performance for all users, and leading strategic technical developments in ITS.

2010-11 and beyond will see continued research in the strategic areas of network management with themes including:

- The use of technology to improve the management of the network;
  - cooperative ITS
  - new equipment (Variable Message signs, Lane Use Management etc)
  - further work in the arena of Managed Motorways
  - updated software to manage congestion.
- Strategic Review, including roll-out of the new National Cycling Strategy and commencement of a review of the Australian Bicycle Council.
- Commencing the review of the Guide to Traffic Management to incorporate user feedback, best practice and new research.

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# AUSTRALIAN BICYCLE COUNCIL

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The Australian Bicycle Council (ABC) oversees and coordinates implementation of the Australian National Cycling Strategy 2005-2010. The ABC provides a forum for the sharing of information between stakeholders involved in implementing the Strategy and maintains a repository of information and resources relevant to providing for and promoting increased cycling in Australia.

The ABC met in August and November 2009 and May 2010. The National Cycling Strategy 2005-2010 is progressing well. Development of the Australian National Cycling Strategy 2011-2016 as well as a review of the NCS 2005-10 was undertaken as an Austroads project by the ABC in 2009-10.

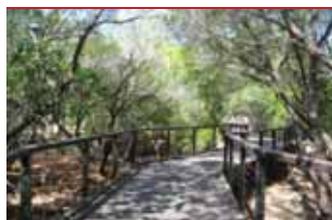
The Cycling Resource Centre (CRC) which was funded by DITRD LG, is a web-based information hub for all things related to cycling. The CRC averages 3500 visitors per month, 70% of the visitors are from Australia and just over 3% are from New Zealand. Feedback on the site has been very positive.

A 23% increase in commuter cycling was reported by the states and territories for the average annual daily trips (AADT) on the top five urban cycle routes in each jurisdiction in 2009 from the previous year. Over all there has been a 95% increase in urban commuter cycling on the top five cycle routes between 2005 and 2009, while cyclist fatalities, according to Australian Transport Safety Bureau, fell 29% between 2005 and 2009.

The ABC and the Australian Local Government Association are continuing to work together to help local government to provide a more integrated sustainable transport network, via the CRC and the ABC Local Government Cycling Network; an on-line professional network of over 280 people.

As part of the ABC's reporting arrangements, a separate annual report will be produced for the conclusion of the Australian National Cycling Strategy 2005-2010 to be presented to the Australian Transport Council.

The secretariat to the ABC is provided by the Austroads national office with funding from DITRD LG.



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# REGISTRATION AND LICENSING

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## PROGRAM MANAGER

**Phil Allan**

Executive Director, Safety and Regulation Division  
Department for Transport, Energy and Infrastructure South Australia



## PROGRAM SUPPORT

**Jane Fitzgerald**

Program Coordinator R&L Task Force  
Department for Transport, Energy and Infrastructure South Australia

## PROGRAM OVERVIEW

The primary objective of the Registration and Licensing task force is to assist road and transport agencies in their efforts to improve the security and integrity of vehicle registration and driver licensing systems and to promote national consistency. The task force has focused on working towards reducing barriers for people when transferring interstate; implementing policies to support the principles of one person one licence and one vehicle one VIN; and harmonising various aspects of driver licensing and vehicle registration schemes to increase national consistency.

The task force also provides strategic direction for the ongoing operation and enhancement of the National Exchange of Vehicle and Driver Information System (NEVDIS) which provides for the real time access to and exchange of driver and vehicle information between states and territories in Australia.

## HIGHLIGHTS FOR THE YEAR

- The implementation of the signed Memorandum of Understanding between Australia and Ontario allowing for the mutual recognition of driver licences between the two countries.
- An extension of the agreement between Austroads and the American Association of Motor Vehicle Administrators until 2012 designed to promote collaboration through the exchange of information, consultation and cooperation in relation to a number of shared aims.
- Worked in conjunction with Crimtrac on the Automated Number Plate Recognition Scoping Study (RS1461).
- Increased the scope of project National Review of the Multi-Combination Driver Training Scheme (RS1578) within budget to develop assessment instruments for all heavy vehicle classes.
- Agreement and implementation of a nationally consistent Learner Approved Motorcycle Scheme (LAMS) to ensure consistency across all jurisdictions (RS1458).
- Development of national assessment tools, marking guide and audit tools for heavy vehicle driving instructors (RS1458).

## EMERGING TOPICS

The theme of harmonisation will continue to be strong through the following years with work to continue around developing consistent policies for application across all jurisdictions.

Emerging topics for the 2010-11 program includes:

- Harmonisation of high powered vehicle restrictions for P plate drivers in consultation with the Federal Chamber of Automotive Industries.
- Consistency around the data elements captured and displayed on proof of age/photo cards.
- Indigenous licensing – exploring driver education, training and licensing and looking at providing a mechanism for policy officers to share, identify and align culturally appropriate solutions at a national level.

- Unlicensed drivers – how to deal with drivers for whom licence cancellation or disqualification is not a deterrent.
- National standards for number plates.
- A review of the National Demerit Points Scheme in relation to whether or not it is meeting its road safety objectives as directed by the Australian Transport Commission.

The Austroads Young Professionals Study Tour will occur in September of 2010 and will investigate a range of issues which tour members will report back to their jurisdiction and the task force on.

Topics to be covered include:

- harmonisation – especially in relation to the European Union
- commercialisation of vehicle data
- the application and use of driving simulators
- intelligent transport systems
- electronic vehicle identification
- customer service centre comparison
- vehicle registration schemes.

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# NEVDIS

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## PROGRAM OVERVIEW

National Exchange of Vehicle and Driver Information System (NEVDIS) provides access to and exchange of driver and vehicle information between states and territories in Australia, maintains the national Vehicle Identification Number (VIN) database and the national Written Off Vehicle Register (WOVR) database.

Austrroads has assigned responsibility for NEVDIS to the Austrroads Registration and Licensing program manager and the Registration and Licensing task force. The Registration and Licensing task force provides strategic direction and the NEVDIS management group provides strategic and operational support for the ongoing operation and enhancement of NEVDIS.

NEVDIS is managed by the NEVDIS Administration Unit (NAU). NAU is located with and supported by RTA under the terms of a Memorandum of Understanding with Austrroads.

The NAU responds to the day-to-day operational demands of registration and licensing jurisdictions, vehicle manufacturers/importers and police jurisdictions in relation to driver and vehicle management issues.

## HIGHLIGHTS FOR THE YEAR

Completion of:

- A *Strategic Review* to investigate alternative technical models to meet NEVDIS policy and business requirements including a preferred service delivery model. Following on from this, completion of *NEVDIS Structure and Resource Review*.
- Data realignment exercise between NEVDIS and Victoria's vehicle registration system.
- Enhancements in the Demerit Point Exchange System to support Queensland's move to nine digit license.
- VIN decodes data extension.

Implementation of:

- Document Verification Service (DVS) with ACT, Tasmania, Northern Territory, South Australia as issuers and NSW as a user.
- Improvements to the automatic data cleansing program to merge duplicate vehicles.
- New heavy vehicle codes in NEVDIS to support the national heavy vehicle reforms of July 2009.

Provision of support to:

- National Transport Commission for the Harmonisation of Demerit Points project.
- CrimTrac for their feasibility study to upgrade the National police reference system.
- Successful negotiation of a funding agreement with the Attorney General's Department for Personal Property Securities Register (PPSR) project. Completion of the Business Requirements Document (BRD) and commencement of development of software for the implementation of PPSR.
- Agreement from Jurisdictions and Federal Chamber of Automotive Industries (FCAI) for use of vehicle data in pilot stage of Vehicle Information Request System (VIRS) project and subsequent completion of intellectual property rights assessment of vehicle data.

## EMERGING TOPICS

The next three years for NEVDIS will be defined by the revised business plan, which takes into consideration the key findings from the *Strategic Review* and the *NEVDIS Structure and Resource Review*.

The focus will be on improving:

- business and operational efficiency

- data quality
- revenue from commercialisation initiatives.

As well as expanding NEVDIS capabilities via key projects such as:

- Personal Properties Securities Register (PPSR).
- Vehicle Information Request System (VIRS).
- Import of historical data that build towards a national data set and registration/licensing functions.

The following projects have commenced with the aim of achieving the above.

- NEVDIS data quality assessment and roadmap as the first step to progress the recommendations in the Strategic Review report.
- NEVDIS commercialisation strategy study.
- Improvements to the provision of safety recall information available to vehicle manufacturers.
- Improvements to VINs business definition and processes.

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# SAFETY

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## PROGRAM MANAGER

**Jon Douglas**  
Director, Safer Roads  
Queensland Department of Transport and Main Roads



## PROGRAM SUPPORT

**Phillip Rankine**  
Principal Advisor (Austroads)  
Queensland Department of Transport and Main Roads

## PROGRAM OVERVIEW

The Safety program aims to develop and deliver a program of strategic and technical research that will assist road and transport agencies in their efforts to improve road safety. The program aligns with the safe system approach, which jurisdictions across Australia and New Zealand now use as a basis for developing road safety policy. The approach recognises the vulnerability of the human body and that road users make mistakes, therefore the road transport system should be designed to be 'forgiving' and minimise the impact of crashes. The four cornerstones of the safe system are: safe roads and roadsides; safe vehicles; safe speeds; and safe road users. These elements interact to provide safer outcomes for all road users.

Through its research program, the Safety program aims to build the evidence basis for policies to address road safety risk through the safe system approach. Projects and publications over 2009-10 addressed each element of the safe system, with some encompassing multiple elements.

## HIGHLIGHTS FOR THE YEAR

Road safety engineering risk assessment (ST1428) has been a major topic of research. This research was aimed at better defining the relationship between road elements and crash risk and providing tools and information to better address risk on the road. It has resulted in the development of a national risk assessment model. Eleven reports have now been produced based on this research program, covering crash risk and geometric design standards, crash risk migration, best practice in crash database design, treatment life for road safety measures, review of crashes on unsealed roads, crash reduction factors, crash rates databases, rural head-on crashes, rural intersection crashes, rural run-off-road crashes and road safety and maintenance. This research has already influenced the way that road safety is delivered in a number of jurisdictions.

Effective management of speed is an integral part of the safe system approach to road safety. Several projects directly address this issue. One project on rural speed management aims to identify appropriate treatments for use on high speed rural roads that might reduce speeds and improve safety. It has also investigated techniques for reducing speeds across the rural road network, and at specific locations on rural roads (for example, at bends, intersections and the entry to townships). A number of treatments that have not been used widely (or at all) in the past are now being trialled.

Crashes at intersections are another major source of death and injury, especially if high impact speeds are involved (i.e. above 50 km/h). Another study seeks to identify ways of reducing speeds on the approach to and through intersections. A literature review of factors influencing speeds at intersections, and an analysis of casualty crash data for intersections in Australia and New Zealand have previously been undertaken. A number of treatments are currently being trialled.

Improving roadside safety has also been a major topic of research. This research is aimed at gaining a greater understanding of how to best manage and treat roadside hazards in both urban and rural areas. This year's component of the study examined the effectiveness of rural road clear zones in reducing the likelihood of run-off-road crashes and collisions with roadside objects. The factors influencing selection of clear zones on rural roads were also investigated and reported on. Further, the project investigated the role of shoulders (sealed, unsealed and in combination) and guardrail

on the crash likelihood. Crash severity impacts of these road design features were analysed. The results from this project will be of interest to road authorities in assessing and addressing risk for roadsides.

The Safety program also undertook research aimed at examining the potential for continued improvement in one area where Australia leads the world—seatbelts. While Australia leads the world in wearing rates, unrestrained vehicle occupants are still heavily over-represented in crash fatalities and there are large variations in wearing rates between metropolitan and rural and remote areas. This is in spite of the well known safety benefits and long established legislation requiring their use. This project summarised the existing evidence and made recommendations about the most efficacious mix of currently available initiatives designed to reduce seatbelt non-wearing in Australia and New Zealand. The research included an investigation of new and emerging in-vehicle technologies.

## EMERGING TOPICS

The safe system approach to road safety will continue to inform the major themes of the Safety program's research. A number of aspects of this relatively new approach remain to be resolved. Projects planned for work over 2010-11 encompass each of the four cornerstones of the safe system. New topics include: impact of roadside advertising on road safety; best practice in point to point speed enforcement; safety, operational and environmental impacts of reduced speed limits; and providing for road user error in a safe system.

Another major upcoming focus of the Safety program will be supporting the research needs of the new national road safety strategy, which will take effect from 2011.



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# TECHNOLOGY

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## PROGRAM MANAGER

**Chris Harrison**  
Group General Manager, Engineering Technology  
Roads and Traffic Authority New South Wales



## PROGRAM SUPPORT

**Tye Anthonisz**  
Technology Program Administrator  
Roads and Traffic Authority New South Wales

## PROGRAM OVERVIEW

The objective of the Technology program is to promote best practice in technology.

One of the primary focuses of the program in 2009-10 was the completion of the three parts of the Tunnel Guide. Parts 1 and 3 have been endorsed by all Chief Executives and Part 2 is close to finalisation. The Tunnel Guide has been developed in recognition of the growing use of tunnels as part of the road network.

The Technology program also managed several major technical projects in the areas of bituminous and pavement structures and surfacing.

A major pavements project for the year has been the warm mix asphalt trial conducted on-road in Victoria. warm mix asphalt appears to have significant environmental benefits provided the product can demonstrate suitable long term performance.

A major technology innovation has been the development of a wheel tracking machine that will be used by ARRB to assess the performance of granular pavement materials. This specialist device will better emulate operating conditions under traffic.

The Technology program has the following review panels:

- Bridge Technology
- Pavement Technology
- Project Delivery
- Road Design
- Evaluation and Planning
- Tunnel Technology.

The primary objective of the review panels is to manage and support the development and maintenance of the Austroads guides and to oversee Austroads technical and strategic research projects.

## HIGHLIGHTS FOR THE YEAR

The Technology program has undertaken a number of significant projects that have significant national implications.

These are:

- Updating Austroads Road User Effects (RUE) Unit values and related methodologies (TP1349). As a part of this project a review on valuing the social cost of crashes was carried out and investigates two main methods for assessing the social value of the cost of crashes ie willingness to pay and human capital methods.
- Harmonisation of Contractor Prequalification schemes (TO1640). This will lead to a nationally agreed contractor assessment, register and accreditation scheme for road and bridge construction contractors resulting in an Australia and New Zealand wide national accreditation system with consequential savings to industry.

- Harmonisation of General Conditions of Contract (TO1641). This project is investigating the development and possible adoption of standardised general conditions of contract to be used throughout Australia and New Zealand. This, similarly, will result in a standardised approach with consequential savings to industry.

Other projects that have been completed include:

- Optimum Use of Granular Bases (TT1163).
- Surface Characteristics to Meet Road User Needs (TT1355).
- Develop ESA (Equivalent Standard Axles) Relationships for all Heavy Vehicle Classes Using Both an Average and a Distribution Approach Methodology (NTC) (TS1398).
- Investigate Cost Allocation Relationships for Bridges in Relation to Heavy Vehicles (TS1399).
- Review of CPEE Distance Learning Study Unit – Road Drainage (TO1620).
- Review of CPEE Distance Learning Study Unit – Introduction to Pavements (TO1621).
- Development of New CPEE Distance Learning Study Unit – Pavement Rehabilitation Treatments (TO1622).

## EMERGING TOPICS

Some of the emerging issues and ongoing actions are as follows:

- Increasing demand for road authorities to be more environmentally responsive is being supported by research into recycling of pavement materials and the use of warm mix asphalt.
- At the national level there is a requirement to improve productivity by greater integration and consistency of systems across jurisdictions. Austroads has identified two projects in this area with the National Contractor Pre-Qualification System to be implemented in 2010-11.
- Pavements produced using local materials still comprise the major proportion of rural roads. Research is continuing on several fronts including design methods and new material testing technology in order to achieve pavements that will withstand the increasing traffic load.



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# TECHNICAL RESEARCH

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## PROGRAM OVERVIEW

A program of technical research is conducted through an agreement with ARRB. In 2009-10 research continued in four key areas:

- Bituminous surfacings
- Pavement technology
- Asset management
- Road safety engineering.

The agreement with ARRB is intended to develop and sustain a national capability for technical research and knowledge in each of these key areas so this can be available to meet the future requirements of the Australasian road industry.

An important part of the program is dissemination of the research outputs. During 2009-10 this was achieved by:

- publication of over 23 technical and research reports which are available free of charge from the Austroads website
- integration of results into and completion of the Austroads Guides
- over 19 related conference papers presented in Australia and overseas
- project related newsletters in road safety and asset management
- specialist project related workshops
- user pays workshops covering various parts of the Austroads Guides.

A number of the program outputs are to be presented at the 24<sup>th</sup> ARRB Conference and the Second International Sprayed Sealing conference to be held in Melbourne in October 2010.

The following sections provide a brief overview of the 2009-10 research program. A more detailed description of the research is provided in the ARRB sixth annual report on technical research.

## BITUMINOUS SURFACINGS

The bituminous surfacings research program is aimed at addressing issues including materials quality and supply, increased stresses applied by heavy vehicles and loss of expertise, particularly in sprayed seal design. The research focussed on asphalt materials, sealing technology, binder technology and skid resistance.

Work in 2009-10 aided the staged implementation of the Austroads asphalt mix design procedure, starting with dense grade asphalt. An asphalt deformation field trial on the Princes Highway in Melbourne, now over three years old, has been used to establish a relationship between laboratory wheel tracking testing and field rutting. A validation trial was established in Victoria in conjunction with industry to assess a range of warm mix asphalt technologies.

For sprayed seals, a prototype stereoscopic analysis method was developed to quantify circumstances that may lead to stripping or bleeding. The deficiencies of some primes and primerseals have been investigated and reported. With the collaboration of the bitumen industry, a substantially revised performance specification for bitumen sprayers was prepared including apparatus to test individual spray nozzles.

The ongoing testing of bitumens, contributing to the historical database of bitumen properties, will assist as importation of overseas manufactured bitumens increases. Research into polymer modified binders enabled links to be developed between field performance and laboratory properties and the development of a method of aging binders in the laboratory so that end-of-life properties can be assessed.

A literature review on skid resistance was undertaken which summarised previous correlation exercises between various skid testing apparatus and included literature on the effect of seasonal

variations and the effect of polished stone value on skid resistance. Various polished stone tests currently in use throughout the world were also examined.

## PAVEMENT TECHNOLOGY

The pavement technology research program is aimed at assessing the effects of heavier loads, increasing scarcity of quality road building materials and means to minimise whole-of-life pavement costs.

Research in 2009-10 focussed on exploring the relationship between breaking strain and fatigue life for bound cemented materials, with a view to appropriately reflect this dependence in the Austroads Guide to Pavement Technology. The study to examine the effects of multiple axle loads on pavement performance involved input from researchers at Michigan State University (USA), Laboratoire Central des Ponts et Chaussées, LCPC (France), and Bundesanstalt für Strassenwesen, BASt (Germany). In parallel, accelerated testing of a typical unbound granular rural highway pavement is being undertaken using the Accelerated Loading Facility (ALF). Modifications have been made to the ALF machine to enable it to apply tandem and tri-axle loads.

In the area of characterisation of unbound granular materials for deformation (or rutting) potential, work in 2009-10 centred mainly on the development of new large-scale wheel tracking equipment. In collaboration with the University of New South Wales, the development of a finite element response to load model was continued.

## ASSET MANAGEMENT

The asset management research program is targeted at improved knowledge of road network wear and cost implications of axle load increases for road freight vehicles and improving asset management decision-making capabilities.

Preliminary research was completed to assist with estimation of the load-wear-cost (LWC) relationships for road pavements, and refinement of the freight axle mass limits investigation tool (FAMLIT). The LWC relationships were presented in terms of equivalent annual uniform costs (EAUC) based on the discounted maintenance and rehabilitation costs for each road type and axle group. The EAUC were determined to be a function of climate (Thornthwaite Moisture Index) and axle mass (tonne) and alternatively as a function of climate and SAR-km. The LWC relationships were used as the basis for estimating short run marginal costs (SRMC - aimed at retaining the original pavement strength) and long run marginal costs (LRMC - involving rehabilitation and strengthening beyond original capacity to cater for increased axle loads).

Based on the long-term pavement performance (LTPP) studies, interim network level road deterioration models for rutting, roughness, cracking and pavement/subgrade strength were developed and published. These models were incorporated in the refined FAMLIT software. Further refinement of these models to allow prediction of conditions under increased surface distress (cracking) will be possible when further long-term observational and experimental data becomes available.

A national database containing pavement segments with maintenance data and associated road use information has been developed and populated with datasets from Queensland, New South Wales, Victoria and South Australia. The data were grouped into 'families' using a minimum message length (MML) approach so that each family had common data associations. Analysis of the data allowed the development of relationships between periodic maintenance expenditure and a road use variable.

## ROAD SAFETY ENGINEERING

The road safety engineering research program is aimed at provision of a safe system. The program encompasses prioritisation of activities aimed at creating safer roads and roadsides and addressing issues related to speed management and road safety.

Major research has been centred on road safety engineering risk assessment. This research spanned a variety of road infrastructure and safety topics and was aimed at better defining the relationship between road elements and crash risk. The research has culminated in the development of a national risk assessment model. The study on how best to manage and treat roadside hazards in both urban and rural areas examined the effectiveness of rural road clear zones in reducing the likelihood of run-off-road crashes with roadside objects. A review of local and international

technical standards and guidelines was undertaken including selection of frangible roadside objects (such as poles, impact attenuators) and point-hazard barriers.

Further research was aimed at identifying appropriate treatments for use on high speed rural roads that might reduce speed and subsequently improvements in safety. This research involved a literature review and an analysis of casualty crash data. A number of the treatments identified are currently being trialled.

Research into heavy vehicle safety in urban areas seeks to gain a better understanding of factors that contribute to crash severity and occurrence. Research was undertaken to identify engineering treatments that have potential as fatigue countermeasures and the effectiveness of these treatments. The research also involved designing and trialling the effectiveness of trivia-question signs on driver fatigue levels. It was found that drivers were aware of the signs and experienced some increases in alertness as a consequence of the signs.

## AUSTROADS FELLOWSHIP

The second Austroads Fellow was Tony Matacin of the Queensland DTMR. Tony undertook a Master of Engineering at Monash University on the topic of 'Unbound granular pavement moisture response due to climate'. Tony submitted his thesis for examination in September 2010.

The third Austroads Fellow, Ryan de Carteret of RTA NSW, commenced his PhD at the University of Newcastle in February 2010. Ryan's project will investigate salinity effects on sprayed seal surfaced granular pavement performance. Ryan has a fully refereed paper covering his research to date accepted for presentation at the 24th ARRB Conference in October 2010

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# INTERNATIONAL

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## **Menno Henneveld**

Chairman of Australian and New Zealand National Committee of the WRA  
Managing Director  
Main Roads Western Australia



Austrroads is involved with several international road organisations. The most significant are the World Road Association (PIARC), and the Road Engineering Association of Asia and Australasia (REAAA). It also has partnership arrangements with peak road organisations in several other countries.

## **WORLD ROAD ASSOCIATION**

The World Road Association is based in Paris. Its members include road authorities from 118 governments and some 2 500 road experts. With the agreement of the Australian Government, Austrroads manages Australia's involvement in the World Road Association. Through the New Zealand Transport Agency's membership of Austrroads, it also coordinates Australia's involvement with that of New Zealand, particularly in regard to World Road Association technical committee activities.

The Australian and New Zealand National Committee of the World Road Association operates, with the support of Austrroads, as the national committee of the World Road Association for Australia and New Zealand.

Each member country nominates a First Delegate representative to sit on the Association's Council which meets once a year. Menno Henneveld is currently the Australian First Delegate. Ernst Zollner from the New Zealand Transport Agency is currently the New Zealand First Delegate.

The Association's main activity is managing and coordinating the work by technical committees which bring together technical experts from around the world. Each committee addresses an area of current and emerging issues facing road authorities. The committees report on their work to the World Road Congress which the Association convenes every four years. Australia and/or New Zealand have full or corresponding representatives on 16 of the 17 current committees.

These representatives provide regular progress reports on the work being conducted by their technical committee. These are publicly available on the Austrroads website allowing easy access to the committees work not only to Austrroads members but the wider road and road transport industry throughout Australia and New Zealand.

As well as being the Australian First Delegate, Menno Henneveld is also a member of the Association's Executive Committee and Chair of its Communication and International Relations Commission. This is one of four Commissions that report to the Executive Committee. There are also Commissions on Technological Exchange and Development, Strategic Planning and Finance. The Commission played a key role in the development of a formal agreement between WRA and REAAA.

Austrroads also supports the Association by arranging the secondment of a professional officer from one of its member organisations. Jeremy Kaltenrieder from Main Roads Western Australia commenced a nine month secondment in April 2009. The current secondee is Mozelle Morrison from VicRoads who will conclude her secondment in October 2010. These secondments have been extremely productive in maximising Australian and New Zealand road agency benefits from participation in the activities of the World Road Association. They have also provided an exceptional professional and personal development opportunity for the officers involved.

## **ROAD ENGINEERING ASSOCIATION OF ASIA AND AUSTRALASIA (REAAA) - AUSTRALIAN CHAPTER**

The Road Engineering Association of Asia and Australasia (REAAA) based in Kuala Lumpur, Malaysia, promotes the science and practice of road engineering and related professions in the Asia Pacific region. REAAA has over 1 000 members in 26 countries and holds regular events including a triennial international conference, technical visits and study tours, trade displays, seminars, forums and workshops.

There are chapters of the REAAA established in both Australia and New Zealand. The Chairman of the Australian Chapter is Gary Liddle. The Austroads national office provides secretariat support to the Australian Chapter of the REAAA, which provides opportunities for Australian members to consult with colleagues in other REAAA member countries and from time to time organises technical visits, seminars and information exchange in Australia and Asia.

## **PARTNERSHIPS WITH PEAK ROAD BODIES IN OTHER COUNTRIES**

### **The American Association of State Highway and Transportation Officials (AASHTO)**

Austroads has an agreement with the American Association of State Highway and Transportation Officials (AASHTO), an association representing highway and transportation departments in the United States of America. This involves the exchange of information and research results and publications.

The Austroads national office maintains regular contact with AASHTO. Free copies of AASHTO publications are received under the agreement between the two organisations, which are forwarded to the ARRB library where they are made available to the staff of Austroads member organisations.

### **American Association of Motor vehicle Administrators (AAMVA)**

Austroads has an agreement with the American Association of Motor Vehicle Administrators (AAMVA). AAMVA is the equivalent organisation of AASHTO covering vehicle registration and driver licensing in the United States of America. The agreement was renewed in March 2010 for a further three years. It provides for the sharing of information between the two organisations.

### **Transportation Association of Canada (TAC)**

Austroads has an agreement with the Transportation Association of Canada (TAC). TAC promotes the provision of safe, efficient, effective and environmentally and financially sustainable transportation services in Canada. The agreement provides for the exchange of information and possible cooperative and collaborative research on topics of mutual interest. In October 2009, Gary Liddle and Murray Kidnie attended the annual conference of TAC in Vancouver, British Columbia at the invitation of TAC.

### **Organisation for Economic Cooperation (OECD) and European Council of Ministers of Transport (ECMT)**

The Organisation for Economic Cooperation and Development (OECD) and the European Council of Ministers of Transport (ECMT) have agreed to work together on transport research through the establishment of a Joint Transport Research Centre (JTRC). Austroads works with DITRDG to participate in the various research initiatives of the JTRC, generally as corresponding members of projects teams. Reports are provided to the relevant Austroads forums.

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# PUBLICATIONS

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## PUBLICATIONS RELEASED DURING THE YEAR ENDED 30 JUNE 2010

### GUIDES:

- Guide to Asset Management Part 5: Pavement Performance (AGAM05/09)
- Guide to Asset Management Part 5H: Performance Modelling (AGAM05H/09)
- Guide to Bridge Technology Part 2: Materials (AGBT02/09)
- Guide to Bridge Technology Part 3: Typical Superstructures, Substructures and Components (AGBT03/09)
- Guide to Bridge Technology Part 6: Bridge Construction (AGBT06/09)
- Guide to Bridge Technology Part 7: Maintenance and Management of Existing Bridges (AGBT07/09)
- Guide to Pavement Technology Part 6: Unsealed Pavements (AGPT06/09)
- Guide to Pavement Technology Part 8: Pavement Construction (AGPT08/09)
- Guide to Road Design Part 3: Geometric Design (AGRD03/09)
- Guide to Road Design Part 4: Intersections and Crossings – General (AGRD04/09)
- Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (AGRD04A/09)
- Guide to Road Design Part 4B: Roundabouts (AGRD04B/09)
- Guide to Road Design Part 4C: Interchanges (AGRD04C/09)
- Guide to Road Design Part 6: Roadside Design, Safety and Barriers (AGRD06/09)
- Guide to Road Design Part 6A: Pedestrian and Cyclist Paths (AGRD06A/09)
- Guide to Road Design Part 6B: Roadside Environment (AGRD06B/09)
- Guide to Road Design Part 8: Process and Documentation (AGRD08/09)
- Guide to Traffic Management Part 3: Traffic Studies and Analysis (AGTM03/09)
- Guide to Traffic Management Part 4: Network Management (AGTM04/09)
- Guide to Traffic Management Part 7: Traffic Management in Activity Centres (AGTM07/09)
- Guide to Traffic Management Part 9: Traffic Operations (AGTM09/09)
- Guide to Traffic Management Part 10: Traffic Control and Communication Devices (AGTM10/09)
- Guide to Traffic Management Part 12: Traffic Impacts of Developments (AGTM12/09)

### RESEARCH REPORTS:

- Best Practice for Variable Speed Limits: Literature Review (AP-R342/09)
- Best Practice for Variable Speed Limits: User Perception and Comprehensive Study (AP-R343/09)
- Best Practice for Variable Speed Limits: Best Practice Recommendations (AP-R344/09)
- Compliance and Enforcement – Intelligent Freight Compliance Technologies (AP-R348/10)
- Freight Task Industry Stakeholder Assessment (AP-R349/09)
- Guidelines for Selecting Techniques for the Modelling of Network Operations (AP-R350/10)
- Operational Impacts of Alternative Vehicles (AP-R351/10)
- The Commercial and Core Function Role of Road Agencies in Providing Raw Data and/or Traveller Information (AP-R352/10)
- Classification of Motorcycles as a Distinct Vehicle Class (AP-R353/10)

- Feasibility Study – Parking and Rest Opportunities in Areas Zoned for Industrial Purposes: Options Assessment (AP-R354/10)

#### **RESEARCH REPORTS (CONTINUED):**

- Competency and Capability Matrix for Regulators (AP-R355/10)
- Future Asset Management Issues No. 1: Impacts of Greenhouse Gas Emissions on Asset Management (AP-R356/10)
- Future Asset Management Issues No. 2: Impacts of Peak Oil with Increases in Bitumen and Fuel Costs on Road Use and Asset Management Funding (AP-R357/10)
- Road Safety on Local Government Roads: Final Report (AP-R359/10)
- Assessment of Rut-resistance of Granular Bases using the Repeated Load Triaxial Test (AP-R360/10)

#### **TECHNICAL REPORTS:**

- Asphalt Properties and Mix Design Procedures (AP-T138/09)
- Improving Local Road Expenditure Data Provision (AP-T139/09)
- Impact of Lower Speed Limits, for Improved Road Safety, on Network Operations (AP-T143/10)
- Road Safety Engineering Risk Assessment Part 1: Relationships between Crash Risk and the Standards of Geometric Design Elements (AP-T146/10)
- Road Safety Engineering Risk Assessment Part 7: Crash Rates Database (AP-T152/10)
- Road Safety Engineering Risk Assessment Part 8: Rural Head-on Crashes (AP-T153/10)
- Road Safety Engineering Risk Assessment Part 9: Rural Intersection Crashes (AP-T154/10)
- Road Safety Engineering Risk Assessment Part 10: Rural Run-off-road Crashes (AP-T155/10)
- Road Safety Engineering Risk Assessment Part 11: Road Safety and Maintenance (AP-T156/10)
- Reviewing ITS Technologies and Road Safety Opportunities (AP-T157/10)
- Asphalt and Seal Life Prediction Models based on Bitumen Hardening (AP-T160/10)

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# AUSTROADS AWARDS

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## ACHIEVEMENT AWARDS

Achievement awards are provided in the interests of formally recognising the role of staff within Austroads member organisations and a small number of related organisations, when bringing about the successful completion of an Austroads project. In 2009-10 they were awarded to:

- **Adrian George (VicRoads)**

For the delivery of Austroads project Operational Impacts of Alternative Vehicles (NS1205).

- **Andrew Golding (DTMR Qld)**

In recognition of his support of the Assets task force and for project managing the projects to develop probability models for the project level decision making and for enhancing the relationship between asset management and asset valuation.

- **Andrew Joyce (DTMR Qld)**

For the delivery of Austroads project Estimating Road Network Congestion and Associated Costs (NS1203).

- **Andrew Somers (VicRoads)**

For the delivery and successful completion of Austroads projects Operational Impacts of Alternative Vehicles (NS1205) and Freeway Design Parameters (NS1375).

- **Andrew Wall (VicRoads)**

For the delivery and successful completion of Austroads projects: Development of Accessibility Measures (NS1516) and Estimating Freeway Traffic Flow under Congested Conditions (NS1204).

- **Bob Peters (MR WA)**

In recognition of his outstanding contribution to the work of the Asset task force and the project management of Austroads project to assess Economics of PBS and Heavy Vehicle Loading Standards at the Network and Route Level (AT1165) and the project to measure heavy vehicle loads dynamically (AT1212).

- **Catherine Creenaune (RTA NSW)**

For the delivery and successful completion of Austroads project Development of a National Approach to Traffic Control at Worksites (NS1364).

- **Chris Egger (NTC)**

In recognition of his successful delivery of the Austroads project to Improve the Cost Allocation Rules by Road Type (AS1335).

- **David Stewart (DTMR Qld)**

For the delivery and successful completion of Austroads project Traffic signal controllers – Future Directions (NS1377).

- **Dean Zabrieszach (VicRoads)**

For his commitment and successful delivery of Austroads project The Commercial and Core Function Role of Road Agencies Providing Raw Data and/or Traveller Information (NS1413).

- **Florentina Mihai (MR WA)**

In recognition of her commitment and outstanding contribution to the delivery of Austroads project Road Use Data – Harmonisation, Collection Reporting and Access (AS1007).

- **Ian Cossens (VicRoads)**

In recognition of his significant contribution to Austroads in managing project Management of Road Surface Characteristics (AT1170).

- **James Luk (ARRB)**

For his commitment and outstanding contribution to the delivery of several Austroads network projects.

- **Kevin Smith (MR WA)**

For the delivery and successful completion of Austroads project Network Operations Planning Framework (NS1372).

- **Phil Margison (RTA NSW)**

For the delivery and successful completion of Austroads project Austroads Microsimulation Standards (NS1229).

- **Sandra Lennie (DTMR Qld)**

For her commitment and successful delivery of Austroads project Best Practice for Variable Speed Limits (NS1378).

- **Steve Clark (DTEI SA)**

For the delivery of Austroads project Heavy Vehicle Sight Distance Requirements at Level Crossings Stage 2 (NS1563).

## AUSTROADS GUIDE AWARDS

It was agreed at the July 2009 Austroads meeting that a certificate should be given to all people involved in the development and publication of the new Austroads guides. This included task force and review panel members, authors, consultants and those involved with the production of the publications. Each contributor received a certificate and a CD of the relevant guide.

# TASKFORCE AND REVIEW PANEL MEMBERS

AS AT 30 JUNE 2010

## ASSETS

Kathy Martin (Chair)	MR WA	Tim Martin	ARRB
Chris Beddall	NZTA	Lance Midgley	VicRoads
Simon Buxton	DIER Tas	Bob Peters	MR WA
Matthew Clarke	NTC	Mick Savage	IPWEA
Greg George	DITRDLG	Kieran Sharp	ARRB
Andrew Golding	DTMR Qld	Neil Walker	RTA NSW
Ian Hickson	TAMS ACT	Ernie Wanka	DLP NT
Mick Lorenz	DTEI SA		

## BRIDGE TECHNOLOGY

Chris Harrison (Chair)	RTA NSW	Phil Molloy	DTEI SA
Wije Ariyaratne	RTA NSW	Graeme Nichols	DIER Tas
Matthieu Bereni	NTC	Nigel Powers	VicRoads
Ian Hickson	TAMS ACT	Ross Pritchard	DTMR Qld
Neal Lake	ARRB	Jock Scanlon	MR WA
Nigel Lloyd	NZTA	Ahmad Shayan	ARRB
Louise McCormick	DLP NT	Peter Wilson	DTEI SA

## CAPABILITY

Peter Mitchem (Chair)	VicRoads	Ross Moody	IPWEA
Melly Andrew	NZTA	Brendan Nugent	RTA NSW
David Austin	DTEI SA	Jon Oxford	DTMR Qld
Phil Cantillon	DIER Tas	Judith Pettitt	VicRoads
Kathy Doukouris	ARRB	Michael Stanley	RTA NSW
Lou George	DTEI SA	John Taya	MR WA
Tony Gill	TAMS ACT		

## EVALUATION AND PLANNING

Chris Harrison (Chair)	RTA NSW	Helen O'Brien	MR WA
John Brewer	RTA NSW	Greg Scott	DLP NT
Dave Gennard	NZTA	Don Seiler	DTMR Qld
Mark Harvey	BITRE	Peter Tisato	DTEI SA
Kuga Kugathas	TAMS ACT	Dimitris Tsolakis	ARRB
Ed McGeehan	VicRoads	Andy VanEmmerik	DIER Tas

## FREIGHT

David Shelton (Chair)	VicRoads	Marinus La Rooij	NZTA
John Bessell	DIER Tas	Barb Littler	DLP NT
Angus Draheim	DTMR Qld	Doug Morgan	MR WA
Greg George	DITRDLG	Meena Naidu	NTC
Don Hogben	VicRoads	Lindsay Oxlad	DTEI SA
Daniel Kicuroski	RTA NSW	Rod Paule	TAMS ACT

## NETWORK

Duncan Elliott (Chair)	VicRoads	Phil Margison	RTA NSW
Simon Buxton	DIER Tas	Rifaat Shoukrallah	TAMS ACT
Robert de Maid	NTC	Anthony Swan	DITRDLG
Jeff Goode	DTEI SA	Andrew Wall	VicRoads
Lyndon Hammond	NZTA	Dennis Walsh	DTMR Qld
Geoff Horni	DLP NT	Kamal Weeratunga	MR WA

## PAVEMENT TECHNOLOGY

Chris Harrison (Chair)	RTA NSW	John Lambert	AAPA
David Alabaster	NZTA	Chris Mathias	DTEI SA
Dougall Broadfoot	AAPA	William Moodie	DLP NT
Tony Carbone	DTEI SA	Kym Neaylon	ARRB
Marcus Coleman	NTC	John Nichols	CCAA
John Esnouf	VicRoads	Andrew Papacostas	VicRoads
David Harris	MR WA	Bryan Pidwerbesky	Roading NZ
Geoff Jameson	ARRB	Ken Porter	RTA NSW
Allan Jones	DTMR Qld	Lisa Steinmetz	ARRB
Paul Keech	Narrabri Shire Council	Barry Walker	DIER Tas
Glenn Lacey	TAMS ACT	Greg White	AustStab

## PROJECT DELIVERY

Chris Harrison (Chair)	RTA NSW	Gabriel Joseph	TAMS ACT
Alex Atkins	Mornington Peninsula Shire Council	Peter Letts	RTA NSW
Phil Cantillon	DIER Tas	Colin MacKay	NZTA
Bruce Cunningham	MR WA	Carlos Rial	ARRB
George Mavroyeni	VicRoads	Peter Toll	DLP NT
Ross Guppy	DTMR Qld	Tim Warren	DTEI SA

## REGISTRATION AND LICENSING

Phil Allan (Chair)	DTEI SA	Rod Paule	TAMS ACT
Dale Andrea	VicRoads	Ben Piper	NTC
Brett Dooley	NZTA	David Putt	RTA NSW
Richard Fowler	DIER Tas	Cheryl Richey	RTA NSW
Rita Halton	DPI WA	Martin Small	DTEI SA
Geoff Hughes	NMVTRC	Mike Stapleton	DTMR Qld
Margo Leffers	DITRDLG	James Stormonth	DTMR Qld
Chris McNally	VicRoads	Phil Tout	NAU
Nicholas Papandonakis	DLP NT		

## ROAD DESIGN

Chris Harrison (Chair)	RTA NSW	Rob Grove	MR WA
Owen Arndt	DTMR Qld	James Hughes	NZTA
Peter Aumann	Monash City Council	Adil Jamil	DLP NT
Tom Brock	TACEA	Pat Kenny	RTA NSW
Robyn Davies	DTMR Qld	Ken Marshall	TAMS ACT
Richard Fanning	WA Police	Noel O'Callaghan	DTEI SA
Shane Gregory	DIER Tas	Michael Tziotis	ARRB

## ROAD TUNNELS

Chris Harrison (Chair)	RTA NSW	Steven Messenger	RTA NSW
Gregg Buyers	BCC	Kingsley Noble	DTEI SA
Matthew Callander	RTA NSW	Ross Pritchard	DTMR Qld
Ricky Cox	DTMR Qld	Geoff Raynor	LMA
Steve Di Cicco	VicRoads	Michael Tziotis	ARRB
David Kelly	QUT	John Venables	MR WA
Max Kupke	TAMS ACT	Jason Venz	DTMR Qld
Nigel Lloyd	NZTA		

## SAFETY

Jon Douglas (Chair)	DTMR Qld	Jenny Malone	DLP NT
Colin Brodie	NZTA	Joe Motha	DITRDLG
Iain Cameron	MR WA	Pam Palmer	DTMR Qld
Angela Conway	DIER Tas	Jeff Potter	NTC
James Holgate	VicRoads	David Quinlan	TAMS ACT
Soames Job	RTA NSW	Martin Small	DTEI SA

## TRAFFIC MANAGEMENT

Duncan Elliott (Chair)	VicRoads	Geoff Horni	DLP NT
Richard Burk	DIER Tas	Dave Landmark	MR WA
Steve Clark	DTEI SA	Phil Margison	RTA NSW
Griff Davis	City of Whittlesea	David Nash	VicRoads
Jon Douglas	DTMR Qld	Craig Newland	AAA
David Freeman	SA	Rifaat Shoukrallah	TAMS ACT
Bob Gibson	NZTA		

# WORLD ROAD ASSOCIATION TECHNICAL COMMITTEE MEMBERS

AS AT 30 JUNE 2010

<i>Committee</i>	<i>Representative(s)</i>	<i>Organisation</i>
A.1 – Preserving the Environment	Lisa Rossiter ( <i>English Secretary</i> )	NZTA
	Helen Murphy*	VicRoads
	Kathryn Mahoney*	DTMR Qld
A.2 – Financing Managing and Contracting of Road System Investment	Brian Noble	MR WA
	Vincent Scarcella*	DTMR Qld
A.3 – Road System Economics and Social Development	Ernest Albuquerque	NZTA
	Neil McGladrigan*	DTMR Qld
A.4 – Rural Road Systems and Accessibility to Rural Areas		
B.1 – Good Governance of Road Administrations	Brendan Nugent ( <i>English Secretary</i> )	RTA NSW
	Flori Mihai*	MR WA
B.2 – Road Network Operations	Phil Lawes	DTEI SA
	Andrew Wall*	VicRoads
	Kelvin Marrett*	DTMR Qld
B.3 – Improved Mobility in Urban Areas	Anita Curnow ( <i>English Secretary</i> )	VicRoads
	Shane Doran*	DTMR Qld
	Lyndon Hammond*	NZTA
B.4 – Freight Transport and Inter Modality	Don Hogben	VicRoads
	Trudi Meakin*	DTEI SA
	Mark Mitchell*	DTMR Qld
	Rick Barber*	NZTA
B.5 – Winter Service	Alan Burkett*	NZTA
C.1 – Safer Road Infrastructure	Jon Douglas ( <i>English Secretary</i> )	DTMR Qld
	Brendan Marsh*	MR WA
C.2 – Safer Road Operations	George Mavroyeni	VicRoads
	Bob Gibson*	NZTA
C.3 – Managing Operation Risk in National & International Road Operations	Maurice Cammack	MR WA
C.4 – Road Tunnel Operations	Arnold Dix	Consultant
	Jason Venz*	DTMR Qld
D.1 – Management of Road Infrastructure Assets	Mick Lorenz ( <i>English Secretary</i> )	DTEI SA
	Adrian Tofful*	VicRoads
D.2 – Road Pavements	Peter Bryant	DTMR Qld
<i>D.2a – Road Surface Characteristics sub-committee</i>	Peter Bryant ( <i>English Secretary</i> )	DTMR Qld
<i>D.2b – Flexible and Semi Rigid Pavements sub-committee</i>	Narelle Dobson*	DTMR Qld
<i>D.2c – Concrete Pavements sub-committee</i>	David Hazell*	RTA NSW
D.3 – Road Bridges	Erica Smith	MR WA
	Peter Graham*	DTMR Qld
D.4 – Geotechnics and Unpaved Roads	Vasantha Wijeyakukasuriya*	DTMR Qld

\* Corresponding Member

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# ABBREVIATIONS

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AAMVA	American Association of Motor Vehicle Administrators
AASB	Australian Accounting Standards Board
AASHTO	American Association of State Highway and Transportation Officials
ACMA	Australian Communications Media Authority
ANPR	Automated Number Plate Recognition
AS	Australian Standard
ABC	Australian Bicycle Council
AEC	Australian Electoral Commission
AITPM	Australian Institute of Traffic Planning and Management
ALF	Accelerated Loading Facility
ALGA	Australian Local Government Association
ANO	Austrroads National Office
ARF	Australian Road Forum
ARRB	ARRB Group
ATC	Australian Transport Council
CAF	Council of Australian Federation
CBD	Central Business District
COAG	Council of Australian Governments
COSRA	Conference of State Road Authorities
CPI	Consumer Price Index
CPEE	Centre for Pavement Engineering Education
CRC	Cycling Resource Centre
DTMR Qld	Department of Transport and Main Roads Queensland
DITRDLG	Department of Infrastructure, Transport, Regional Development and Local Government
DPX	Demerit Point Exchange
DSRC	Dedicated Short Range Communications
DTEI SA	Department for Transport, Energy and Infrastructure South Australia
DVS	Document Verification Service
ECMT	European Council of Ministers of Transport
ESA	Equivalent Standard Axles
FE	Finite Element
GST	Goods and Services Tax
GTEP	Guide to Traffic Engineering Practice
HDM-4	Highway Development and Management System
IAP	Intelligent Access Program
ITS	Intelligent Transport Systems
JTRC	Joint Transport Research Centre
LATM	Local Area Traffic Management
LPG	Liquefied Petroleum Gas
LTPP	Long Term Pavement Performance
LTPPM	Long Term Pavement Performance Maintenance

MoT NZ	Ministry of Transport New Zealand
MR WA	Main Roads Western Australia
NAASRA	National Association of Australian State Road Authorities
NCS	Australian National Cycling Strategy 2005-2010
NEVDIS	National Exchange of Vehicle and Driver Information System
NPI	National Performance Indicators
NSW	New South Wales
NTC	National Transport Commission
NZ	New Zealand
NZTA	New Zealand Transport Agency
OECD	Organisation for Economic Cooperation and Development
PAYGO	Pay As You Go
PBS	Performance Based Standards
PMB	Polymer Modified Binders
PDF	Portable Document Format
WRA	World Road Association
PPSR	Personal Property Security Register
R&L	Registration and Licensing
REAAA	Road Engineering Association of Asia and Australasia
RLT	Repeated Load Triaxial
RTA NSW	Roads and Traffic Authority New South Wales
RUE	Road User Effects
SA	South Australia
SCOT	Standing Committee on Transport
SHRP	Strategic Highway Research Program
SLIP	Smartcard Licence Interoperability Protocol
SMA	Stone Mastic Asphalt
SSA	Search Software America
TAC	Transportation Association of Canada
TAMS ACT	Department of Territory and Municipal Services Australian Capital Territory
NZTA	New Zealand Transport Agency
TRB	Transportation Research Board
USA	United States of America
VIC	Victoria
VicRoads	Roads Corporation Victoria
VIN	Vehicle Identification Number
VIRS	Vehicle Information Request System
VMS	Variable Message Sign
WA	Western Australia
WIM	Weigh-in-Motion

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# DIRECTORS' REPORT

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## Directors

The name of each person who has been a director during the year and to the date of this report are:

- Gary Liddle
- Michael Bushby
- Alan Tesch
- Menno Henneveld
- Andrew Milazzo (appointed 11 June 2010)
- Marj Morrissey
- Peter Todd
- Tony Gill
- Colin Crampton
- Adrian Beresford-Wylie
- Leslie Riggs
- Flett Steele (died 12 May 2010).

Directors have been in office since 22 October 2009 to the date of this report unless otherwise stated.

Each director's qualifications, experience and special responsibilities are shown on pages 11 to 14.

## Company Secretary

The following person held the position of entity secretary at the end of the financial year:

Murray Kidnie - BEc, MURP.

Mr Kidnie has worked for Austroads since 2001 performing the role of Executive Director with Austroads Inc and now Chief Executive with Austroads Ltd. Mr Kidnie was appointed company secretary on 22 October 2009.

## Principal Activities

The principal activities of Austroads Ltd during the financial year were to coordinate road transport related research and projects and to produce publications related to road transport. Austroads transferred from being an association incorporated under the Associations Incorporations Act 1984 (NSW) to a company limited by guarantee under the Corporations Act 2001 as of 22 October 2009.

## Operating Results

The profit of Austroads Ltd amounted to \$505,209.

## Dividends Paid

No dividends were paid or declared since the start of the financial year. No recommendation for payment of dividends has been made.

## Review of Operations and Significant Changes in State of Affairs

A review, and information about Austroads Ltd operations, including the results of those operations and changes in the state of affairs during the year appear on pages 6 to 37.

## After Balance Date Events

No matters or circumstances have arisen since the end of the financial year which significantly affected or may significantly affect the operations of Austroads, the results of those operations, or the state of affairs of Austroads in future financial years.

## Future Developments

Austroads expects to maintain the present status and level of operations and hence there are no likely developments in Austroads' operations.

## Environmental Issues

Austroads' operations are not regulated by any significant environmental regulation under a law of the Commonwealth or of a state and territory.

## Options

No options over issued shares or interests in Austroads were granted during or since the end of the financial year and there were no options outstanding at the date of this report.

## Meetings of Directors

During the financial year, three meeting of directors (including committee meetings) were held. Attendances by each director were as follows:

Director	Eligible Meetings	Meetings Attended
Gary Liddle	3	3
Michael Bushby	3	2
Alan Tesch	3	2
Menno Henneveld	3	3
Andrew Milazzo	0	0
Marj Morrissey	3	2
Peter Todd	3	3
Tony Gill	3	2
Colin Crampton	3	3
Adrian Beresford-Wylie	3	2
Leslie Riggs	3	1
Flett Steele	2	2

## Indemnifying Officers or Auditor

No indemnities have been given or insurance premiums paid, during or since the end of the financial year, for any person who is or has been an officer or auditor of Austroads Ltd.

## Proceedings on Behalf of the Entity

No person has applied for leave of Court to bring proceedings on behalf of Austroads Ltd or intervene in any proceedings to which Austroads Ltd is a party for the purpose of taking responsibility on behalf of Austroads Ltd for all or any part of those proceedings. Austroads Ltd was not a party to any such proceedings during the year.

## Auditor's Independence Declaration

The lead auditor's independence declaration for the year ended 30 June 2010 has been received and can be found on page 9316 of the directors' report.

Signed in accordance with a resolution of the Board of Directors.

Gary Liddle Austroads  
Chairperson

Murray Kidnie  
Chief Executive & Company Secretary

Dated this ..... day of ..... 2010      Dated this ..... day of ..... 2010

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# FINANCIAL REPORT

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AS AT 30 JUNE 2010

## STATEMENT OF COMPREHENSIVE INCOME

	Notes	2010 \$	2009 \$
<b>Revenue from continuing operations</b>	2	10,964,486	12,032,990
<b>Expenses from continuing operations</b>			
Corporate Expenses	3	1,485,935	1,620,517
Work Program	3	8,580,333	9,282,983
Specific Projects	3	253,803	288,364
Publications	3	139,206	150,066
<b>Total expenses</b>		10,459,277	11,341,930
<b>Profit from continuing operations before income tax expense</b>		<u>505,209</u>	<u>691,060</u>
Income tax expense	1(d)	-	-
<b>(Loss) / Profit for the year</b>		<u>505,209</u>	<u>691,060</u>
<b>Other comprehensive income for the year</b>		-	-
<b>Total comprehensive income for the year</b>		<u>505,209</u>	<u>691,060</u>

The accompanying notes form part of these financial statements.

## STATEMENT OF FINANCIAL POSITION

	Notes	2010 \$	2009 \$
<b>Current assets</b>			
Cash and cash equivalents	4	3,364,454	4,672,248
Investments	4	3,071,186	1,577,012
Receivables	5	452,352	265,323
Prepayments		22,895	23,706
Other Debtors	6	152,677	190,518
<b>Total current assets</b>		<b>7,063,564</b>	<b>6,728,807</b>
<b>Non-current assets</b>			
Property, Plant and Equipment	7	40,827	33,685
Sundry Debtor		42,344	41,434
<b>Total non-current assets</b>		<b>83,171</b>	<b>75,119</b>
<b>Total assets</b>		<b>7,146,735</b>	<b>6,803,924</b>
<b>Current liabilities</b>			
Accounts Payable	8	1,621,543	1,551,469
Contributions received in advance		304,844	205,700
Subscriptions received in advance (NEVDIS)		400,000	99,707
Unacquired Funds (NEVDIS)	15	1,815,788	2,454,464
Provision for Employee Benefits		160,142	158,252
<b>Total current liabilities</b>		<b>4,302,317</b>	<b>4,469,592</b>
<b>Non-current liabilities</b>			
Provision for Employee Benefits		11,688	6,813
<b>Total liabilities</b>		<b>4,314,005</b>	<b>4,476,405</b>
<b>Net assets</b>		<b>2,832,730</b>	<b>2,327,521</b>
<b>Equity</b>			
Net Current Year Surplus		505,209	691,060
Cumulative Surplus Brought Forward		2,327,521	1,636,461
<b>Total Equity</b>		<b>2,832,730</b>	<b>2,327,521</b>

The accompanying notes form part of these financial statements.

## STATEMENT OF CHANGES IN EQUITY

	Retained earnings \$	Total equity \$
<b>Balance at 1 July 2008</b>	1,636,461	1,636,461
Surplus for the year	<u>691,060</u>	<u>691,060</u>
<b>Balance at 30 June 2009</b>	2,327,521	2,327,521
Surplus for the 2009/10 year	505,209	505,209
<b>Balance at 30 June 2010</b>	<u><b>2,832,730</b></u>	<u><b>2,832,730</b></u>

The accompanying notes form part of these financial statements.

## STATEMENT OF CASH FLOWS

	Notes	2010 \$	2009 \$
<b>Cash flows from operating activities</b>			
<b>Cash Inflows from operating activities</b>			
Member Contributions		11,770,463	10,609,658
Publication Sales		251,014	196,549
Interest Received		159,300	199,694
External Project Funding		159,000	713,247
Other Receipts		4,471	415
Nett GST Receipt		-	153,693
<b>Cash inflow from operating activities</b>		<b>12,344,248</b>	<b>11,873,256</b>
<b>Cash Outflows from operating activities</b>			
Salaries and Related Costs		(607,161)	(521,943)
National Office including Corporate Projects		(217,964)	(607,928)
Publications		(139,206)	(150,066)
Programs		(11,116,463)	(10,536,658)
Other Expenses		(188)	-
Nett GST Payment		(53,630)	-
<b>Cash Outflow from Operating activities</b>		<b>(12,134,612)</b>	<b>(11,816,595)</b>
<b>Nett Cash Inflow from Operating Activities</b>	14	<b>209,636</b>	<b>56,661</b>
<b>Cash flow from investing activities</b>			
Proceeds from sale of Property, Plant and equipment		14,545	-
Payment for purchase of Property, Plant and equipment		(37,801)	(8,925)
<b>Net outflow from Investing activities</b>		<b>(23,256)</b>	<b>(8,925)</b>
<b>Net increase/ (decrease) in cash held</b>		<b>186,380</b>	<b>47,736</b>
<b>Cash at the beginning of the financial year</b>		<b>6,249,260</b>	<b>6,201,524</b>
<b>Cash at the end of the financial year</b>	4	<b>6,435,640</b>	<b>6,249,260</b>

The accompanying notes form part of these financial statements.

## NOTES TO THE FINANCIAL STATEMENTS

### NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

This special purpose financial report has been prepared in accordance with Australian equivalents to International Financial Reporting Standards (AFRS), other authoritative pronouncements of the Australian Accounting Standards Board, Urgent Issues Group Interpretations and the *Corporations Act 2001*.

#### (a) Basis of preparation of financial report

The company is not a reporting entity because in the directors' opinion, it is unlikely that users exist who are unable to command the preparation of reports tailored so as to satisfy, specifically, all their information needs.

This is a special purpose financial report that has been prepared for the sole purpose of complying with the *Corporations Act 2001* requirements to prepare and distribute a financial report to the members and must not be used for any other purpose. The directors have determined that the accounting policies adopted are appropriate to meet the needs of the members.

The financial report is prepared in accordance with the historical cost convention. Unless otherwise stated, the accounting policies adopted are consistent with those of the prior year.

The financial report has been prepared in accordance with the following Australian Accounting Standards;

AASB 1031	Materiality
AASB 110	Events after Balance Sheet Date
AASB 101	Presentation of Financial Statements
AASB 107	Cash Flow Statements
AASB 108	Accounting Policies, Changes in Accounting Estimates and Errors
AASB 1048	Interpretation and Application of Standards

No other applicable Accounting Standards, Australian Accounting Interpretations or other authoritative announcements of the Australian Accounting Standards Board have been applied.

Austrroads Ltd is a public company limited by guarantee and its members cannot benefit financially from its performance.

All of the members of Austrroads Ltd are government organisations whose objective is to deliver improved roads and transport outcomes to the public

#### (b) Foreign currency translation

##### (i) Functional and presentation currency

The financial statements of Austrroads Ltd are presented in Australian dollars, the entity's functional and presentation currency.

#### (c) Revenue recognition

Membership revenue is recognised over the period of time to which it relates.

Work Program Contributions are recognised when Austrroads has received or is expecting to receive such contributions.

Interest revenue is recognised on a proportional basis taking into account the interest rate and period applicable.

Publication Sales revenue from SAI Global are recognised monthly when advised by SAI Global and the appropriate Royalty is agreed.

## NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

### (d) Income tax

Austrroads has been exempted from income tax under section 50-5 of the Income Tax Assessment Act 1997.

### (e) Leases

Payments made under operating leases where substantially all the risks and benefits remain with the lessor are charged to the income statement on a straight-line basis over the lease term.

### (f) Property, Plant and Equipment

Each class of property, plant and equipment is carried at cost or fair values as indicated, less, where applicable, accumulated depreciation and impairment losses.

#### Plant and Equipment

Plant and equipment are measured on the cost basis less depreciation and impairment losses.

The carrying amount of plant and equipment is reviewed annually by directors to ensure it is not in excess of the recoverable amount from these assets. The recoverable amount is assessed on the basis of the expected net cash flows that will be received from the assets employment and subsequent disposal.

#### Depreciation

The depreciable amount of all fixed assets is depreciated on a straight line basis over the asset's useful life to the entity commencing from the time the asset is held ready for use.

The depreciation rates used for each class of depreciable assets are:

#### Class of Fixed Asset Depreciation Rate

Furniture and office equipment	20 - 33.33%
Motor vehicle	20%

The assets' residual values and useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period.

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.

Gains and losses on disposals are determined by comparing proceeds with the carrying amount. These gains or losses are included in the statement of comprehensive income

### (g) Cash, cash equivalents and investments

Cash and cash equivalents include cash on hand, deposits held at call with financial institutions, and other short term highly liquid investments with original maturities of three months or less

### (h) Trade receivables

All trade debtors are recognised at the amounts receivable as they are due for settlement no more than 120 days from the date of recognition, and no more than 30 days for other debtors.

There is no general provision for doubtful debts, as there has been no need for it.

**(i) Goods and Services Tax (GST)**

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Tax Office. In these circumstances the GST is recognised as part of the cost of acquisition of the asset or as part of an item of expense. Receivables and payables in the statement of financial position are shown inclusive of GST.

Cash flows are presented in the statement of cash flows on a gross basis, except for the GST component of investing and financing activities, which are disclosed as operating cash flows.

**(j) Provision for employee entitlements**

Provisions for long service leave and annual leave are made for all employees from the date of their commencement and are calculated at current pay rates. Additionally, provision is made for On-costs of 13% on Long Service Leave.

Provisions for long service leave for service under six years is treated as a non current liability.

**(k) Trade and other payables**

These amounts represent liabilities for goods and services provided to the company prior to the end of financial year which are unpaid. The amounts are unsecured and are usually paid within 30 days of recognition.

**(l) Income in advance**

This represents the invoices raised or monies received but goods and services not yet provided to the customers at the end of the financial year.

**(m) NEVDIS**

Austroads on behalf of Australian jurisdictional driver licensing and vehicle registration authorities has contracted with Fujitsu Australia Limited to operate and maintain the National Exchange Vehicle Driver Information System (NEVDIS). The previous NEVDIS contract with Fujitsu Australia expired on 25 August 2008. Austroads has now taken up the option to extend the contract for a further period of 4 years from 25 August 2008 to 25 August 2012. After the 25 August 2008, the annual fee is \$1,520,000 per annum (ex GST) payable monthly in arrears.

Funding of NEVDIS implementation is recognised as income to the extent of expenditure incurred to balance date. Funding in excess of expenditure is carried forward to the subsequent year as unacquitted funds in the balance sheet.

**(n) Change of accounting policy**

There have been no changes to Austroads' Accounting policies as a consequence of its change from an incorporated Association to a Public Company limited by Guarantee.

**(o) Comparative figures**

Comparative figures have been adjusted to conform to changes in presentation for the current financial year, where required by Accounting Standards.

**(p) Critical accounting estimates**

The Directors evaluate estimates and judgements incorporated into the financial report based on historical knowledge and best available current information. Estimates assume a reasonable expectation of future events and are based on current trends and economic data, obtained externally and within the company.

## (q) Adoption of New and Revised Accounting Standards

During the current year the company adopted a revised Australian Accounting Standard applicable to its operations which became mandatory.

The adoption of this standard has impacted the recognition, measurement and disclosure of certain transactions. The following is an explanation of the impact the adoption of this standard has had on the financial statements of Austroads Ltd.

### **AASB 101: Presentation of Financial Statements**

In September 2007, the Australian Accounting Standards Board revised AASB 101 and as a result, there have been changes to the presentation and disclosure of certain information within the financial statements. Below is an overview of the key changes and the impact on the company's financial statements.

#### *Disclosure impact*

**Terminology changes** - The revised version of AASB 101 contains a number of terminology changes, including the amendment of the names of the primary financial statements.

**Reporting changes in equity** - The revised AASB 101 requires all changes in equity arising from transactions with owners, in their capacity as owners, to be presented separately from non-owner changes in equity. Owner changes in equity are to be presented in the statement of changes in equity, with non-owner changes in equity presented in the statement of comprehensive income. The previous version of AASB 101 required that owner changes in equity and other comprehensive income be presented in the statement of changes in equity.

**Statement of comprehensive income** - The revised AASB 101 requires all income and expenses to be presented in either one statement, the statement of comprehensive income, or two statements, a separate income statement and a statement of comprehensive income. The previous version of AASB 101 required only the presentation of a single income statement.

The Company's financial statements now contain a statement of comprehensive income.

**Other comprehensive income** - The revised version of AASB 101 introduces the concept of 'other comprehensive income' which comprises income and expenses that are not recognised in profit or loss as required by other Australian Accounting Standards. Items of other comprehensive income are to be disclosed in the statement of comprehensive income. Entities are required to disclose the income tax relating to each component of other comprehensive income. The previous version of AASB 101 did not contain an equivalent concept.

The Company does not have other comprehensive income.

	Notes	2010 \$	2009 \$
<b>2 REVENUE</b>			
<b>Revenue from continuing operations</b>			
<b>Member Contributions</b>			
Membership Contributions		917,900	882,800
Work Program Contributions		9,472,800	9,040,700
		10,390,700	9,923,500
<b>Special Programs and Projects</b>			
DITRDLG – Australian Bicycle Council Secretariat		123,000	118,000
DITRDLG – Redevelopment of ABC Cycling Resource Centre Website		3,500	–
NTC – Jointly funded projects		7,500	203,450
RTA – Contribution to Bridge Design Guidelines for Earthquakes		25,000	–
RTA – Development of Performance Based Specification – Speed & Fatigue Management		–	1,000,000
Road Authorities – National Skills Marketing Plan		–	145,397
CAF – Harmonisation of R & L Practices		–	246,400
		159,000	1,713,247
<b>Publications</b>			
Gross Sales Revenue		248,800	196,092
Royalties		2,214	457
		251,014	196,549
<b>Interest Received</b>			
Short Term Investments		158,388	197,630
Rental Bond Deposit		912	2,064
		159,300	199,694
<b>Other Income</b>			
Sundry		4,472	–
		4,472	–
<b>Total revenue</b>		10,964,486	12,032,990

	Notes	2010 \$	2009 \$
<b>3 EXPENSES</b>			
<b>Corporate</b>			
Salaries and Related Charges		540,574	551,360
Other National Office Expenses		276,964	377,410
Corporate Projects		600	19,641
Corporate Services		51,494	57,860
Depreciation		16,303	14,246
Program Management		600,000	600,000
		1,485,935	1,620,517
<b>Work Program</b>			
Assets		1,533,452	1,470,795
Freight		568,526	1,222,296
Network		1,144,811	1,143,908
Registration and Licensing		401,406	336,400
Safety		1,416,899	1,514,429
Technology		3,404,606	3,438,599
Capability		110,633	156,556
		8,580,333	9,282,983
<b>Specific Projects</b>			
International Participation		45,189	109,970
Austrroads ARRB Fellowship		60,800	50,000
CPEE Distance Learning Units		19,200	-
Support to ALGA Reps		7,455	2,159
Test Methods & Pavement Technology Work Tips		(5,440)	8,160
DITRDLG – Australian Bicycle Council Secretariat		123,099	118,075
DITRDLG – ABC Web Based Resource Centre		3,500	-
		253,803	288,364
<b>Publications</b>			
Cost of Sales		10,786	22,721
Production and Distribution		42,000	42,000
SAIG Free Download facility		72,000	78,000
Promotion and marketing		14,420	7,345
		139,206	150,066
<b>Total Expenditure</b>		<b>10,459,277</b>	<b>11,341,930</b>

	Notes	2010 \$	2009 \$
<b>4 CURRENT ASSETS - CASH AND CASH EQUIVALENTS</b>			
Cash at bank and on hand		926,748	1,325,170
Cash at Bank (NEVDIS)		2,437,706	3,347,078
Short-term deposits and deposits at call		3,071,186	1,597,012
		<u>6,435,640</u>	<u>6,249,260</u>
Cash at the end of the financial year is reconciled to the statement of cash flow as follows:			
Cash and cash equivalents		<u>6,435,640</u>	<u>6,249,260</u>
<b>5 CURRENT ASSETS – RECEIVABLES</b>			
Trade debtors		15,383	262,243
NEVDIS Receivables		428,361	3,080
Other receivables		8,608	-
		<u>452,352</u>	<u>265,323</u>
<b>6 CURRENT ASSETS – OTHER DEBTORS</b>			
GST Receivable		<u>152,677</u>	<u>190,518</u>
<b>7 NON-CURRENT ASSETS – PROPERTY, PLANT &amp; EQUIPMENT</b>			
Office Furniture and Equipment at Cost		112,858	129,533
Accumulated depreciation		<u>(99,375)</u>	<u>(110,443)</u>
Net book amount		<u>13,483</u>	<u>19,090</u>
Motor Vehicle at Cost		33,469	23,262
Accumulated depreciation		<u>(6,125)</u>	<u>(8,667)</u>
Net book amount		<u>27,344</u>	<u>14,595</u>
Total		<u>40,827</u>	<u>33,685</u>
<b>8 CURRENT LIABILITIES – PAYABLES</b>			
Trade Payables		859,005	645,108
NEVDIS Payables		642,239	455,715
Accrued Expenses		120,299	450,646
		<u>1,621,543</u>	<u>1,551,469</u>

Notes	2010 \$	2009 \$
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## 9 MEMBERS' GUARANTEE

The company is a company limited by guarantee, incorporated and domiciled in Australia. The liability of each of its members is limited to \$20.

## 10 REMUNERATION OF DIRECTORS

There is no income received, or due and receivable by the directors.

## 11 REMUNERATION OF AUDITORS

During the year Moore Stephens Sydney, the auditor of the company earned the following remuneration:

Remuneration of Auditor for Audit of the Current Year	15,000	13,750
Remuneration of Auditor for Audit of the Previous Year	1,250	1,750
<b>Total remuneration</b>	<b>16,250</b>	<b>15,500</b>

## 12 CONTINGENT LIABILITIES OR ASSETS

The company is not aware of any contingent liabilities or assets at year end (2009 – nil).

## 13 LEASE COMMITMENTS

Operating Lease Commitments – being for the rent of office

Payable – minimum lease payments

– Not later than 12 months	113,035	112,463
– Between 12 months and 5 years	226,069	
	<u>339,104</u>	<u>112,463</u>

The property lease is for a term of 3 years, with rent payable monthly.

	Notes	2010 \$	2009 \$
<b>14 RECONCILIATION OF PROFIT FROM ORDINARY ACTIVITIES TO NET CASH INFLOW / (OUTFLOW) FROM OPERATING ACTIVITIES</b>			
Operating (loss) / profit after income tax		505,209	691,060
Adjustment for non-cash-flow items			
Depreciation and amortisation		16,303	14,246
Net loss on sale of non-current assets		(188)	415
Change in operating assets and liabilities			
(Increase) Decrease in accounts receivable		(187,028)	907,920
(Increase) Decrease in other operating assets		37,740	(153,018)
Increase (Decrease) in trade creditors and accruals		70,074	(34,830)
Increase (Decrease) in other provisions		6,765	29,417
Increase (Decrease) in other operating liabilities		(239,239)	(1,398,549)
<b>NET CASH INFLOW FROM OPERATING ACTIVITIES</b>		<b>209,436</b>	<b>56,661</b>
<b>15 NEVDIS</b>			
<b>Income</b>			
Membership Contributions		2,483,960	3,983,518
Safety Recalls		113,828	91,997
Data Extracts (ABS, QT and Other)		6,500	22,255
AEC Extract Charges		163,476	157,620
AG – DR Connectivity		9,000	–
AusIndustry Funding for LPG vehicle checking		–	9,800
Transport SA extract charges		1,669	6,676
Interest Received		44,962	75,007
<b>Total Income</b>		<b>2,823,395</b>	<b>4,346,873</b>
<b>Expenditure</b>			
Fujitsu Subscription and Operating Costs		1,597,834	2,273,710
RTA NEVDIS Administration Unit and Salaries		1,488,351	1,177,774
NEVDIS Projects		363,036	350,648
Other		12,849	484
<b>Total Expenditure</b>		<b>3,462,071</b>	<b>3,802,616</b>
<b>Net Surplus for the Year</b>		<b>(638,676)</b>	<b>544,257</b>
Amount Unexpended in Previous Years		2,454,463	1,910,207
<b>Amount Unexpended transferred to Liabilities</b>		<b>(1,815,788)</b>	<b>(2,454,464)</b>

## 16 MATTERS SUBSEQUENT TO THE END OF THE FINANCIAL YEAR

There were no subsequent events that occurred prior to the end of the financial year

## 17 ENTITY DETAILS

The registered office and principle place of business of the company is:

Austroads Ltd  
ABN: 16 245 787 323

Level 9, Robell House  
287 Elizabeth Street  
Sydney NSW 2000 Australia  
Tel: +61 2 9264 7088  
Fax: +61 2 9264 1657  
austroads@austroads.com.au  
www.austroads.com.au

## DIRECTORS' DECLARATION

Austroads Ltd  
ABN 16 245 787 323

### DIRECTORS' DECLARATION

The directors have determined that the company is not a reporting entity, and that this special purpose financial report should be prepared in accordance with the accounting policies outlined in Note 1 to the financial statements.

The directors declare that the financial reports and notes set out on pages 50 to 63:

- a) comply with Australian Accounting Standards as detailed in Note 1 to the financial statements
- b) give a true and fair view of the company's financial position as at 30 June 2010 and of its performance for the financial year ended on that date in accordance with the accounting policies described in Note 1 to the financial statements.

In the directors' opinion:

- a) the financial statements and notes are in accordance with the Corporations Act 2001
- b) there are reasonable grounds to believe that the company will be able to pay its debts as and when they become due and payable.

This declaration is made in accordance with a resolution of the directors.

Director

Date:

## INDEPENDENT AUDITOR'S REPORT

(Note: will be provided on Moore Stephens Sydney Letter head for the meeting and inclusion prior to publication)

### To the members of Austroads Ltd

We have audited the accompanying financial report, being a special purpose financial report, of Austroads Ltd ("the company"), which comprises the balance sheet as at 30 June 2010, and the income statement, statement of changes in equity and cash flow statement for the year then ended, a summary of significant accounting policies, other explanatory notes and the directors' declaration.

### *Directors' Responsibility for the Financial Report*

The directors of the company are responsible for the preparation and fair presentation of the financial report and have determined that the accounting policies described in Note 1 to the financial statements, which form part of the financial report, are appropriate to meet the requirements of the *Corporations Act 2001* and are appropriate to meet the needs of the members. The directors' responsibility also includes establishing and maintaining internal control relevant to the preparation and fair presentation of the financial report that is free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

### *Auditor's Responsibility*

Our responsibility is to express an opinion on the financial report based on our audit. No opinion is expressed as to whether the accounting policies used, as described in Note 1, are appropriate to meet the needs of the members. We conducted our audit in accordance with Australian Auditing Standards. These Auditing Standards require that we comply with relevant ethical requirements relating to audit engagements and plan and perform the audit to obtain reasonable assurance whether the financial report is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial report in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the directors, as well as evaluating the overall presentation of the financial report.

The financial report has been prepared for distribution to members for the purpose of fulfilling the directors' financial reporting requirements under the *Corporations Act 2001*. We disclaim any assumption of responsibility for any reliance on this report or on the financial report to which it relates to any person other than the members, or for any purpose other than that for which it was prepared.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

### *Independence*

In conducting our audit, we have complied with the independence requirements of the *Corporations Act 2001*.

### ***Auditor's Opinion***

In our opinion the financial report of Austroads Ltd is in accordance with the *Corporations Act 2001*, including:

- a) giving a true and fair view of the company's financial position as at 30 June 2010 and of its performance for the year ended on that date in accordance with the accounting policies described in Note 1; and
- b) Complying with Australian Accounting Standards to the extent described in Note1 and complying with the Corporations Regulations 2001.

MOORE STEPHENS SYDNEY  
Chartered Accountants

S. Tzannes  
Partner

Sydney