

Waka Kotahi: 2020 - IAG MEETING

Meeting Name:	Waka Kotahi Industry Advisory Group Meeting		
Date of Meeting:	11 th November 2020	Time:	9am-3pm
Meeting Facilitator:	Pete Connors (Waka Kotahi)	Location:	Waka Kotahi Boardroom, Chews Lane Office
Meeting Objective:	The key objective of the Industry Advisory Group (IAG) is to optimise and improve sustainable system management within New Zealand.		
Attendees:			
Name	Organisation	Email Address	
Jonathon Doggett	Downer	Jonathon.doggett@downer.co.nz – in person	
Chris Edsall	Downer	chris.edsall@downer.co.nz	
Bevan Sandison	FH	Bevan.Sandison@fultonhogan.com	
Adam Humphries	FH	Adam.humphries@fultonhogan.com	
Gary Porteous	WSP Opus	Gary.Porteous@wsp-opus.co.nz – in person	
Sean O'Neill	Higgins	S.ONeill@higgins.co.nz – in person	
Nicky Smith	HEB	Nicky.Smith@HEB.co.nz	
Chris Kerr	HEB	chris.kerr@heb.co.nz – in person	
Lee Hautler	HEB	Lee.Hautler@heb.co.nz	
Peter Silcock	Civil Contractors	peter@civilcontractors.co.nz	
Stacy Goldsworthy	Civil Contractors	stacy@civilcontractors.co.nz – in person	
Robert Tutty	Beca	Robert.tutty@beca.com – in person	
Wendy Edwards	Ventia	Wendy.Edwards@broadspectrum.com	
Victor Hensley	Ventia	victor.hensley@ventia.com.au	
Dean Elder	Southroads	dean.elder@southroads.co.nz	
Stuart MacLeod	Southroads	stuart.macleod@southroads.co.nz – in person	
Simon Bird	GHD	Simon.Bird@ghd.com – in person	
Jack Hansby	Waka Kotahi	Jack.hansby@nzta.govt.nz – in person	
Margarita Gonzalez-Borrero	Waka Kotahi	Margarita.Gonzalez-Borrero@nzta.govt.nz – in person	
Steve Rusbatch	Waka Kotahi	Steve.Rusbatch@nzta.govt.nz - online	
Peter Connors (chair)	Waka Kotahi	Peter.connors@nzta.govt.nz – in person	
Wayne Oldfield	Waka Kotahi	Wayne.oldfield@nzta.govt.nz	
Mike Manion	Waka Kotahi	Mike.manion@nzta.govt.nz – in person	
Rob Campbell	Waka Kotahi	rob.campbell@nzta.govt.nz - in person	
Rachael Davidson	Waka Kotahi	Rachael.davidson@nzta.govt.nz – in person	

MEETING AGENDA

Topic	Lead / Time
Item 1 - Welcome & Safety Moment	9.00 – 9.10am Pete Connors
Item 2 – Waka Kotahi Updates 2.1 Overview and Annual Plan Position for 20/21 2.2 Update from Waka Kotahi on Timing for SM018 and Annual Plan / NLTP process/Bitumen Supply – Marsden Point 2.3 New KRA V5 agreement update 2.4 OAG report, Waka Kotahi workstream leads and next steps	9.10am – 10am Margarita Mike/Margarita Margarita Rob C
Item 3 – 3.1 Planning for moving to the MASH standard for truck mounted Attenuators 3.2 Contract Record Keeping for Measure and Value and unscheduled work	10.00-10:30am Mike M Mike M
MORNING TEA	10:30am-10:45am
Item 4 - Industry Matters: 4.1 Moving to a lump sum arrangement for the additional TTM costs post the 2018 changes. 4.2 Update from Waka Kotahi on Plan for 20/21 TTM audits 4.3 Programming 4.4 COPTTM update and T&C Model rollout 4.5 West Waikato NOC and Wellington NOC updates 4.6 Contract Boards Governance Training	10.45am – 12:30pm Mike M Mike M Mike M Mike M Mike and Steve R Pete
LUNCH	12.30 – 1pm
Item 5 – Technical Advice Team 5.1 Process for Renewals Performance 5.2 MMP and QMP ‘approval’ process. <i>Background: We are required to review/update our management plans annually and then (presumably) get Waka Kotahi approval/ sign-off to use the updated plan. Our MCMs are happy to sign-off most management plans but we get the feedback that MMP and QMP is outside their remit. Who should be signing off these plans for us and what process should we follow for this? (Adam Humphries)</i> 5.3 Holding maintenance on deferred renewal sites (due to re-prioritisation of Annual Plan)	1:00pm-2:00pm Jack H Jack and Margarita Jack H
Item 10 General Business <ul style="list-style-type: none">• Bitumen cost adjustment• M10 and M27	2:00pm-2:30pm
Item 11 Review previous actions	2:30pm-3:00pm

Date of next meeting:	Wednesday 3rd March 2021
Location:	Waka Kotahi Chews Lane Boardroom

Future Meeting dates for 2021:
19th May 2021, 4th August 2021, 10th November 2021

NOVEMBER 2020 MEETING MINUTES

1. Safety moment

Observation on audits that were looking quality and TTM. There are a lot of breaches on the TTM, which is quite worrying. Of the four visits, four issues came up. Example - vehicles driving into the work zone that shouldn't be. The results will go to the supplier for them to take the appropriate measures. Observation is that we haven't solved the problem here, and we need to get good practices culturally embedded in our teams to make sure that they are looking after themselves.

3.1 Planning for moving to the MASH standard for truck mounted Attenuators

This advice originally came out in 2018.

Background

The world's vehicle fleet has changed since the development of the NCHRP 350 crash testing protocol in the 1970's. The larger vehicle size has meant that the 350 systems no longer fill the need and has led to the development of a new test protocol known as the Manual for Assessing Safety Hardware (MASH).

In 2009 (updated in 2016) the American Association of State Highway & Transportation Officials (AASHTO) published the MASH protocol which has been adopted by many countries including NZ, and most importantly the Austroads Board on the advice of Austroads Safety Barrier Assessment Panel (ASBAP) – refer attached letter. The reference in the letter to "Part 2 products" refers to AS/NZS 3845 Part 2:2017 which contains the performance requirements for TMAs and RUPDs to be submitted to ASBAP for consideration. The Austroads Board has a target date of 2020 for implementation of the change.

TMAs are usually mounted to work, or road maintenance trucks or trailers towed by such trucks, that are used by workers carrying out road maintenance or road works some distance in front of the truck. They are often parked on a road to shield against errant vehicles that would otherwise collide with road workers if the truck or trailer was not in place. TMAs usually protrude a significant distance from the rear of the truck in order to provide sufficient distance for the impacting vehicle to be slowed and for the ride down decelerations for the occupants to be within MASH nominated limits. TMAs can usually be disconnected from the truck.

RUPDs are usually permanently mounted to the rear of trucks or trailers towed by such trucks. RUPD's usually do not protrude from the rear of the truck and mostly rely on the impacting vehicle's frontal crash protection system(s) for ride down decelerations for the occupants although some of the impact kinetic energy can be dissipated by the RUPD.

Proposed Actions and Timelines for New Zealand

It is our expectation that a supplier importing new road safety hardware would now bring in MASH products to ensure they are future proofed.

TMAs and RUPDs deployed on the NZ network will need to be MASH compliant systems by no later than 31 December 2028 but may be deployed earlier.

There are a number of considerations:

- *Currently NZ has a fleet of NCHRP 350 Test Level 2 (TL2) TMA's, these will need to be phased out*
- *There are no MASH TL2 TMAs available at present*
- *The support vehicles for MASH TL3 TMAs are generally heavier than those currently used for NCHRP 350 TL2 TMAs*
- *New Zealand now has 110km/h permanent speed limits in some locations*

The proposal is to apply the following minimum requirements on level 2LS, level 2 and level 3 roads:

- a) Phase out NCHRP 350 TL2 TMAs as they become unserviceable or by 31 December 2028 whichever occurs first
- b) By 31 December 2020, MASH TL3 TMAs as detailed in Section 6, AS/NZ 3845 Part 2:2017 are to be deployed on level 2 and 3 roads with permanent posted speed limits of 70km/h or greater
- c) NCHRP 350 TL2 TMAs may continue to be deployed on level 2 roads with permanent posted speed limits of 70km/h or less until 31 December 2028
- d) Rear Underrun Protection Devices (RUPDs) as detailed in Section 7, AS/NZ 3845 Part 2:2017 may be used on vehicles deployed on level 2LS and level 2 roads with permanent posted speed limits of 60km/h or less
- e) These changes apply to all new temporary traffic management (TTM) activities undertaken after the respective dates of enactment outlined above and to any current TTM contracts where the proposed changes can be accommodated subject to appropriate value assessment

Discussion

There are upgrade programmes in place. There has been delays in shipping due to Covid-19 across the board. Waka Kotahi want to work to a better standard of TMA's. For those that are running old TMA's there is no ability to get parts so you will need to upgrade anyway. There is a grandfathering arrangement in this notice. This notice only affects Level 2 networks. West Waikato in their new contract will be working to the new standard. Wellington when they move to the new contract, they will be working to the new standard. Northland, BOP West and North Canterbury will be the only Level 2 networks left. Waka Kotahi want Industry to replace when the TMA's are worn out. Any new TMA's should be brought in accordance with the notice.

Rear under run protection devices – there are no suppliers in NZ. Stacy has engaged with Julian on this and is awaiting a response.

ACTION #1 Mike Manion to work with Barry Stratton on issuing a notice. Steve Rusbatch to confirm that the new MASH standard does apply for a notice for West Waikato.

3.2 Contract Record Keeping for Measure and Value and unscheduled work

We need to improve the way that Measure, and Value items are recorded in the monthly reports. This information is important for the management of the current contracts, benchmarking between contracts and for setting quantities for future contracts. MS clause 3.8.1 (m) requires the inclusion of a measure and value achievement status report as part of the monthly report.

This needs to show the use of all measure and value quantities for the contract period to date. It is important that this includes measure and value quantities which may have been used to build up prices for projects, such as renewals and variation works.

ACTION #2 Mike to draft an NTC around requirements in the monthly reporting and send around the IAG for feedback before issuing to MCMs to distribute. Mike to also include best practice examples.

Item 2 – Waka Kotahi Updates

2.4 OAG report, Waka Kotahi workstream leads and next steps

Recommendations

Waka Kotahi: Maintaining state highways through Network Outcomes Contracts.

1. monitor and report on the outcomes and benefits achieved from the Network Outcomes Contracts to help it ensure that the contracts are effectively and efficiently supporting Waka Kotahi in achieving safe, resilient, and reliable state highways;
2. identify, mitigate, monitor, and report on the strategic risks from maintaining the state highway network to reduce the likelihood of those risks affecting the safety, reliability, and resilience of state highways;
3. review the roles and delegations of the parties involved in the Network Outcomes Contracts to ensure that they are clear and support collaborative processes between Waka Kotahi and suppliers; and
4. measure, assess, and report its own performance in supporting the Network Outcomes Contracts, as intended, so it can identify opportunities to improve and be held to account for its own performance.

Implementing recommendations from the OAG audit findings is of critical priority to Waka Kotahi.

Mike, Jack and Margarita are the leads for these recommendations.

There is a meeting with OAG this Friday 13th November 2020 to test thinking with them and what we intend going forward. OAG update will remain as a standard agenda item at the IAG.

It the next 2-3 years, Waka Kotahi have to make changes in response to the OAG findings and recommendations.

There is a broader Industry interest. Local Authorities are interested in how these recommendations are addressed and look for guidance.

Rob will use the IAG and ILM-M workstreams for engagement on this.

2.2 Overview and Annual Plan Position for 20/21

End of October Review - NOC



Total budget including debt funding is \$2.2B. There is currently \$10M allowance for Emergency works.

Waka Kotahi are closely monitoring the risks every month.

Waka Kotahi require accurate forecasting.

The message is to go and deliver your programmes within the budget constraints as advised. Waka Kotahi will manage the risk if any big events happen.

2.2 Update from Waka Kotahi on Timing for SMO18 and Annual Plan / NLTP process

Margarita and her team are finalising the instructions for SMO18. Hoping to have these shared in the next couple of weeks. It is a really tight budget for 21-24. Whatever figures you put in your original submission last year is the maximum you are likely to get. More than likely it will be less.

There was a session yesterday with the AP moderation team and they looked at the SHAMP.

Last year was the biggest programme we have ever had.

Confirmation of funding will be April 2021.

Question around redistribution of the quantity – Once the modelling has been done, what Waka Kotahi are finding is that for some networks, the quantity submitted in the Annual Plan is less than what it was. The modelling is showing that more is needed.

Bitumen supply - Marsden Point

Waka Kotahi is undertaking a review of the end to end Bitumen supply chain and understanding the potential impact of Marsden point closing down February 2021.

There is some information Waka Kotahi need Industry to help collect for review of the supply chain we are conducting. Bernie Cuttance would like to have access to the adjuster for the NOCs.

M1 raised – BPG04 paper will be coming to the IAG via Stacy by the end of the week. This will be an approval process update. Grant Bosma will need to receive this paper.

ACTION #3 Margarita to share Bernie's email. Industry to provide Bernie Cuttance access to the adjuster for all the NOCs for the forecast around volumes. ASM and Milford Alliances will also need to provide access.

ACTION #4 Industry to send Margarita their projected Bitumen volumes for this season (month by month). Margarita will share this information with Callum (Lead advisor Infrastructure) for NOCs. If these quantities could be supplied per NOC, that would be appreciated.

2.3 New KRA V5 agreement update

Version 5.03 will be applicable from 1st July 2020.

NTC has been issued via the MCMs.

Margarita and her team are working on Induction training packages. There will be a separate one for CMT (virtually on Teams) and the Board.

FAQs will come out soon

The 1st KRA booklet will be published in the next week or so.

1st quarterly booklet for period 2 will be out in January.

Workshops will be completed per supplier.

Item 4 - Industry Matters:

4.1 Moving to a lump sum arrangement for the additional TTM costs post the 2018 changes.

In April 2019 Waka Kotahi issued letters to the suppliers about managing worksites. Short term cyclic activities are what has been impacted the most. These changes were made urgently after the Matata incident. Since then, Waka Kotahi have been reimbursing Industry for the additional cost.

Waka Kotahi need to have financial control over this cost-plus compliance especially with the budget constraints this year. There was a network drive over last week with some key leads. There is a big variance across the country. There was some discussion about rescinding the notice, but that was parked. Understanding of Risk is poor. Risk based assessment can be subjective. There are good robust processes around funding for Road Safety, which is risk based. TTM seems to be treated in a different way. Planning issues become delivery issues. Chris has been through a review process with the ASM and can share the findings.

ACTION #5 Chris, Stacy, Gary and Mike to form a working group and write up a proposal for the Additional TTM costs. Rachael has set up a meeting on 23rd November 2020.

4.2 Update from Waka Kotahi on Plan for 20/21 TTM audits

Mike has spoken with Neil Greaves and asked for a focus on the higher risk areas.

Information has been circulated to Industry on the areas getting audited. The audit process is end to end. It will be looking at the planning process and sign off.

4.3 Programming

Programming is variable across the sector. MCMs will have more involvement in looking at programme reviews, making sure that they are kept current. Covid-19 was a good example of how programming wasn't managed well.

Moving forward

- MCMs to review programmes regularly.
- Industry to look at visibility into the quality of the planning (plan vs actual).
- MCMs taking an interest will drive the teams to lift the game.
- Journey managers need to be engaged early.

4.4 COPTTM update and T&C Model rollout

Chris is the workstream lead for Roles and Responsibilities. There was a stakeholder meeting 10th November 2020. There have been 700 submissions which are all based on COPTTM. Recommendation has been that Austroads guide to TTM is adopted. Section 1-10 are very clear. If you take Roles and Responsibilities - a risk-based process has been applied to every role. Recommendation that the TMC role should be warranted and should have a competence level through Waka Kotahi.

There is a technical steering group – All Waka Kotahi

Duayne Cloke and Suzanne (who is the work safe lead) will be doing roadshows to all RCAs to talk about PCBU responsibilities and also talk about their funding model from Waka Kotahi for road maintenance.

Mike and Pete will chat to the System Management about the Governance process on 12th November 2020.

Training and competency will need to be updated based on the changes.

ACTION#6 The requirement for the completion of the Quality TMD (Designer/Planner) on the 31st December 2020 needs to be pushed out due to the changes that are underway in COPTTM. Pete to seek this extension with James Hughes. James Hughes to advise of the extension by a notice to the NOCs and Local Authorities.

There is a high fail rate.

Pete and Mike to raise at the SM meeting also.

4.5 West Waikato NOC and Wellington NOC updates

West Waikato – Interactives start Monday 16th/Tuesday 17th November. Tender closes 17th December 2020.

Wellington – Paper looking at the future model and timing is under internal review. Option will go to the Board December 2020.

Waka Kotahi would like to thank Industry for their input to date on both West Waikato and Wellington.

4.6 Contract Boards Governance Training

Back in October 2019 there was a workshop about Governance. It was looking at the empowerment of the Boards, the KRA framework, proactive risk and opportunity, partnering between Waka Kotahi and the NOC Boards, continuous improvement, role clarity between CMT, effectiveness of Board meetings, Board reporting and the role of the Board chair.

Now Waka Kotahi are set to roll out the changes

Workshop 1 – NOC working group is going to get back to the Governance Board about the changes.

Workshop 2 – Implementing the changes of the new NOC specification

Workshop 3 – Engagement with the CMT on the Governance specification and the implementation and process.

Workshop 4 – Follow up of the implementation for the NOC changes

First workshop is the end of November.

Boards will only do what's aligned to the CMT.

ACTION #7 Rob to check with Michael Kwok what's in the document and making sure that we are not taking any empowerment away from the Engineers to the Contract and MCMs.

Item 5 – Technical Advice Team

5.1 Process for Renewals Performance

The primary outcome of the Post Construction Design Assessments is to give Waka Kotahi assurance that quality outcomes are being achieved. Waka Kotahi has an emphasis on the quality of renewal works and proposed remediation to ensure our Transport Outcomes are met. There has been an increasing occurrence of performance issues observed across the country associated with pavement renewal and resealing works and if these renewals are delivering value for money.

Peter McDonald, Richard Topham and Frank Nieuwland are in a task group and they have been tasked to go away and communicate through the contract Boards the concerns and the outputs from the process, so that they are able to understand the size of the issues for the contracts.

Paper has been presented to the Downer

Each supplier with the local team will review the outputs from the renewals output report and they will come up with whether they agree or disagree that there is alignment on what the treatment will be.

There will be training workshops internally. The discrepancies in performance will be managed under a 3 R's process.

- Risk Transfer
- Remediation
- Refund

The intent of the Post Construction Design Assessment Report is for continuous improvement around the way we deliver. Discussion needs to be had at a local level.

5.2 MMP and QMP ‘approval’ process.

Background: We are required to review/update our management plans annually and then (presumably) get Waka Kotahi approval/sign-off to use the updated plan. Our MCMs are happy to sign-off most management plans but we get the feedback that MMP and QMP is outside their remit. Who should be signing off these plans for us and what process should we follow for this? (Adam Humphries)

NOC1 and NOC3 – Suppliers need to have Approval in their management plans. Interim the process is the same for John and Gordon until the new operating model is finalised (Jan/Feb).

MCMs and the KRA subgroup to meet with Margarita to work on some framework.

Timeline on the process – 1st period is accepted that suppliers have met the pre-requisite. 2nd period to implement.

The review needs to be “in period”. One annual review but there will be quarterly assessments on improvement. The Annual review should identify some improvements that are required. Then each quarterly period you measure if those improvements are getting implemented.

Following of the plan will also need to be checked.

5.3 Holding maintenance on deferred renewal sites (due to re-prioritisation of Annual Plan)

Networks have had to reprioritise the AP to fit withing the budget constraints. On one Network there were TAS sites that needed deferred. It was discussed with the local team around the risk of holding them for 1 year. The holding strategy was agreed and costed, and the network made allowances for that out of their total budget. This is now on hold because the local team has said that they are awaiting guidance from the National team.

Adam to discuss with Jack offline.

Item 10 General Business

10.1 Bitumen cost adjustment

The adjuster is not reflecting the market. There have been periods of over and under recovery. The old inputs were agreed in 2012. Industry want to agree new inputs and put the mechanisms that Bernie reviewed in at 100%. Then they want to discuss now and back until November when Industry raised their hand and said that the inputs weren't right, and how that is resolved. Then there is the discussion to be had prior to 2019. Industry believe that the legal opinion that Waka Kotahi sourced is incomplete.

This will be escalated up the supply chain.

Adam Leslie has been invited to the next meeting in March 2021 to discuss Pavement Management strategy.

10.2 M10 and M27

New Specifications for Dense Graded Asphalt Concrete and Stone Mastic Asphalt

Purpose

This Note advises that Waka Kotahi NZ specification M10: 2020, Specification for Dense Grade Asphaltic Concrete (AC) and specification M27: 2020 Specification for Stone Mastic Asphalt (SMA) have been released for general use and are available on the HIP web site for download at <https://www.nzta.govt.nz/resources/dense-graded-and-stone-mastic-asphalt/>

The key changes are:

- Changes to the mix design process;
- Strengthening of requirements for quality control testing;

- The separation of SMA into its own specific specification;
- Inclusion of an option to use the Superpave™ method of asphalt mix design.

General information

M10 specification was last reviewed in 2014. At that time, it underwent substantial change, permitting the use of the Austroads method of asphalt mix design, the addition of course-graded AC designated asphalt mixes and including, for the first time, specified criteria for SMA mixes. Over the past six years a number of issues have been identified that required a review of the specification. The intent of the review and specification update was to improve the quality of asphalt mixes, reducing risk and cost for client and supplier alike.

Changes to the Specifications

M10 and M27 now allow the use of the Superpave™ laboratory specimen compaction apparatus and conditions for the preparation of test specimens during the mix design process with the agreement of the Engineer.

A requirement to conduct regular volumetric testing mixes at production has been introduced into both specifications and acceptance limits have been set around the air voids content of compacted mix specimens. While this new requirement will increase the cost of asphalt testing it is expected that consequent improvements in quality and reduced remedial costs will outweigh the testing cost.

A statistical process is used to determine density and air voids compliance of mix placed in the field. The statistical process has been adjusted to a proportion defective risk of 10% (as previously) and a probability of acceptance of 90%.

M10 and M27 now explicitly require the use of binders compliant with M01-A specification

Minimum asphalt layer thicknesses have been adjusted upwards for dense asphalt mixes in M10 specification. The intention is to specify a minimum thickness, based on research, such that the aggregate structure is properly formed in the asphalt mix layer to achieve good compaction, density and air voids, and hence durable mixes.

The "Very Heavy" design target of 5% air voids has been amended in M10 to a design air voids content of 4%.

A more detailed procedure to optimise the aggregate structure for SMA mixes has been included in M27.

Other incremental improvements include:

- Updated and clarified rules over asphalt mix design revalidation;
- A production trial is mandated for all new mix designs;
- The assessment of layer thickness from core specimens is assessed for compliance using a statistical approach;
- More information is required to be provided prior to acceptance of an asphalt mix design.

Benefits

It is expected that, over time, the Superpave™ method will become the norm in both New Zealand and Australia. This will align our practices with international norms which are based on extensive research and field validations.

Adding a requirement to do volumetric testing of asphalt mixes at production will lift the quality of asphalt pavements. It has long been considered best practice but its absence from specifications until now has increased the risk of non-compliances with mix placed in the field.

The statistical process to determine compliance of asphalt placed in the field has been adjusted to reduce the risk of non-compliant mix being accepted by Waka Kotahi. This approach is consistent with the approach of other road agencies and specifications.

A requirement to use asphalt binders as specified by Waka Kotahi M01-A specification has been added. This has the double advantage of linking binder choice to site climate and traffic loading and provides a rational basis for the use of polymer modified binders in asphalt mixes where they are necessary.

The design target of 5% voids has been removed from the specifications. This amendment was made to ensure that mixes had enough binder for good fatigue behaviour, with any risk of increased susceptibility for deformation managed by the mandated Wheel Tracking testing.

A detailed process for designing SMA mixes, based on AASHTO R 46 has been included in the new M27 specification. This process ensures that a "stone-on-stone" coarse aggregate skeleton is formed in the SMA mix. Formation of such a skeleton is necessary to prevent densification, flushing and deformation of SMA mixes in service. It is believed that using R 46 will improve the quality and durability of SMA mixes in New Zealand.

Implementation

The review of M10 and the development of M27 were completed by a working group, with representatives from client, consultant and contractor organisations, working under the aegis of the National Surfacing's Technical Group. As such there has been wide and extensive consultation with the new specifications developed by consensus. It is hence expected that uptake of these new specifications will be smooth, resulting in better quality asphalt mixes and better outcomes for client and supplier alike.

The new specifications are now available for use. To aid the implementation support and advice is available from Waka Kotahi Principal Surfacing's Engineer at pavements@nzta.govt.nz.

Effectiveness review

To ensure that these specifications have been implemented effectively, it is intended to undertake a review in twelve months' time to find out how aware practitioners are of the specifications and how well they have been used.

There is a disconnect between the standards and the funders.

ACTION#8 Jack to get advice for Industry from Grant Bosma about the implementation plan.

ACTION#9 Industry to feedback cost of the changes to Stacy.

ACTION #10 Steve R to look at West Waikato and make sure this new specification is included.

ACTIONS (from November 2020 meeting):

ACTIONS:

	Action	Owner	Action raised	Due Date	Status
1	<p>3.1 Planning for moving to the MASH standard for truck mounted Attenuators</p> <p>Mike Manion to work with Barry Stratton on issuing a notice. Steve Rusbatch to confirm that the new MASH standard does apply for a notice for West Waikato.</p>	Mike/Steve	November 2020	March 2021	
2	<p>3.2 Contract Record Keeping for Measure and Value and unscheduled work</p> <p>Mike to draft an NTC around requirements in the monthly reporting and send around the IAG for feedback before issuing to MCMs to distribute. Mike to also include best practice examples.</p>	Mike	November 2020	March 2021	
3	<p>Bitumen supply - Marsden Point</p> <p>Margarita to share Bernie's email. Industry to provide Bernie Cuttance access to the adjuster for all the NOCs for the forecast around volumes. ASM and Milford Alliances will also need to provide access.</p>	Margarita/Industry	November 2020	March 2021	
4	<p>Bitumen supply - Marsden Point</p> <p>Industry to send Margarita their projected Bitumen volumes for this season (month by month). Margarita will share this information with Callum (Lead advisor Infrastructure) for NOCs. If these quantities could be supplied per NOC, that would be appreciated.</p>	Industry/Margarita	November 2020	March 2021	
5	<p>Moving to a lump sum arrangement for the additional TTM costs post the 2018 changes.</p> <p>Chris, Stacy, Gary and Mike to form a working group and write up a proposal for the Additional TTM costs. Rachael has set up a meeting on 23rd November 2020.</p>	Chris/Stacy/Gary and Mike	November 2020	March 2021	
6	<p>4.7 COPTTM update and T&C Model rollout</p> <p>The requirement for the completion of the Quality TMD (Designer/Planner) on the 31st December 2020 needs to be pushed out due to the changes that are underway in COPTTM. Pete to seek this extension with James Hughes. James Hughes to advise of the extension by a notice to the NOCs and Local Authorities.</p>	Pete C/James Hughes	November 2020	March 2021	

7	4.8 Contract Boards Governance Training Rob to check with Michael Kwok what's in the document and making sure that we are not taking any empowerment away from the Engineers to the Contract and MCMs.	Rob C	November 2020	March 2021	
8	10.2 M10 and M27 Jack to get advice for Industry from Grant Bosma about the implementation plan.	Jack/Grant Bosma	November 2020	March 2021	
9	10.2 M10 and M27 Industry to feedback cost of the changes to Stacy.	Stacy	November 2020	March 2021	
10	10.2 M10 and M27 Steve R to look at West Waikato and make sure this new specification is included.	Steve R	November 2020	March 2021	
PREVIOUS ACTION POINTS STILL ONGOING:					
1	4.5 Bitumen and Emulsions Adam Leslie and Janice Brass are leading this. More work is required, Jack to look at Board minutes about what that work is required and come back to the IAG.	Jack	August 2020	March 2021	
2	6.1 Line marking Mike has had a brief discussion with David Adams. Mike will get a team together (Sean O'Neil, Adam Humphries and someone from Downer) to look at problems associated with pavement marking within the contracts and how we develop decent strategies going forward and get this moving before Xmas. Mike M to share learnings from East Waikato	Mike	August 2020	March 2021	
3	7 Safe Network Programme Tim Crow to look at smarter ways to get ATP renewals replaced back on the safe network programme site. How can we get this done nationally across all the networks after rehabs? RAMM needs to be up to date to start with. Margarita advised that this is getting thought about and a solution is being trialled to better capture data.	Tim Crow	August 2020	March 2021	
1	3.6 Management of Fatigue during and after callout -Mike Manion Mike has passed this onto the ILM-M Safety workgroup. Work safe are running a vehicles workplace programme. Stacy has provided information about this topic to them.	CLOSED			
2	KRA V5 adoption	CLOSED			

	Jack to draft up the formal offer for Waka Kotahi and will send out to Industry early next week.			
3	Annual Plan 5.5 Feedback & discussion – how the process went this year, ideas for improvements next year. This sits with Jacqui Hori-Hault's group for the AP and 3-year planning.	CLOSED		
4	4.3 Litter Feedback to Jack in 3 sections a) Approach, b) How easy to identify hot spots and c) Price by Friday 20th March 2020.	CLOSED		
5	3.2 NOC doc update – Version 3 Each supplier to provide high level feedback to Rachael. Waka Kotahi will then get together in a workshop to prioritise and identify common themes. Jack and Pete to lead this. Once Waka Kotahi have had a workshop then we will have a workshop with IAG.	CLOSED		
6	Fish Ladder Ian and Megan will sort details and inform industry Rodney Albertyn is attending the next MCM meeting to talk about fish passages. Any key information will be fed back to Industry.	CLOSED		
7	Work on what is required with the 1:1 meeting (8.3 1:1 Supplier meetings - would these be superseded by ILM-M? Could there still be opportunity to discuss/provide feedback – e.g. delivery every 6 months?) Propose a meeting including one rep from ILM-C and ILM-M both attend 1:1 mtg) November Update: meetings to discuss performance outside this forum to get honest feedback Last ones were in March last year - there is an existing arrangement now Previously it was done at a high level - including tier 3 manager Pete to talk to Bevan Sandison and include Janine Emerson (procurement ILM) May 2020 Leave as an action on Pete. Improvements to the NOC	CLOSED		

