

Waka Kotahi: 2022 - IAG MEETING

Meeting Name:	Waka Kotahi Industry Advisory Group Meeting		
Date of Meeting:	10 th August 2022	Time:	9am-3:30pm
Meeting Chair:	Pete Connors (Waka Kotahi)	Location:	Virtually via TEAMS
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	
Nick Rodger	Downer	Nick.Rodger@downer.co.nz – in person	
Jonathon Doggett	Downer	Jonathon.Doggett@downer.co.nz (ALTERNATE)	
Bevan Sandison	FH	Bevan.Sandison@fultonhogan.com (ALTERNATE) APOLOGIES	
Adam Humphries	FH	Adam.humphries@fultonhogan.com – in person	
Gary Porteous	WSP	gary.porteous@wsp.com – in person	
Michael Darnell	WSP	mike.darnell@wsp.com	
Sean O'Neill	Higgins	S.ONeill@higgins.co.nz - in person	
Chris Kerr	HEB	chris.kerr@heb.co.nz - APOLOGIES	
Rob Sharp	HEB	rob.sharp@heb.co.nz (ALTERNATE) – via TEAMS	
Stacy Goldsworthy	Civil Contractors	stacy@civilcontractors.co.nz – TEAMS	
Robert Tutty	Beca	Robert.tutty@beca.com – via TEAMS	
Nick Jones	Ventia	Nick.Jones@ventia.com	
Stuart MacLeod	Southroads	stuart.macleod@southroads.co.nz via TEAMS	
David Larsen	GHD	David.larsen@ghd.com – (ALTERNATE) via TEAMS	
Simon Bird	GHD	Simon.Bird@ghd.com – APOLOGIES	
Craig Pitchford	Aecom	Craig.pitchford@aecom.com	
Gavin O'Connor	Stantec	Gavin.Oconnor@stantec.com (ALTERNATE)	
Jack Hansby	Waka Kotahi	Jack.hansby@nzta.govt.nz – in person	
Jaco De Vries	Waka Kotahi	Jaco.devries@nzta.govt.nz APOLOGIES	
Rochelle Leach	Waka Kotahi	Rochelle.leach@nzta.govt.nz APOLOGIES	
Peter Connors (chair)	Waka Kotahi	Peter.connors@nzta.govt.nz – in person	
Wayne Oldfield	Waka Kotahi	Wayne.oldfield@nzta.govt.nz - APOLOGIES	
Mike Manion	Waka Kotahi	Mike.manion@nzta.govt.nz – in person	
Rachael Davidson	Waka Kotahi	Rachael.davidson@nzta.govt.nz - APOLOGIES	

MEETING AGENDA

Topic	Lead / Time
Item 1 - Welcome & Safety Moment - 1 minute silence to remember Margarita Recognition/success	9.00 –9.10am Pete Connors
Item 2 – Waka Kotahi Updates 2.1 Potholes – how well are we managing them? 2.2 NOC contract review update 2.3 The coming seasons work programme 2.4 WK restructure/update on new roles. - Explanation on TAIT, PAIA etc and their roles and how they fit into the NOCs 2.5 Waste disposal levy – how does Waka Kotahi plan to implement this (reporting and levy), particularly for on-network disposal sites.	9:10am – 10:30am Mike Manion (9:10am-9:30am) Pete Connors (9:30am-9:45am) Mike Manion (9:45am-10am) Pete C (10am-10:10m) Mike M/Virginia (10:10am-10:30am)
TEA BREAK (15 mins)	10:30am-10:45am
Item 2 – Waka Kotahi Updates continued 2.6 Bitumen supply and Bitumen cost adjustment/escalation 2.7 LAMPs – how these fit into the NOCs and suppliers MMP processes 2.8 Juno development – summary overview of what dev work is currently underway 2.9 SCRIM data and programmes – update on process and any analysis done on data quality	Bernie/Pete(10:45am-11:00am) Jack (11:00am-11:20am) Hinewai/Jack (11:20am-11:35am) Jack H (11:35am-12pm)
Item 3 – Industry Matters 3.1 TTM update (standing item each meeting)	Stacy Goldsworthy (12pm-12:25pm)
LUNCH BREAK (30 mins)	12:25pm-12:55pm
Item 2 – Waka Kotahi Updates continued 2.9.1 Setting the baseline and FWP in Juno	Rob Choveaux (1pm-1:15pm)
Item 4 General Business 4.1 Update from ILM-M Focus Groups by group leads Systems, Safety, Innovation, Collaboration, People and Sustainability	ILM-M leads (1:15pm-1:30pm) PLEASE COME PREPARED
Item 2 – Waka Kotahi Updates continued 2.9.2 Programme and Standards update	Rochelle Leach/Mark Allingham (1:30pm-2:15pm)
Item 3 – Industry Matters continued 3.2 Feedback from WK to CCNZ proposed workshop on NLTP planning 3.3 Furthering the GMA discussion tabled at the last meeting. JH and SG agree there should be better value 3.4 ATP – Risk of this activity not being funded	Stacy G (2:15pm-2:30pm) Stacy G and Jack H (2:30pm-2:50pm) Adam H (2:50pm-3:10pm)
Item 5 Review previous actions	3:10pm-3:20pm

Date of next meeting: 9th November 2022

Location: TBC - Wellington

Future Meeting dates for 2023:

TBC

August 2022 MEETING MINUTES

Item 1 - Welcome & Safety Moment

1 minute silence to remember Margarita Gonzalez-Borrero, Gary Cowley, Jo Carling and John Wilson.

Recognition

- Honesty coming through with the NOC Contract Review, various groups involved and a fantastic opportunity
- OIA and Ministerial
- Weather responses
- CCNZ Award for Southroads NOC

Success

- Renewal of Contract Extensions – Great spirit in the team, true collaboration of people wanting to make this work. The agency wants to work with supplier and supplier want to work with Waka Kotahi.
- Wellington Transport Alliance (WTA) is operational, it has been 1 year since evaluation and procurement.

Item 2 – Waka Kotahi Updates continued

2.6 Bitumen supply and Bitumen cost adjustment/escalation – Stacy Goldsworthy



Terms of Reference
- Price Adjustment Ir

(Refer to attachments)

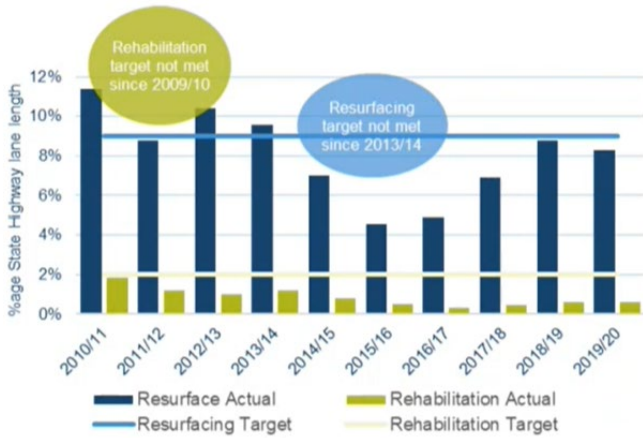
CCNZ requests clarity on the bitumen supply model that Waka Kotahi intends to operate from the 1st of July 2023. The current position is creating uncertainty in the supply market. It is in the interests of all stakeholders to have certainty so all can plan appropriately.

CCNZ requests urgency regarding engagement and establishment of a price adjustment index for bitumen to replace the Z Energy price list currently being used. Previous discussions took an extended amount of time to end up with the current Z Energy price list position. While we would hope that discussions could be concluded quickly, it would be wise to have additional time available. We request the following

- Agree to engage on the development of new price adjustment index for bitumen as soon as reasonably practical.
- Agreement of a terms of reference for future discussions. Attached is a draft that was prepared a while ago. Having clear expectations from all stakeholders is required for this and future discussions.
- It is expected that there will be a step change once a new adjustment is put in place. Ideally there should be a transition period of at least 3 months to allow for corrections to be agreed if required.
- Agree on time frames for discussions post implementation to track the agreed adjustment indices is fair and reasonable.

Action 2# Bernie to talk to Shane Avers with Stacy Goldsworthy's comments

2.7 LAMPs – how these fit into the NOCs and suppliers MMP processes – Jack Hansby



Source: Waka Kotahi 2018-21 Business Case

Figure 26. The rehabilitation and resurfacing target and actual over a 10-year period.

- Blue bars are reseals/resurfacing
- 15, 16, 17 & 18 is when we under invested in the network
- The aim is to be at 9% renewal



LAMP Programme Development (2022C)

(Refer to attachments)

- Provide a top down invest need for 24-27 NLTP bid
- Our focus will be to have an intermediate to advance lifestyle plan in place
- We create a consistent method for assessing asset condition and levels of service across the whole country

LAMP Purpose, Intro/scope & Summary - wk-lamp.herokuapp.com

2.8 Juno development – summary overview of what dev work is currently underway

- FWP Management Tool:
 - o Phase 1: complete.
 - One source of truth for the Pavement and Surfacing FWP
 - Permissions based FWP
 - Re-designed FWP review tool (Treatment, Type, Extra Costs, Work Categories)
 - Security around NLTP period and 10y period (different permissions for 3y vs 10y)
 - Network Summary reporting (for lane k, area, cost, WC)
 - Map View of FWP
 - o Phase 2: underway. End date end of 2022
 - FWP Audit database
 - FWP setup functionality enhancement
 - Role-based and action-based permissions
 - Further improvements to existing functionality (ICC, FIT, security)
 - Functionality for end of year processes
- Centralisation of database: underway. End date end of 2022
 - o Combine Suppliers and Waka Kotahi into single database

- This will allow permissions and rules for Supplier access to Waka Kotahi FWPs
- Waka Kotahi JunoViewer Steering Group set up
 - SME from across the business have formed a Steering Group to ensure JunoViewer continues to be fit-for-purpose and user friendly
 - Tasked with collating feedback from across Waka Kotahi on enhancements/improvements to JunoViewer
 - Made up of Hine, Andrew Crofts, Robert Choveaux, Peter McDonald, John MacDonald, Paul Geck, Aarin Bang
- Lonrix JunoViewer Industry Working Group
 - Lonrix have set this group back up, one meeting held in July. Will use this forum to liaise with key industry players on proposed changes to JunoViewer etc.

Feedback from IAG:

- Waka Kotahi Champions to ask Fulton Hogan questions as well (AH)
- Emphasising the feedback Fulton Hogan have given the team around the tool. I feel as if suppliers (Fulton Hogan) may lose control over the programme and seem we are moving away from the core principals. (AH)
- **Look to broaden the steering group for Juno to include suppliers, use AMDS group**
- **Giving suppliers visibility of changes that Waka Kotahi is making in the forward works plan, so that understand the consequences**
- **The role based and action-based permissions to enable suppliers to seek changes made by Waka Kotahi**

2.9 SCRIM data and programmes – update on process and any analysis done on data quality – Jack Hansby

Across our networks the general feeling is that we have more exceptions come out of the scrim report. There is quite a difference between the two trucks to do the survey. The scrim data goes into PCDAR performance measurements, the differences that we see in year to year cast a shadow over the suitability to use. (AH)



scrim data anomalies - 2021-22

(Refer to attachments)

Barry O'Shea is the high spec data runner; Peter Robinson needs to be involved in the conversation.

Action #3 Jack to go back and check the alignment of two vehicles. Refer to Adam's Scrim Data presentation.

Action #4 Clarification notice that came out in Nov 2021 – Texture calculation for three coat seals, the wording and intent in the notice. Stacy Goldsworthy to send the concerns to IAG once completed.

Item 3 – Industry Matters

3.1 TTM update (standing item each meeting)



TTM Training and Competency - Summr

(Refer to attachments)

CCNZ wrote to the Waihangā Ara Rau to look at a NZTA framework for TTM. Workers will be assessed against those qualifications/micro credentials. They will then be deemed competent; this is a robust process and once agreed it connects us with Te Pukenga who will create the content and training. (SG)

- Estimated date of roll out has not been confirmed yet
- Concern is teaching and having a TTM context around risk and management assets processes
- Culture of change, people wanting to keep themselves safe

I understand we were going to be early adopting in the enabling contract place and new standard. The idea is now to work at that, the pricing and what is needed in the contract will be done with management suppliers and handed down to Waka Kotahi. (PC)

Heads of agreement from Dave Adams (PC)

Agree to include negotiation in early adoption of NZ Guide TTM Principals and reimburse the extra planning and management cost associated with this early adoption. Also explore converting the current measurement and value TTM associated with March 2000 notice of interim traffic management arrangement for operations, used for mobile traffic management or shoulder closures with no temporary speed.

In between the above statements, the following has been added; Negotiations are around these additional costs are to be undertaken by a separate working group and applied to the rollover negotiation once completed.



TMP Form - v3.1 -
14 0900 JUL 22 (002).

(Refer to attachments)

In relation to the NZGTTM trial site on the MW NOC, the trial looked at employing the risk-based approach as detailed in the NZGTTM. In general, the required TMP/TMD formation required a lengthier time to consult with multiple parties and undertake analysis, (local roading authority for detour route and potential conflicts, WK parties, community stakeholders, construction manager, sealing manager, etc.). This meant that the time and resource required in the planning phase is a lot more extensive, refer to attached proposed TMP planning form which covers several the areas and considerations that had to be considered and worked through.

From an operational perspective, some additional preoperational equipment (VMS boards with advance notice of closure) and controls during the closure (VMS boards advising detour, alternate route use, expected delay time, etc.) were required. In the context of executing the TMP/TMD into operational delivery, there were some shortcomings that showed some additional time and site management resource/co-ordination should be considered in conjunction with some clarity around current and potential new roles associated with TTM.

Potential additional resource identified were (dependent on traffic volumes): refinement of TMC position, Traffic Engineer (risk and traffic impact assessment), Traffic Planner(s), TTM Superintendent/Supervisors (quality assurer roles). Additional part time requirement for TTM Assessor/Coach. There may be some additional administration and monitoring system requirement e.g., CAD software, Mooven/traffic monitoring, Sidra, etc.

While the trial was focused on a rehab site, the above suggested roles also considered application into routine maintenance activities however it was not tested. (SO)

As of today, we do not have a work safe guidance and operating to COPTM. We are trying to get ahead of this by setting a NZQA guidance.

Item 2 – Waka Kotahi Updates continued

2.9.1 Setting the baseline and FWP in Juno – Robert Choveaux



JunoViewer FWP
Presentation for IAG

(Refer to attachments)

The main point from Costs in the Pavement Master FWP is we still have the original cost in the Info_Cost_2022_Old column which were uploaded with the original October baseline. That cost is still the primary cost it takes.

Discussion and questions.

- Any treatment length changes you make in Juno need to be updated in RAM as well.
- Running the risk of overspending on the network.

This will be tracked in Juno, a summary sheet to show what your overall costs are. And if you make any changes in Juno it has a running sheet to tell you about your allocation for the full 3 years.

- Juno still pull the treatment length report out of RAM, this is still our database for the asset. Juno is not replacing nomad; it is an interim measure.
- If we are not updating Nomad, what are we updating?

We are updating the pavement master forward works programme, one source of the truth. Suppliers are expected to update with the 10 years in Juno.

- Are the changes through Juno documented to get consistency across all users? Juno User guide will cover all of this. Same training with Industry.

Item 4 General Business

4.1 Update from ILM-M Focus Groups by group leads

System Management

- Juno, one source of the truth
- Juno, Scrim tool. Looking to make further enhancements, key industry people involved
- Annual review plan project, no funding yet
- RAMM HTML SQL function, taking over from the old RAM SQL. Work in the new SQL environment
- Gavin O'Connor has left Stantec, we may need to look at another sponsor

Safety

- Last two meetings have been focusing on feeding into the NOC Review, safety on the NOC

Innovation

- KPI. Has been put in as a measure does not score
- Innovation Awards - running in conjunction with the future roads conference, asking Waka Kotahi to judge again

Collaboration



Collaboration
Update 220810.pptx

(Refer to attachments)

- 77 responses
- 12% positive shift in trust levels between stakeholders
- Overall, 83%
- Mahi Tahi training to networks
- Extend Mahi Tahi to people involved but do not sit at contract level
- Posters in offices
- Looking for opportunities to share messages about collaborative practice
- Issues around the messaging being distributed out (NR)
- Struggling to receive high responses on the health survey. People are receiving too many surveys (AH)
- Feeling the same as Adam, some of the questions need to be reviewed (SM)
- Cultural survey being distributed within the alliance (GP)

People & Sustainability

- Had a meeting last week, hoping to run a recruitment campaign across the regions with a M&O focus. There is also a new training development manager who will implement this.
- **Maintenance Workforce Demographics** - See attached questionnaire (also available at [Questionnaire](#))
 - **Action #5 All - Please respond with any comments/feedback to KK by COB Friday 12th August**
- NOC Newsletter: WTA kick off, LIM update
- Craig West was the sponsor but has stepped down
 - **Action #6 Pete Connors to identify someone from the ILMM to replace Craig.**

Item 2 – Waka Kotahi Updates continued

2.9.2 Programme and Standards update – Mark Allingham



(Refer to attachments)

End of year Activity Class funding update

- Revenue is down
- Cost is rising rapidly
- Delivery is slow
- Current funding demand can be met by revenue – just
- 21-24 NLTP will achieve less outcomes than expected
- Board have chosen a balanced management approach
- SH perspective sitting slightly below
- Delivery and forecasting are the two big points across our activity classes

Key Messages

- Final achievement against September programme and overall programme was below 95% target for resurfacing and renewals.
- **However, the overall achievement of 2,170 In.km is the highest in last 5 years**
- 21.22 actual spend was 77% of the forecasting provided from Nov onward, with our final spend \$49M less than that forecast in May for June. More work required around accurate forecasting, as this number should have been known throughout season.
- 21.22 Preservation and SCRIM resulted in **highest achieved quantity** in last 5 years, totalling 2,170 In.km. This was 359 In.km **less than submitted** in September baseline and 155 In.km less than reduced 21.22 programme.
- There is an emerging trend of less work in Oct-Dec and more reliance on delivery in Mar-Apr maybe putting pressure on operational delivery. *Possible drivers for this include programme changes and lack of resource to complete pre-reseal repairs ahead of season start.*
- *Work is underway on the NLTP 24/27*
- The Ministry of Transport has revised its GPS 2024 work with Strategic Priorities including Emissions Reduction and Funding including Monitoring

Programme Delivery – Resurfacing Status

Pavement and surfacing:

- Sept baseline qty of 2,529 In.km reduced to 2,323 In.km
 - 2170 complete
- 7 of the 23 contracts have completed their programmes.
- 8 of the 23 contracts are within 5 In.km of completion.
- Achievement:
 - 86% of Sept baseline
 - 93% of reduced programme
 - 153 In.km incomplete
- Overall Status:
- Final achievement against September programme and overall programme was below 95% target for resurfacing and renewals.
- However, the overall achievement of 2,170 In.km is the highest in last 5 years

Programme Delivery – Year on Year

	18.19	19.20	20.21	21.22 Baseline	21.22 Delivered	
Pavement & Surfacing	2,128	1,904	1,679	2,255	2,119	94%
SCRIM		120.2	133.8	67.1	66.1	98%
ATP				595.6	263.6	44%
Drainage				270 no.	154 no.	57%

Having discussed and reviewed the deliverability of our resurfacing and pavement rehabilitation programme a future target of 2,200 In.km and upper target 2450 In.km has been established for 22.23

This was achieved through a combined approach by M&O and P&S, going back to Regions, Networks and Suppliers to discuss market, people, resources and agreeing achievable and realistic programmes.

What steps can we take to have those same results across our other programmes, starting with those that have achievement reporting?

The revenue was not going to be impacted around the fuel taxes around M&O spend.

M&O spend itself, within the activity class bracket some are sitting towards the bottom. There is room for movement if we do end up at that point and it all depends on where we end up in the next two years.

Item 3 – Industry Matters continued

3.2 Feedback from WK to CCNZ proposed workshop on NLTP planning

Waka Kotahi support the proposed workshop around NLPT and are working on a response to CCNZ, note that we will always have budget constraint

Action 7# Jack to find out what industry involvement will be for 24- 27.

3.3 Furthering the GMA discussion tabled at the last meeting. JH and SG agree there should be better value – Stacy Goldsworthy

6 years ago, John Doberman came to the AQA Association to talk about how the chip saucers were put into RAM. A clean out of the system of what was deemed inaccurate, a process was then put in place. This has come from perotechnic report on skid resistance on the network, and it showed that there were some sources that had good performances.

Is it time to revisit the RAM in database? We will get a better idea of performance of chip on the network, and can we utilise that to get better value? Jack agrees with Stacy that it is time to revisit the RAM in database.

3.4 ATP – Risk of this activity not being funded – Adam Humphries

FH believe there is a real risk out on the network with ATP not getting reinstated.

ATP sites have been put into the Annual Plan, but they are not getting funded.

Across the FH contracts they applied for \$5M worth of ATP for the 3-year block and only ended up getting \$60,000 approved.

There are two things going on

- People balancing their budget by not doing their ATP. It is an easy line to take out
- MCMs get a price for the ATP because it is a provisional sum, and they are not willing to pay it because it is too expensive

You cannot have a back log of ATP. It is a huge risk. In some places they have a huge back log of ATP and where we come unstuck is when there is a fatal accident.

We are just putting ATP out on the less trafficked roads as part of the boost, but we are not putting it back on the main road

Action 8# Pete C has been tasked to look at ATP contractually and how we might do it as part of the contract review.

Item 5 Review previous actions

Date of next meeting: 9th November 2022

Location: TBC - Wellington

ACTIONS (from May 2022):

	Action	Owner	Action raised	Due Date	Status
1	Waka Kotahi Action 1# Mike to organise the below information for Virginia <ul style="list-style-type: none"> - A list of sites – Consented first (Actively using, managing as great than 6 months, define the type of site) - Names of MCM who verifiers in each area will be - A person who will load the data - Draft of questions 	Mike	August 2022	November 2022	
2	Industry Action 2# Bernie to talk to Shane Avers with Stacy's comments	Bernie	August 2022	November 2022	
3	Waka Kotahi Action #3 Jack to go back and check the alignment of two vehicles. Refer to Adam's Scrim Data presentation.	Jack	August 2022	November 2022	
4	Industry Action #4 Clarification notice that came out in Nov 2021 – Texture calculation for three coat seals, the wording and intent in the notice. Stacy to send the concerns to IAG once completed.	Stacy	August 2022	November 2022	
5	Industry Action #5 All - Please respond with any comments/feedback to KK by COB Friday 12th August Questionnaire	ALL	August 2022	November 2022	
6	Waka Kotahi Action #6 Pete Connor to identify someone from the ILMM to replace Craig.	Peter	August 2022	November 2022	
7	Waka Kotahi Action 7# Jack to find out what industry involvement will be for 24- 27.	Jack	August 2022	November 2022	
8	Waka Kotahi Action 8# Pete C has been tasked to look at ATP contractually and how we might do it as part of the contract review.	Pete C	August 2022	November 2022	
9	Waka Kotahi	Mike	August 2022	November 2022	

	Action 9# Mike to distribute the new guide for ESMP, IAG to provide feedback.				
PREVIOUS ACTION POINTS STILL ONGOING:					
1	<p>Waka Kotahi ACTION #1 – Jack to seek more clarity with Dave Darwin and Steve Higgs on Bitumen Emulsion and forecasting the extra funding within Waka Kotahi in the next NLTP. In the WK Board meeting minutes it advised that by 2027 that WK were looking at rolling out Emulsions across all contracts.</p> <p>Implementation</p> <p>The move from cut-back bitumen to bitumen emulsion will be supported through the phases indicated below:</p> <ul style="list-style-type: none"> For all existing contracts Waka Kotahi will continue to support the use of bitumen emulsions For all new contracts issued prior to 30 June 2024 Waka Kotahi will assess the opportunity to mandate bitumen emulsion on a case by case basis. For all new contracts issued after 1 July 2024 Waka Kotahi will mandate the use of bitumen emulsion for sealing operations. <p>These changes will be applied to all state highway works including maintenance. Waka Kotahi will provide support to local authorities to adopt bitumen emulsions through this process.</p>	Jack	March 2022	August 2022	Open - Progressing
2	<p>General Business ACTION #5 Pete to see if Karen Kiriona's ILM focus group newsletter can be included in Brett's update.</p>	Pete	August 2021	August 2022	Open
3	<p>Waka Kotahi ACTION#1 – Network Condition KPI. Rochelle/Margarita to get an update from Barry O'Shea and send to Rachael to send out to IAG members.</p>	Mike	May 2022	August 2022	ON HOLD
4	<p>Waka Kotahi ACTION#2 – Pete to invite Natalie Rowe - Principal Environmental Specialist to the next IAG meeting to provide a 30 min update.</p> <p>Action – Stacy to flick Pete an email on behalf of Industry regarding the 2030 requirements and the ISO standards etc that Pete can share a brief with the WK sustainability team so they can present at the next meeting (30-45 mins)</p>	Pete	May 2022	August 2022	Open
5	<p>Waka Kotahi ACTION #3 Jack Hansby and Peter Robinson to organise an online seminar on the aggregate performance tool for Industry.</p>	Jack	May 2022	August 2022	Open - Progressing

Future Meeting dates for 2023:

TBC

