Asset Management Data Standard (AMDS)

This information is based on the questions and answers in the 24 and 30 November AMDS sector webinars. Please email amds@nzta.govt.nz with any questions or feedback you may have.

Question	Response
Very interested in how AMDS will set ownership over Network Management? Will this become a nationally managed role? given the statement on open source this data.	We're having conversations within Waka Kotahi, looking at not ownership but managed so that the information we'll be providing via open-source data is consistent and accurate. We will be working with RCAs to ensure we can upload their most recent changes along the network model and consume it into an overall one and published for everyone to use.
How will ongoing train competency be managed, people shift around? Who will own this?	Not directly through the AMDS programme, there is no accreditation being provided. We are keeping track of the training champions who attend (our Train the Trainer sessions) and are given those skills. Through the SHDOM manual there is still that requirement so if you are following SHDOM because you're on a state highway network or otherwise following that, that is still in place, and eventually will be updated to reflective of the (AMDS) standard as well.
For those of us who use consultants, will there be a qualification certificate for these people who are trained. The reason for asking is that we switch consultants over a period of time	See above.
On Training, what is the intention for the current Waka Kotahi Level 1 / 2 Data Collection accreditation training? Will be it discontinued / updated in line with AMDS? How will the transition be managed?	See above.
Is there a centralised register of who has been trained and in what? Similar to the current Waka Kotahi accreditation table in RAMM (Previously SHICEA)	See above.
Hi please remind me what SHDOM is?	State Highways Database Operation Manual. It is a manual that must be used on the state highway network but some other RCAs and contractors have adopted it as well.
As we are standardising the way we talk about and capture data, will any of the inspection forms we use from NZTA have to be changed and how would that data match up with previous work undertaken?	As we are building up those tables and creating the new names and columns we will be looking back. I suspect you are talking about the RAMM toolsets, the forms where information is recorded in the field in Excel and imported into

	RAMM. Queenstown have been quite keen on us having a look at it, and we've agreed to have a look at it. We haven't got to the point of deciding if it will fall within the scope of the programme, or if it will lie elsewhere but we are factoring it in. The migration should address the match of new data and old data. As well as that, relevant to this point, is REG insights reports. Jeremy and his team are well aware that the standard is coming and are looking at how we will be able to process AMDS-compliant and non-AMDS data to create to generate those reports.
Post code are unique and no street name can be repeated in each zone. Many databases have no entry for Post Code, can this be filled and mandatory as it will improve national reporting?	We are implementing a Road UUID which should address this. You can record post codes if you like, however the post code is not a part of the AMDS (they are managed by NZ Post)
As funding is extremely tight who is going to pay for all of this?	We have secured funding via the National Land Transport Programme (NLTP) for both the current phase we're in and next 3-year period as well. This was approved by the Waka Kotahi board last year. The way that funding will work is the costs will be shared across the sector. We will, as an agency, contribute towards an RCAs cost for adopting the standard at their prevailing funding allocation rate (FAR). That will change council to council. And, in fact, it covers any cost the Council may incur as part of adopting the standard. It could be of their own staff, to pay for contracting staff doing some of the work, (and/or) to pay for vendors to help. We haven't been prescriptive in that sense. We haven't closed off any avenue where a Council thinks there is a legitimate cost that they are going to incur. We'll work with them on that as part of the process to ensure those costs are legitimate. There is some financial (checking) we need to run across the top of that in terms of making sure that money is being spent in the right way, but broadly speaking the money is there and can be drawn down once you get into the tranche.
Where will the recording of this be found	On the AMDS web pages on the Waka Kotahi website, specifically under https://www.nzta.govt.nz/roads-and-rail/asset-management-data-standard > Updates and stories.
We don't have our share of funding in this 3-year programme	We suspect this connects with where you sit in the tranches, we will follow up separately on this.

WAKA KOTAHI NZ TRANSPORT AGENCY — Asset Management Data Standard

What were the key messages to accompany slide 7?	This slide is an overview on the multi modal network. Key messages include:
	• We are looking to produce a simple network for roads, and extend that to have different modes, for example cycleways, pathways and public transport.
	• We know that New Zealand does not (currently) have a national view of the network that can be easily shared and manipulated. We are trying want to ensure we have an open data source that everyone can utilise.
	• We heard Stephen talk about the RFP process. We are going through the moderation process at the moment with the suppliers who have responded.
	• The next big area is consultation with the sector. We have begun conversations internally at Waka Kotahi to understand where the roles and responsibilities lie for this within the organisation.
	• We have started to develop a targeted engagement strategy so that we can work with RCAs to ensure we get champions are onboard, and everyone benefits from the approach taken.
	• We will start the engagement early in the next year (in 2023).