Austroads

Annual Report 2023-24

Maturing processes to better support members

Contents

About this report

This report showcases the immense body of work we have undertaken in partnership with our member organisations during 2023–24.

It provides a detailed review of our progress in delivering the *Austroads Strategic Plan 2023–27*. It also details our financial performance and audited financial statements.

The primary audience for the report is our member organisations, however, the report will be relevant to transport practitioners, and anyone interested in transport trends, government agency policy, and future investment priorities.

The report is also a public record of the value returned from the public investment made into the organisation.

Acknowledgement of country

Austroads acknowledges the Australian Aboriginal and Torres Strait Islander peoples as the first inhabitants of the nation and the traditional custodians of the lands where we live, learn and work. We pay our respects to Elders past, present and emerging, for they hold the memories, traditions, culture and hopes of Aboriginal and Torres Strait Islander peoples of Australia.

Austroads acknowledges and respects the Treaty of Waitangi and Māori as the original people of New Zealand.

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Cover: Road users living in remote and regional areas are at a significantly greater risk for road trauma than those who live in major cities. During the year, we finalised research to help organisations evaluate and prioritise safety interventions to mitigate this risk and make our rural and remote roads safer.

Austroads is the association of Australian and New Zealand transport agencies, representing all levels of government. We are a not-for-profit, non-partisan organisation. We are funded and owned by Australian and New Zealand government transport agencies but our work impacts a wide range of agencies including planning, service, infrastructure, health and safety, public health and policing.

Our vision is to be the leading provider of authoritative information products and services that are used to deliver safe, efficient, reliable and sustainable transport networks across Australasia.

Performance highlights

In addition to financial performance, the following measures are used to assess progress towards the delivery of the *Strategic Plan 2023-27*:

- projects and services delivered on time, on budget, and in line with stakeholder requirements
- increased adoption and use of our information products and services
- expanded range and number of vehicles enrolled in TCA-administered applications
- NEVDIS services expanded, while continuing to meet core availability and transactional targets.

2023-24 overview

351,000,000
NEVDIS vehicle and driver data transactions ↑ 5% on 22/23

821,000
website users ↑ 16% on 22/23.

561,000
publications downloaded ↑ 41% on 22/23

37,500
webinar participants → consistent with 22/23

16,150
vehicles enrolled in TCA administered schemes ↑ 24% on 22/23

2,500
temporary traffic management workers trained (new in 23/24)

990
roadside barrier installers and designers trained (new in 23/24)

494
external references to Austroads publications → consistent with 22/23

243
publications produced ↑ 138% increase on 22/23

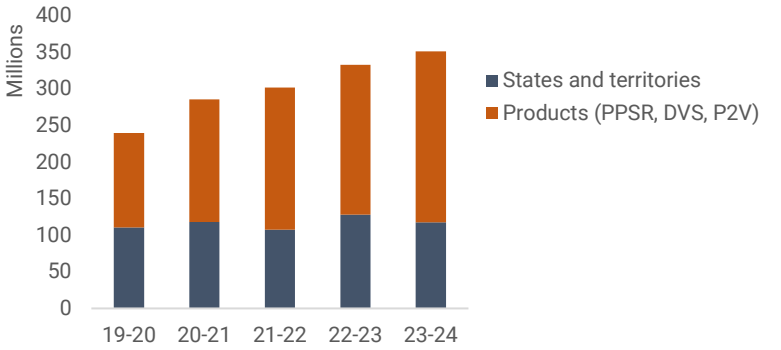
75
active research projects on target → consistent with 22/23

33
temporary traffic management trainers approved (new service in 23/24)

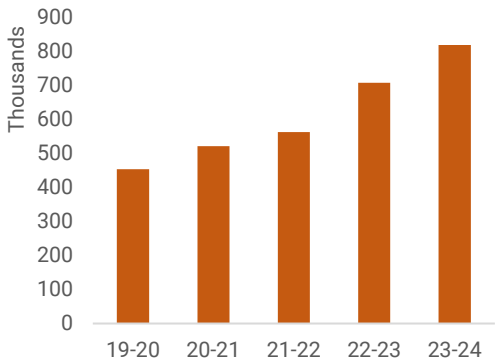
9/10
guides fully adopted by members → consistent with 22/23

2
innovative temporary traffic management devices and solutions recommended for use ↓ 50% on 22/23

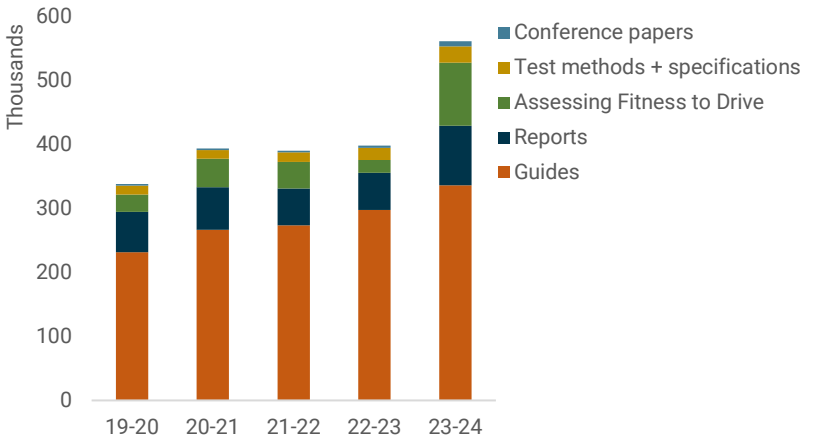
NEVDIS transactions



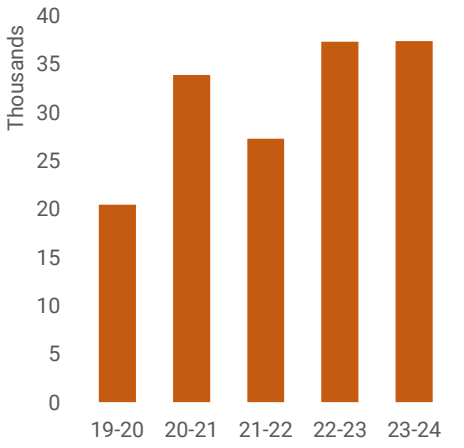
Website users



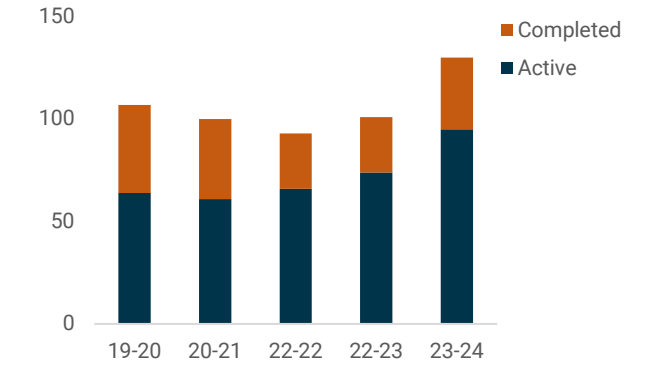
Publication downloads



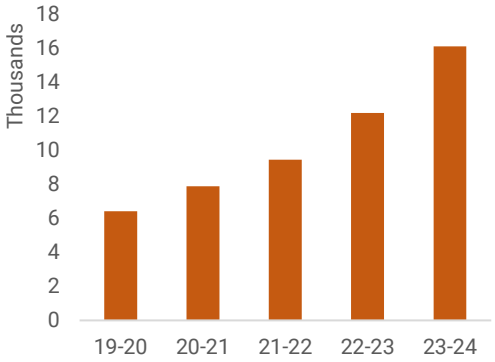
Webinar attendance and views



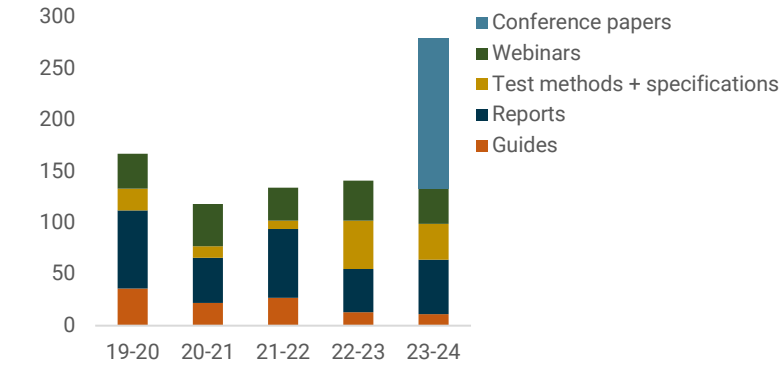
Research project delivery



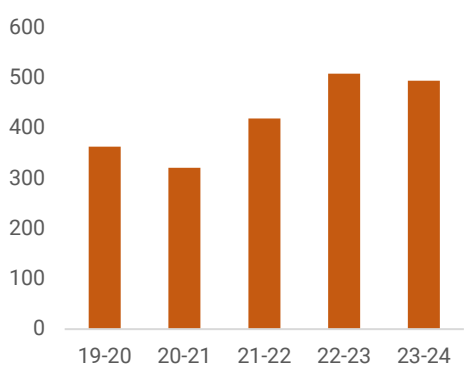
Vehicles enrolled in TCA administered schemes



Publications and webinars produced



References to Austroads content



From the Chair

This year was an important year for Austroads. Under the guidance of our Strategic Plan 2023–27, together with the work we undertook to improve our organisational design, we have made significant strides in maturity as an organisation and have continued to implement, formalise and update our governance structures and frameworks. This includes a focus on risk management by the Board, the Austroads Executive Group and throughout all levels of the organisation.

The Board acknowledges that we are continually asking more from Austroads – more complexity, increased scope, and bigger reforms. We operate within a dynamic environment that demands we seek innovative, data-driven solutions to ensure our work is effective, cost-efficient and safe. Our members want more intricate data analysis, recommendations that consider sustainability and the changing climate, and increased engagement with our stakeholders and global partners. The Board has great confidence that Austroads is up to the challenge, and the continued expansion and growth in our services this year shows that our members and stakeholders believe this too.

On behalf of the Board, I would like to congratulate former Austroads Chair, Neil Scales OBE, who was honoured this year with the Austroads Medal in recognition of his contribution to Austroads for ten years. Austroads remains indebted to him for his decade of guidance, and I am delighted to see his exceptional achievements recognised with this award.

I also acknowledge the important contributions of our Chief Executive, Geoff Allan, the Executive Group and the Austroads team. The work outlined in this report is a testament to the breadth and depth of their professionalism and commitment and I congratulate them.

Finally, I would like to extend my gratitude to my fellow directors for their support and trust during my first year as Chair. I am excited for this next chapter of Austroads and honoured to be a part of it.

LOUISE MCCORMICK FIEAust CPEng
Austroads Chair

From the Chief Executive

This year, Austroads has seen unprecedented level of demand for our services. With the backing and trust of our Board, we have continued to grow as an organisation in size, scope and complexity. It was important to us that we meet this increased demand with enhanced capability to ensure that we could continue to deliver the quality services for our members that we pride ourselves on.

To do this, we had to work together. The outcome of a comprehensive assessment of our structure, performance and governance clearly showed that by breaking down barriers we could be an organisation that was more than just the sum of its parts. I appreciate that transitions can be difficult, and I thank our staff, our Board and our members for their patience during this time.

Internally, the restructure required the mammoth consolidation of all of our HR and payroll functions which the team delivered smoothly. We are also working towards compliance with ISO 9001, a globally recognised standard for quality management, to improve our performance, meet members' expectations and demonstrate our commitment to quality.

There may still be some adjustment challenges as we properly embrace our new structure, but we owe it to our members and stakeholders to be the best we can be.

With this in mind, Austroads has focused on implementing more mature and formal governance frameworks and processes throughout all areas of the organisation.

Risk management has been a particular focus, but we have also introduced our Portfolio, Program and Project Management Framework that provides guardrails to our research operations and our projects. We introduced a project development funnel to streamline decision-making and initiated an Information Security Strategy. And, of course, we continue to administer the National Telematics Framework which saw record levels of use.

This work has put us in a solid position to deliver on the A*ustroads Strategic Plan 2023–27*. This annual report clearly shows how the strategic plan is heavily embedded in the work we do and the priorities that we set.

One of our key strategic directions, perhaps the most comprehensive, is to 'be an exemplar model of a well-run member organisation that provides services to and on behalf of government transport agencies'. I believe that Austroads' member organisations value what we do, and they trust how we do it. They are using our services more and more, as is evident from the high number of publication downloads, increasing enrolments of heavy vehicles into the telematics schemes administered by Transport Certification Australia (TCA) and a record number of transactions through our National Exchange of Vehicle and Driver Information System (NEVDIS).

Geoff Allan presenting at the 2024 Traffic Management Association of Australia annual conference on progress towards the national harmonisation of temporary traffic management.

As an organisation, Austroads' remit is unique, and our work is often ground-breaking. We conducted a world-first bridge barrier crash test to update Austroads guidelines. We continue to improve savings and safety with our telematics analysis, innovation and increased buy-in from members. We progressed our work on the National Heavy Vehicle Driver Competency Framework, and we achieved the adoption of the Austroads Temporary Traffic Management Training Framework and the Austroads Safety Hardware Training and Accreditation Scheme. The two schemes have seen more than 3,000 people trained to make our roads safer places. The adoption involved extensive collaboration with jurisdiction and industry partners and we thank them for helping us progress the implementation work, particularly our approved training providers.

We are also taking on a role of a national digital identity verification provider and seeking to harmonise digital driver licences and other credentials across Australia. This increased exposure raises issues of risk management, privacy and IT security, and this year we have been progressing towards compliance with ISO 27001 for information security management systems which sets out the policies to protect data and manage sensitive information. We are also hard at work developing a proof of concept for a national Digital Trust Service to ensure Australian licences are more secure than ever.

I would like to congratulate Louise McCormick, Chief Executive Officer Department of Logistics and Infrastructure, who, this year, assumed the position of Chair of the Austroads Board, and in doing so became the first female Chair in Austroads history. This is an exciting time for Austroads, and I feel confident that Louise's expertise and experience will guide us in the right direction.

Finally, it is my hope that this annual report demonstrates the extensive scale and scope of work that Austroads undertakes on behalf of its members. Although this is a period of transition, it is important that we continue to operate on the same values that have brought us this far. We must strive for excellence while seeking feedback to allow continuous improvement. Most important is continued collaboration and co-design with our members, to whom we must provide quality and value at every turn. I thank them for their trust, partnership and direction.

DR GEOFF ALLAN

Austroads Chief Executive

Our history

Austroads has contributed to and influenced Australia's transport landscape for over 90 years. Since its inception in 1934, Austroads has been instrumental in developing and applying national standards to enhance transport outcomes across the country.

We began our journey as the Conference of State Road Authorities (COSRA) in 1933, and have overseen the development, implementation and incorporation of the National Exchange of Vehicle and Driver Information System (NEVDIS) and Transport Certification Australia (TCA) into Austroads. Today, our expanded role in complex projects, analysis and reform of transport practice reflects the confidence our members and our Board have in our capabilities and our ongoing commitment to delivering innovation and excellence.

1933
Annual Conference of State Road Authorities (COSRA) established

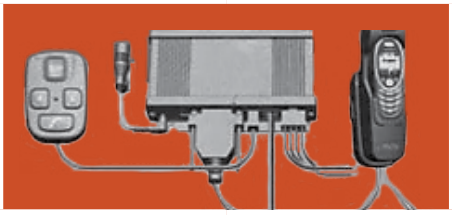
1934
First Conference, states agreed to pursue common road signage

1959
COSRA renamed National Association of Australian State Road Authorities (NAASRA)

1960
NAASRA establishes the Australian Road Research Board (ARRB)

1989
NAASRA renamed Austroads

1993
Austroads initiates development of NEVDIS



1999
Austroads initiates development of TCA

2015
NEVDIS administration relocated to Austroads national office

2019
Austroads assumes ownership of TCA

2024
Austroads announces digital trust service

1933 Major William Thomas Bartholomew McCormack, first Chair of COSRA.

1934 Australian Standard Rules for the Design, Location, Erection and Use of Signs for the Guidance and Regulation of Road Traffic published in 1946.

1959 Early road smoothness indicator developed by the Australian Road Research Board.

1989 Austroads Council Meeting No. 1, Doncaster, VIC, 8 November 1989.

1999 The first vehicle tracking systems emerged in the late 1990s.

2019 NSW freight data hub driven by telematics data supplied by TCA.

2024 Digital licence testing and verification.

Who we are

Austroads is a collective association of the Australian and New Zealand transport agencies. We are a not-for-profit, non-partisan organisation that represents all levels of government and are funded and owned by Australian and New Zealand government transport agencies. Our work impacts a wide range of organisations, departments and services on a national level including planning, infrastructure, health and safety, public health and policing.

Austroads operates in an ever-changing environment, and we must ensure that our processes, structures and policies are adaptable and resilient enough to enable us to respond to those changes effectively on a national scale. We work together with our members and other agencies to drive safety and productivity across Australasia with evidence-based decisions and consistent adoption and dissemination of best practice based on thorough research.

In 2020, Austroads was very much an organisation of three separate parts – research and guidance, NEVDIS and TCA. However, we wanted to:

- build a more cohesive organisation
- align with expected industry standards
- serve our members better and to produce better outcomes by placing similar functions together
- maintain Austroads' reputation as a respected, valued and influential organisation in the transport community.

The high-level organisational structures on the opposite page shows the intended effect of our restructure. Instead of maintaining our three distinct work portfolios, we will now sit together, enabling better collaboration, greater efficiency and better outcomes for our members.

Knowledge sharing remains a core value and function across the organisation.

Organisational structure to March 2024

Chief Executive			
General Manager Programs	Chief Data & Technology Officer	Financial Controller & Head of Corporate Services	EGM Transport Certification Australia
Transport Infrastructure	NEVDIS	Finance	Operations
Road Safety & Design	Enterprise IT	Human Resources	Strategy and Delivery
Transport Network Operations	Enterprise Data	Strategy, Digital Identity and Governance	
Future Vehicles & Technology and Environment & Sustainability	Enterprise Solutions	Quality	
Communications	Enterprise Information Security	Office Management	
Project Management			

Organisational restructure

Chief Executive					
Strategic Engagement & Performance	Research Guidance & Practice	Product Development	Service Delivery	Data & Technology	Corporate Services
Strategy & Innovation	Transport Infrastructure	Project Delivery	NEVDIS Registry Services	Application Delivery	Finance & Procurement
Delivery & Performance	Road Safety & Design	Product & Service Delivery Teams	TCA Telematics Services	Data & Analytics	Human Resources
Communications & Marketing	Transport Network Operations		TAP Product Management	IT Operations	Quality
Strategic Content Management	Vehicles & Technology		Systems Certification & Assurance	Information Security	Legal & Governance
	Environment & Sustainability		Audit & Compliance		Office Management
			Temporary Traffic Management		

What we do

Austroads plays a pivotal role in developing and applying national standards to improve transport outcomes. We provide high-quality, practical and impartial advice and, information, tools and services to help our members deliver efficient, innovative, reliable and safe mobility services.

We help our members realise cost savings and efficiencies by commissioning pooled research for use by all transport agencies and local governments. Our extensive data and telematics systems ensure the safe and efficient movement of freight and heavy vehicles, and provide our members with important information to guide investment, monitor maintenance, improve efficiency and ensure safety. We provide national services that help transport agencies to operate seamlessly across state borders and bring efficiencies to their operations.

Research and guidance

Austroads conducts pooled research on behalf of its member organisations to develop best practice, evidence-based reports, guidance, and specifications. The projects represent the priorities and concerns of our members, and are a key strategic direction as highlighted in our Strategic Plan 2023–27.

The five research programs are:

- Transport Infrastructure: improving the management and performance of transport infrastructure.
- Transport Network Operations: improving mobility for all users within the transport system.
- Road Safety and Design: eliminating road trauma by 2050.
- Vehicles and Technology: identifying and preparing for future mobility technologies that could have a significant impact on transport agency businesses and their customers.
- Environment and Sustainability: placing environment and sustainability outcomes at the heart of transport decision-making.

National data services

Transport Certification Australia (TCA) provides advisory and assurance services and administers the National Telematics Framework – the government-endorsed digital business platform to create and use telematics applications to deliver improved road outcomes.

TCA administers the Intelligent Access Program, the Telematics Monitoring Application and the Road Infrastructure Management applications and their schemes within the National Telematics Framework, ensuring that data security and privacy concerns are managed. Our Telematics Analytics Platform provides authorised users with access to aggregated telematics data for improved road safety, transport efficiency, freight productivity, asset management and sustainability.

Our National Exchange of Vehicle and Driver Information System (NEVDIS) is responsible for the secure exchange of information about vehicles and driver licences across state borders. NEVDIS exchanges information to prevent fraud and theft by ensuring ‘one vehicle, one Vehicle Identification Number’ and ‘one person, one driver licence’. It also provides information to public and private sector organisations to facilitate provenance checking on vehicles, matching of biographic details on licences, motor insurance underwriting and vehicle safety recalls.

Harmonisation of practice

At the request of members and Ministers, Austroads coordinates significant work to improve and harmonise practice across Australia and sometimes between Australia and New Zealand. Examples of this work are temporary traffic management guidance, training and device assessment, the Austroads technical specifications, work to support the implementation of assessing fitness to drive, the review of the National Heavy Vehicle Driver Competency Framework, the development of road safety auditing training, the assessment and recommendation of use of road safety barrier products, the training of road safety barrier installers, the prequalification of road and bridge work contractors, and a project to deliver world class digital drivers licences.

Our stakeholders and partnerships

Our primary stakeholders are our member organisations, and our purpose is to effectively respond to their needs, concerns and priorities. We are guided by them through their representation on our Board, expert task forces and working groups and we engage in co-design of the research work program, implementation projects, product development and service operations.

Member organisations

- Transport for New South Wales
- Department of Transport and Planning Victoria
- Queensland Department of Transport and Main Roads
- Main Roads Western Australia
- Department for Infrastructure and Transport South Australia
- Department of State Growth Tasmania
- Department of Infrastructure, Planning and Logistics Northern Territory (now Department of Infrastructure and Logistics)
- Transport Canberra and City Services Directorate, Australian Capital Territory
- Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts
- Australian Local Government Association
- New Zealand Transport Agency Waka Kotahi.

National partnerships

- Standards Australia
- Transport and Infrastructure Senior Officials' Committee
- National Transport Commission
- National Heavy Vehicle Regulator
- Centre for Pavement Engineering Education

International partnerships

- Permanent International Association of Road Congresses
- Australia New Zealand Policing Advisory Agency
- American Association of Motor Vehicle Administrators
- Association of European Vehicle and Driver Registration Authorities
- International Road Assessment Program
- American Association of State Highway and Transportation Officials
- Global Road Safety Partnership
- UK Bridge Owners Forum

Austroads have continued working with the Cambodian Government to improve decision making towards quality infrastructure, facilitate capacity building and establish contemporary, fit-for-purpose and adaptable technical specifications. Austroads support is a government-to-government initiative under the Partnerships for Infrastructure program, an Australian aid initiative delivered on behalf of the Australian Government through the Department of Foreign Affairs and Trade. The work aims to enable the Cambodian Ministry of Public Works and Transport to develop resilient road, bridge and associated infrastructure assets.

Other stakeholders include consultants, researchers, health professionals, people and organisations impacted by reforms and changes to policies, trainers and training organisations.

Our environment

Austroads operates in a challenging and complex environment that is constantly evolving. With the backing from our Board and members we have been increasing both the complexity and scope of our work, as well as meeting the increased demand for our services. New technologies and enhanced data analysis capabilities present both challenges and opportunities for innovation, and we support our members through the transition to and adoption of emerging technologies. Sustainability and efficiency continue to shape road transport decision-making through every stage of the process and there is a need for accurate and detailed data to help make evidence-based decisions.

Austroads plays a critical role in Australia's federation and in Trans-Tasman cooperation. Roads are the largest government owned asset in Australia and are of national importance. They are essential to a well-functioning society and a well-functioning economy. While roads are a responsibility of state and territory governments, they form a connected network that does not stop at state borders.

Austroads responds to the collective complex needs of road owners and managers in a coordinated way to achieve common or national objectives. Only three organisations play a similar role in coordinating aspects of state and territory Constitutional responsibilities within Australia and with New Zealand: Austroads, the National Council for Fire and Emergency Services (AFAC) and Australia New Zealand Policing Advisory Agency (ANZPAA).

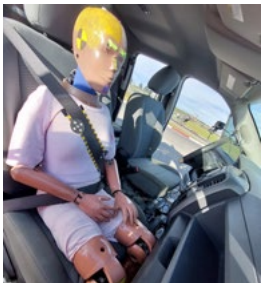
Our *Strategic Plan 2023–27* identifies the following challenges:

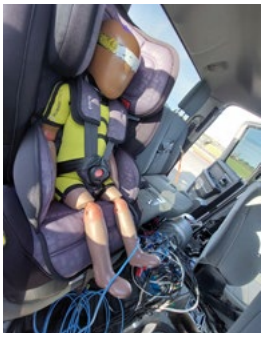
- the evolving priorities and needs of our members
- impacts from government and regulatory reform
- emerging trends and disruptions
- developments in technology and data
- constraints on capability and capacity.

Road safety and reducing road trauma is a priority that sits alongside all our work, all the time. It remains a serious challenge, and we have a multitude of ongoing projects designed to combat this from every aspect.

We anticipate major changes to privacy, biometric and personal identity policies, and regulations. These will need to be considered across the whole of Austroads work program, particularly NEVDIS and its associated services, to ensure the security of data, privacy of our stakeholders and appropriate risk management.

Austroads is currently undertaking a project to update the guidelines on selecting and designing bridge barriers. The project crash tested an articulated truck at 90 km/h and used test dummies the size and weight of a small adult woman and a small child – important world firsts. The project will improve bridge barrier design and maintenance practice.





Where we are heading

We have been increasingly involved in national reform work, which has meant that we needed to broaden and develop our stakeholder engagement strategies. Our processes, structures and policies must enable us to effectively respond to and to communicate changes to our stakeholders quickly and clearly. Austroads has recognised that to meet increased expectations and demands, a mature approach to governance and risk management is needed. As we embed our new structure, we are focused on creating clear development paths for staff and fostering leadership across the organisation. We will be seeking ISO quality and security certification at an enterprise level as a way of driving continuous improvement.

Our Strategic Plan 2023–27 identified the following directions for our organisation:

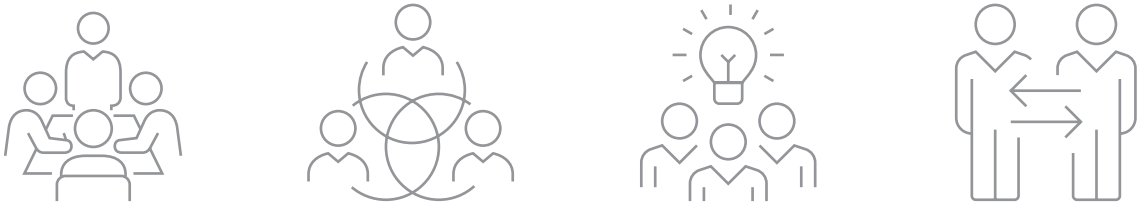
- Conduct research that is coordinated and pooled, has scientific rigour, and directly addresses issues of concern to our members.
- Provide authoritative guidance and facilitate the consistent and effective implementation of best practice.
- Develop new and enhanced services to improve outcomes for our members and key stakeholders.
- Provide operational services that are trusted, effectively managed and continually improved.
- Manage transport information and data services that are contemporary and keep pace with evolving trends.
- Be an exemplar model of a well-run member organisation that provides services to and on behalf of government transport agencies.

We have also identified work themes that we anticipate will be relevant in the near future.

- Future reform related to connected, automated and electric vehicles, along with road user charging, presents opportunities for Austroads to inform and support its members and other stakeholders.
- Jurisdictional policy decisions regarding road access for heavy vehicles will have flow-on impacts on Austroads, particularly for TCA and its administration of telematics monitoring schemes.
- TCA was recertified last year under ISO 9001 and is seeking recertification this year under ISO 27001.
- Digital identity (and particularly digital licences) is increasingly important. We are future-proofing the NEVDIS system to enable it to support digital credentials.
- We are focusing more on the user experience of consuming our information. Digitisation of our instructional content (guides, guidelines, technical specifications, test methods) will open opportunities to build new information products and we are exploring the responsible use of AI to support search.

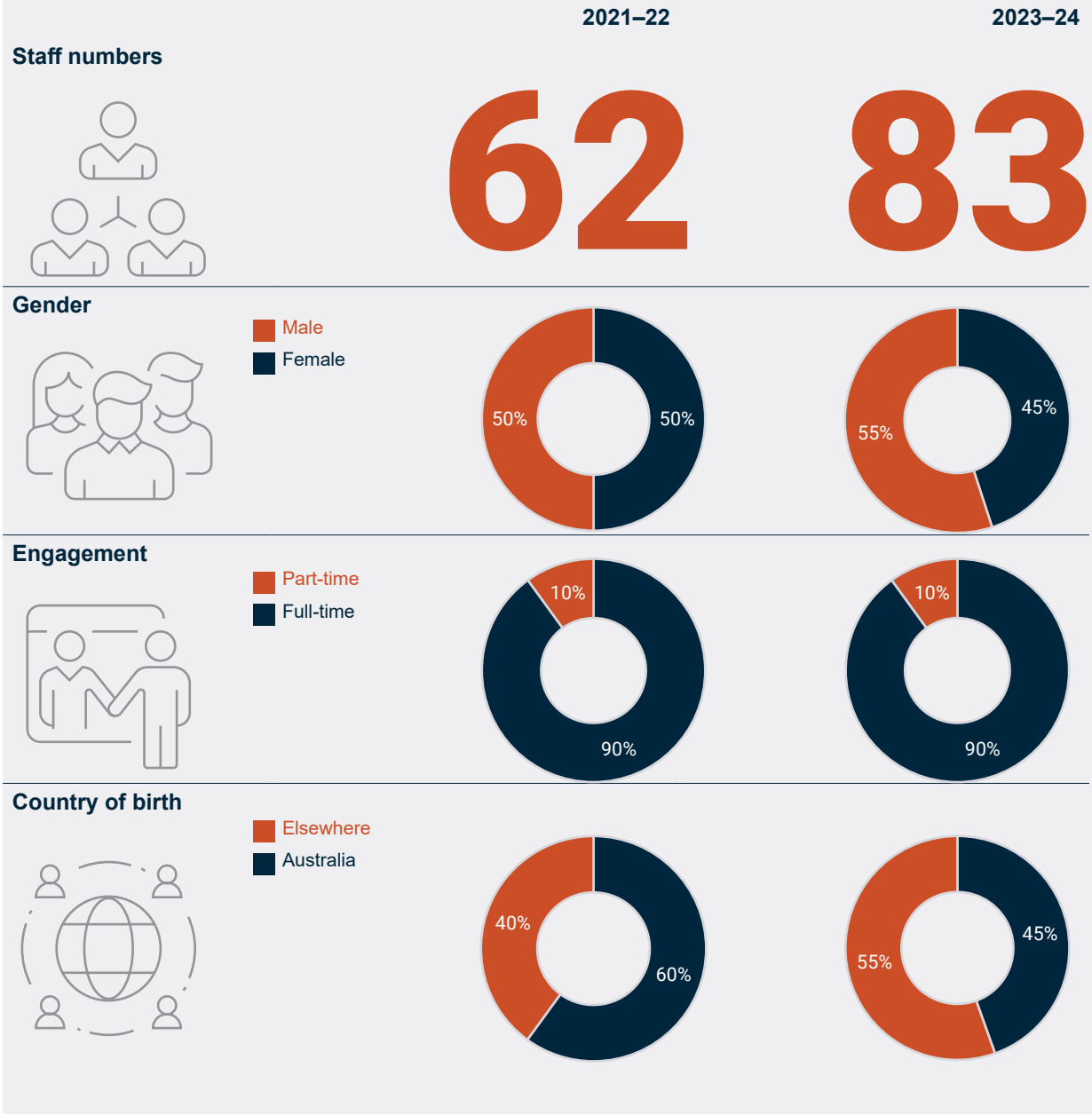
Our people

We value



As at 30 June 2024, Austroads employs 83 people who mostly work full-time in either our Sydney or Melbourne offices. We rely on the participation of transport agency staff to direct our work via our Board and subject-specific task forces. We engage the expertise of consultants and researchers to deliver our projects. We ensure that our organisational values are embedded into our processes and employees feel connected to a consistent vision and values from the very start of their journey within the organisation.

Overveiw



Austroads has expanded significantly in the past few years. The rapid growth of our organisation has led to the need for a more cohesive and targeted approach to recruiting and organisational development. In 2024, we introduced capability profiles for each role which clearly describe the essential competencies needed to both succeed in the role and to achieve our strategic goals.

Professional development continues to be a priority and forms an integral part of our performance appraisal system. All staff have access to the LinkedIn Learning platform in addition to opportunities for formal training, academic courses, mentoring and project-based learning. During the year, Austroads formalised our higher education policy to support and encourage employees to pursue further/higher education for personal and professional development.

Austroads is proud to be a diverse, inclusive and family-friendly workplace. In addition to formal working from home contracts for all staff, other policies introduced during the year include a Parental Leave Policy and Health and Wellbeing Policy. Our policies support us to create a more inclusive and flexible working environment for a competitive, skilled and considered workforce.

A new unified HR and payroll system has delivered numerous advantages for both Austroads operations and employees. The system also helps us ensure compliance with fair work legislation and regulations through automated updates and standardised procedures.

Capability profiles were introduced, describing the essential competencies needed to succeed in a role and to achieve our strategic goals.

Fostering young talent

Austroads' commitment to education and professional development is demonstrated through our internships. We strive to be an employer of choice, and our Austroads internship program provides an opportunity to gain valuable practical experience and build professional relationships. We also believe that being involved in our internship program through supervision and mentoring provides benefits to our staff, as they hone their leadership, communication and technical skills.

This year we were proud to employ one of our interns as a permanent employee at Austroads. Quinn Cooney completed a data internship with TCA, and now works in a team charged with improving data quality in the NEVDIS database. During his internship Quinn successfully submitted an abstract to present at the 2025 Austroads Bridge Conference, and he is continuing work on the resulting road safety-related project. Quinn believes that the technical experience and mentoring he received during his internship positioned him perfectly for his future career:

"I really enjoyed working with the people throughout the organisation, in particular my supervisor, who ensured I got to know the organisation inside out. The training and support I received during my internship was exceptional and I would highly encourage anyone to intern at Austroads. They are such a diverse and multi-faceted organisation, there is guaranteed to be an area that sparks your interest and passion."

Austroads Executive Group

Geoff Allan
Chief Executive

Geoff is the Chief Executive of Austroads and Managing Director of Transport Certification Australia, a subsidiary of Austroads. Geoff has worked in various roles in the Queensland and Australian governments, including as Chief Operating Officer of the National Transport Commission. Geoff is Vice-President of PIARC (the World Road Association) and is Chair of PIARC's Strategic Planning Commission. He is a member of the Council (Board) of the Centre for Professional Engineering Education. Geoff has a Doctorate in public sector management and a Master of Social Science and a Bachelor's Degree in Town Planning. Geoff is a joint Company Secretary of Austroads.

Stuart Ballingall
General Manager Product Development

Stuart is an experienced executive and technical leader in the transport domain. Stuart recently moved into the General Manager Product Development role at Austroads after being the Executive General Manager of Transport Certification Australia. Stuart holds an honours degree in engineering, a Master of Business Administration, and is currently a PhD candidate.

Matt Brunsdon
Chief Data and Technology Officer

Matt has 20 years' experience in leveraging data and technology to drive innovation and growth. Matt oversees the development and implementation of Austroads' cutting-edge data analytics and technology solutions. He is passionate about harmonising product and technology delivering solutions which drive successful outcomes. Matt holds a degree in eBusiness from Macquarie University. Matt is also a Director of Transport Certification Australia.

Paul Davies
General Manager Research, Guidance and Practice

Paul Davies has overseen the Austroads Work Program since 2021. He has over 25 years' experience in government and industry. Before joining Austroads, Paul spent seven years in senior roles at the National Transport Commission where he led a range of national transport reforms. Prior to this, he held various roles in research program delivery, public policy, sustainability, transport and energy, in the South Australian and Australian governments, and technical roles in industry. Paul holds an honours degree in engineering and has completed the Company Directors Course at the Australian Institute of Company Directors.

Paddy Goodall
General Manager Service Delivery

Paddy has extensive experience in operations, high reliability and safety critical environments, risk management, advisory, assurance, governance and digital transformation. He is a skilled relationship manager and has worked as a negotiator in operational, commercial, industrial and regulatory settings. Paddy has a Master's Degree in Business Administration, and is a graduate of the Australian Institute of Company Directors. Paddy is also a Director of Transport Certification Australia.

Gavin Hill
General Manager Strategic Engagement and Performance

Gavin has over two decades of experience working on technology and regulatory reforms in the Australian transport sector. Gavin is widely recognised globally through his work with the Organisation for Economic Cooperation and Development, and as the President of the International Forum for Heavy Vehicle Transport & Technology. Gavin holds a Master's Degree in Public Administration and an Honours Degree in Economics.

Sharon Johnson
Chief Finance Officer & General Manager of Corporate Services

Sharon leads the financial, strategic, human resources, legal, and risk management functions at Austroads. With over two decades of experience, she has built a reputation as a dynamic executive known for her astute commercial acumen and ability to drive complex organisational change. Sharon is a Fellow of CPA Australia, holds a Bachelor of Commerce (Accounting), a Bachelor of Laws, and is an Associate of both the Governance Institute of Australia and the Chartered Governance Institute. Sharon is also a Director of Transport Certification Australia and was appointed joint Company Secretary of Austroads on 1 August 2024.

Our awards

The Austroads awards recognise the outstanding contribution by exceptional individuals to our work. The growth and success of Austroads is due to the efforts and commitment of these individuals. These awards are our way to publicly acknowledge their contribution and show our appreciation.

Austroads Medal: Neil Scales

The Austroads Medal is awarded to people who have made an exceptionally meritorious contribution to the achievement of Austroads' objectives over a sustained period.

Neil's involvement in Austroads has been transformational. As Chair, Deputy Chair, long-standing Board member and Australia's First Delegate to PIARC, Neil has undoubtedly made an outstanding contribution to Austroads over his 10 years. In 2013, Neil became an Austroads Board member and was Deputy Chair from 2015–2016. In 2016 he became the Chair of Austroads and continued in that role until he retired in 2023. Neil Scales is only the 12th recipient of the Austroads Medal in its history.

Louise McCormick presents Neil Scales with the Austroads Medal.

Austroads Outstanding Service Awards

Austroads Outstanding Service Award recognises an individual who has made an outstanding contribution to Austroads and its activities over a sustained period.

Dr Kym Neaylon, Centre for Pavement Engineering Education

In recognition of outstanding contribution to Austroads and to the pavements industry over many years.

Barry Wright, New Zealand Transport Agency Waka Kotahi

In recognition of outstanding contribution to Austroads and to the bridge industry over many years.

Glenn Bunting, formerly New Zealand Transport Agency Waka Kotahi

Glenn provided considered and insightful service to the Network Task Force as the representative of the New Zealand Transport Agency Waka Kotahi for eleven years from 2011 to 2022.

Andrew Wall, Department of Transport and Planning, Victoria

Andrew has represented the Department of Transport and Planning on Austroads projects and the Network Task Force since 2009. Andrew has also chaired the Network Task Force's Network Operations Planning Technical Reference Group since 2020.

Austroads Special Commendation

The Austroads Special Commendation recognises contributions by an individual that warrants special recognition.

Phil Molloy, Department for Infrastructure and Transport, South Australia

In recognition of his long-standing and technical contribution to Austroads and the bridge design and construction industry.

Michael Gillies, Department of Transport and Main Roads, Queensland

In recognition for his contributions to Austroads through the Roads and Roadside Theme Group, the Traffic Management Technical Reference Group and multiple project control groups.

Leonie Pattinson, formerly Austroads

In recognition of her long-term commitment and contribution to the Road Safety and Design Program.

Geoff MacDonald, Department of Transport and Main Roads, Queensland

In recognition of his sustained contributions to Austroads for over a decade, particularly through the Future Vehicles and Technology program of work.



L to R: Zita Ultmann with Amy Naulls; Barry Wright with Ross Guppy; Geoff Allan with Andrew Wall and Emily Lodder.

Austroads Achievement Awards

The Austroads Achievement Award is presented to a person who has contributed to Austroads through the successful delivery of one or more projects.

Zita Ultmann, Department of Transport and Planning, Victoria

In recognition of her exceptional work project managing two Freight Task Force projects, NEF6341 Opportunities for National Harmonisation of Funding for Class 1 and Class 2 Heavy Vehicle Permit Applications and NEF6437 Streamlined Level Crossing.

Rebecca Poduti, Main Roads Western Australia

In recognition of her contribution to Austroads through the Registration and Licensing Task Force project SRL6348 Mobile Driver Licences – Developing a Harmonisation Roadmap. Rebecca has promoted Austroads' work in the use of customer focused applications of emerging technology and emerging approaches to identity verification standards and methodologies.

Christopher Davers, Main Roads Western Australia

In recognition of his leadership as project manager of the Registration and Licensing Task Force project SRL6348 Mobile Driver Licences – Developing a Harmonisation Roadmap. Chris steered the work that has successfully gained agreement from all Australian jurisdictions on a pathway for harmonised development of mobile driver licences.

Sponsored awards

Each year Austroads and TCA promote excellence in transport by sponsoring industry awards.

Women in Road Safety Award: Jessica Truong, Lösningar, Towards Zero Foundation

Austroads has been a proud sponsor of the Australasian Road Safety Conference's Women in Road Safety Award for three years. In 2023 the award was presented to Jessica Truong in honour of her commitment to improving road safety using technical knowledge, policy, strategy, and communication to deliver safer outcomes for all road users globally.

PIARC Prize – Climate Change and Resilience: Jiménez Arroyo Fernando, Spain

Austroads sponsored the PIARC Prize for Climate Change and Resilience at the XXVII World Road Congress held in 2023. The prize was awarded to Mr. Jiménez Arroyo Fernando for the paper 'Climate-Change-Related Risk Thresholds for the Road Infrastructure in Spain'.

Traffic Management Trainer of the Year Award: Gerard O'Neill, CivilEdge

Gerard O'Neill has been nationally recognised for his achievements training the next generation of qualified traffic controllers. Gerard has significantly contributed to the implementation of the Austroads Temporary Traffic Management Training Framework, delivering training to over 280 trainers as part of the Austroads 'Train the Trainer' program. Austroads sponsored the Traffic Management Association of Australia's Traffic Management Trainer of the Year Award.

Application of Technology Award: iTrazo Tracetech

iTrazo Tracetech and its CEO Reeanjou Ram have been awarded the Australian Freight Industry Award's Application of Technology Award organised by the Victorian Transport Association. TCA is the proud sponsor for the 11th consecutive year.

Our governance

Austroads operates within a complex regulatory and political environment and success for our members and other stakeholders is dependent on our clear vision, accountable leadership and robust decision-making processes. Our members expect us to operate under a governance framework that appropriately reflects our position as an influential and innovative leader in the transport industry on a global scale.

Austroads' five pillars of governance

In 2024, we engaged a consulting firm to assess our governance structure and processes. They provided a proposed governance framework document that outlines five pillars upon which our governance is based:

- setting and guiding Austroads' future direction
- planning and monitoring organisational performance
- establishing accountability structures and processes
- operating within Austroads' internal and external control environment
- fostering a culture of trust and continuous improvement through engagement

Our Risk Management Policy has also been a significant focus for the Board and the Austroads Executive Group this year, again reflecting our growth and maturity as an organisation. It aims to ensure risk management is embedded into all aspects of Austroads' functions, processes and culture.

Our Board

The Austroads Board is responsible for developing and promoting national practices and practices that are consistent across Australia and New Zealand for providing professional advice to member organisations and national and international bodies. The Board is also responsible for setting the strategic direction and the overall risk appetite across all organisational activities considering externalities that may present risks.

Directors during 2023–24

The names of each person who has been a Director of the company at any time during or since the end of the year, along with their qualifications, experience and special responsibilities are set out below. Directors have been in office from 1 July 2023 to 30 June 2024 unless otherwise stated.

Louise McCormick (Chair)
B. Eng – Civil Engineering, Dip. Project Management
Louise is Chief Executive Officer Department of Logistics and Infrastructure, Northern Territory and is an Executive Engineer, Chartered Fellow and Senior Civil/ Structural Engineer with over 20 years' experience in the public and private sectors. In 2022 Louise was awarded the John Shaw Medal by Roads Australia (honouring an industry champion who has made a lasting contribution to Australia's roads).

Brett Gliddon (Deputy Chair)
BE (Hons), CMEngNZ
As a member of the New Zealand Transport Agency Waka Kotahi Executive Leadership Team, Brett is responsible for the Transport Services Business Group, overseeing the policy, planning, design, delivery and maintenance of transport system operations and improvements. Brett has more than 20 years of experience working in and leading transport system improvements and is committed to developing better outcomes for New Zealand.

Amy Crawford
BA/LLB (Hons); GAICD (appointed 12 September 2023)
Amy is Chief Executive Officer at the Australian Local Government Association (ALGA) and is Company Secretary for the ALGA Board. Amy was previously a Senior Adviser to the Federal Minister for Regional Development, Local Government and Territories. Amy has over 20 years' experience in the Australian Public Service, including a decade in the Department of Prime Minister and Cabinet.

Liz de Chastel
BRTP (Hons), Grad Cert M'ment, LFPIA (resigned 11 September 2023)
Liz was the Executive Director of Policy at the Australian Local Government Association (ALGA), a position she has held for five years. She was appointed as the Interim Chief Executive of ALGA from May-August 2023.

Karen Doran PSM
(appointed 17 October 2023– resigned 29 January 2024)
Karen has extensive experience in public sector leadership roles and was the acting Director-General, Transport Canberra and City Services Directorate.

Dr Ana Glavinic
PhD BSc
Dr. Ana Glavinic is the Executive Director, Road and Marine Services at the Department for Infrastructure and Transport, overseeing traffic management, marine services, assets, and maintenance for the road portfolio. She brings a strong partnership focus to infrastructure delivery and major projects.

John Hardwick
Executive MBA; CFAM; GAICD
John is the Executive Director of the Asset Management Branch at Transport for NSW and is responsible for leading and enabling transport service outcomes for customers and communities through the effective whole of life asset management. John has a background of over 30 years in asset management. In 2018, John was awarded the MESA medal by the Asset Management Council, for his contribution to the advancement of the science and practice of asset management.

Cynthia Heydon
(appointed 2 September 2024)
Cynthia Heydon is the Deputy Secretary Transport in Tasmania's Department of State Growth with responsibilities including network design, capital program delivery, road maintenance, passenger transport policy, procurement and regulation, road safety and registration and licencing. She is also the Transport Commissioner for Tasmania, a statutory role with State-wide planning and coordination functions across all road managers in Tasmania. Cynthia has over 20 years' experience in the transport industry across multiple Australian jurisdictions and in both government and operator organisations.

Denise McIntyre
(appointed 8 January 2024, resigned 1 September 2024)
Denise was Acting Deputy Secretary, Transport and Infrastructure in the Tasmanian Department of State Growth and had been the General Manager of the State Roads Division since 2020. Denise spent almost a decade working as a government adviser in the areas of infrastructure, environment, heritage, justice and education.

Alison Playford
(resigned 29 September 2023)
Alison was the Director-General, Transport Canberra and City Services Directorate. Alison has over 30 years' experience in both the Australian and ACT government public sectors.

David Pryce
(appointed 28 May 2024)
David is Director-General for the Transport Canberra and City Services (TCCS) Directorate. The TCCS Directorate's responsibilities include the delivery, management and maintenance of the ACT's road-related infrastructure, policy responsibility for road safety and transport regulation, and Canberra's public transport system including light rail. David has extensive senior executive experience in law enforcement, emergency management, justice and community safety.

Paula Stagg
BSc (Hons)
Paula is the First Assistant Secretary, Surface Transport and Emissions Policy Division at the Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts. Paula has policy responsibility for all surface modes of transport – road, rail, maritime and shipping, with a focus on productivity, safety, and reducing emissions across each of these transport modes.

Gary Swain
BEc (resigned 8 January 2024)
Gary was Deputy Secretary, Transport and Infrastructure, Department of State Growth and Transport Commissioner for Tasmania. He was appointed Secretary, Department of Treasury and Finance, Tasmania in January 2024. Gary has more than 25 years' experience, primarily in the infrastructure sectors of transport, electricity, natural gas, and water and sewerage.

Peter Woronzow
BA (Economics), Grad Dip Public Sector Management, CPA
Peter is Director General of the Western Australian Department of Transport and holds the concurrent roles of Chief Executive Officer of the Public Transport Authority and Commissioner of Main Roads. Peter is responsible for setting the strategic direction of transport for the state, shaping the development of all major integrated transport plans and leading the implementation of some of WA's most transformational capital projects. Peter is a member of CPA Australia, Chairman of the National Transport Research Organisation, and is an ex officio Board Member of Infrastructure Western Australia.

William Tieppo
B.Eng Civil Engineering
William is Deputy Secretary - Network Integration at the Department of Transport and Planning, Victoria. William is a career professional with 20 years' experience in the public and private sector, with most of this time spent project managing the planning and delivery of major road infrastructure projects in Victoria. In past positions William was General Manager City Services for the City of Greater Geelong and responsible for the management and operation of the arterial road network in South Western Victoria.

Dennis Walsh
BEng, MEngSC, CPEng, RPEQ, MIEAust, M IPWEA, APEC Engineer Int PE (Aust), GAICD
Dennis is the Chief Engineer of the Queensland Department of Transport and Main Roads. He has worked in the transport sector for 35 years. He is the Queensland Director on the Australasian New Car Assessment Program Board, Vice President of ITS Australia and Interim Chair of Transmax. He is on the interim board of the Centre for Connected and Automated Transport and is an honorary member of the Institute of Public Works Engineering Australasia. He is the recipient of the outstanding Queensland University of Technology Alumni Award 2021 and the Engineers Australia National Transport Medal 2023.

Board meetings

During the financial year, four meetings of directors were held:
No. 49 – 17 August 2023 (Melbourne) No. 51 – 8 February 2024 (Perth)
No. 50 – 2 November 2023 (Online) No. 52 – 9 May 2024 (Auckland)

The number of meetings of the board of directors held during the year and each director's attendance at those meetings are set out below.

Meeting attendance for 2023–2024

Director	Eligible meetings	Meetings attended
Louise McCormick	4	3
Dennis Walsh	4	4
John Hardwick	4	4
William Tieppo	4	4
Peter Woronzow	4	2
Brett Gliddon	4	4
Dr Ana Glavinic	4	4
Gary Swain	2	2
Denise McIntyre	2	2
Alison Playford	1	1
Karen Doran	2	1
Paula Stagg	4	4
Liz de Chastel	1	0
Amy Crawford	3	2

Alternate director attendance 2023–2024

Alternate Director	Alternate for	Meetings attended
Claire Brown	Louise McCormick	1
John Erceg	Peter Woronzow	2
Sanjiv Sathiah	Liz de Chastel	1
Sanjiv Sathiah	Amy Crawford	1

Our governance frameworks

To ensure that our work, direction and strategy are guided by data-driven, evidence-based decisions, we rely on a matrix of various conceptual frameworks, methodologies, and policies. The implementation and use of these frameworks allows us to continually improve, remain accountable to our key stakeholders, and deliver on our *2023–27 Strategic Plan*.

We have also introduced a new product development funnel – a mature framework to assess and prioritise innovative change in the organisation and our way of responding to the increasing demands facing Austroads. The process and reporting dashboard were established during the year, and the first assessment panel meeting was held in May 2024. We are expecting the dashboard, and process, will be refined as more projects are assessed.

Risk Management

The Board has a Risk Management Committee (RMC) that meets three times a year and reports back to the Board on key strategic and enterprise risks. A Strategic and Enterprise Risk Report, updated for each meeting of the RMC, includes risk tolerance, risk target levels and specific measures around mitigation of risks.

The Austroads Executive Group (AEG) reviews organisational and strategic risks on a regular basis and recommends any amendments and/or actions. AEG members are responsible for managing, identifying and reporting risk from their areas into the AEG so there is management and oversight where it is needed. The AEG reviews risk at its monthly meeting, including various mitigation measures and risk tolerances similar to the RMC report but at a more detailed level. The TCA Certification and Risk Committee (TCA CARC) reviews risks and mitigations specific to TCA when it meets quarterly.

Portfolio, Program and Project Management Framework

Last year, the Project Management Office (PMO) established an organisation-wide project management system for all relevant processes, policies, and tools. The Portfolio, Program, and Project Management Framework is a comprehensive framework that standardises project management practices throughout the organisation, facilitating informed decision-making on project risks and issues by Austroads senior leadership. Eleven modules on guidelines and processes for managing portfolios, programs, and projects have been approved and implemented across Austroads with a further six to complete. The PMO's role has also grown to include a standardised project management framework, centralised reporting and performance monitoring of all projects across the organisation.

- Portfolio-level governance at Austroads is led by the Chief Executive and provides guidance and oversight to ensure strategic alignment while optimising investment and achieving portfolio targets and operational goals.
- Austroads work programs have both external and internal governance structures, while the Board has oversight of all programs. The five programs are each governed by expert task forces who support program delivery, while technical reference groups provide information without formal governance roles. NEVDIS and TCA have their respective governance committees.
- Project-level governance for individual project management ensures projects are delivered on time, on budget and with the required quality. Austroads Board maintains oversight of all projects, which may have both external and internal governance structures.

Austroads Project Management Framework

National Telematics Framework

National Telematics Framework Ecosystem

The National Telematics Framework was established following a series of decisions made by ministers between 2003 and 2008 and was globally recognised as an International Standard (ISO 15638) in 2012. The Framework provides an operational ecosystem to manage relationships and interactions between:

- creators of applications and schemes through the framework, and users of data, reports and analysis using data generated from applications of the framework
- providers of digital technologies and services recognised through the framework, for example:
  - Application Service Provider (ASP)
  - Operator ASP
  - Supplier of telematics devices or connected devices
  - Operator Supplier (supplies and installs telematics devices or connected devices exclusively in its vehicles that are within its custody and direct control).
- users of applications (and associated schemes) offered by ASPs through the framework
- TCA – the national administrator responsible for functions and services within the framework.

This year, the National Telematics Framework recorded the highest ever volumes of participants and transactions.

Information Security

This year, we developed the Austroads *Information Security Strategy 2023–27*. As with all modern organisations, Austroads is continuously evolving to protect the safe and reliable delivery of our services and the confidentiality of our data. Our growth and increased scope of work means that we need a security strategy that mitigates our increased risk and exposure and ensures we deliver our services with confidence. The Information Security Strategy positions Austroads as an information security conscious organisation, trusted by government, industry, and the community to connect and deliver services safely and securely.

Austroads' information security strategy focuses on:

- protecting the privacy of sensitive information held by Austroads
- delivering services that are resilient to cyber-attacks and can be quickly recovered if interrupted
- ensuring our digital communications channels are trustworthy and free from manipulation.

Information security management is a whole-of-organisational responsibility and all Austroads staff and partners, who develop, promote, and use digital systems and services have a shared accountability for protecting our members and customers. We support this by ensuring that:

- all Austroads staff and contractors receive training and practical advice about how to reduce cyber risks
- critical services application owners (or business units) understand the shared accountability for protecting our members, participants, and customers
- information security is embedded in all aspects and stages of how we do business and make decisions.

We are in the process of developing our Data Strategy and Data Governance Policy which is expected to be finalised by 2025. In the interim our data governance is guided by the Australian Privacy Principles Policy.

Our work

The work that Austroads undertakes on behalf of its member organisations is important, extensive and influential. This section is a snapshot of the work Austroads has finalised and reported on in the year 2023–24, structured against the work streams identified in our *Strategic Plan 2023–27***.**

Research – we undertake research projects, including real world trials, to answer questions about transport best practice and future preparedness.

Guidance – we publish and support the adoption of technical guidance to direct the consistent design, management and operation of Australasian transport networks.

Implementation – we implement sector-wide change-of-practice initiatives, and operational systems.

Operational services – we provide trusted operational services for member agencies and industry, including digital services and assurance of technologies and data.

Data – we securely exchange, manage, analyse and report on vehicle registration, driver licence and road-related data with government and commercial entities.

Icons highlight work projects that help our members and other stakeholders to:

- Take steps towards zero deaths and fatalities on our roads by 2050
- Achieve net zero greenhouse gas emissions by 2050
- Ready for technology advances or disruption
- Improve infrastructure resilience
- Deliver multi-modal transport systems
- Operate effectively in fiscal and labour constraints
- Respond to legislative or policy reform
- Improve productivity

Projects tagged with received particular media attention this year.

Research

Answering questions about transport best practice and future preparedness.

Accelerating transport infrastructure projects can be required in response to environmental, financial or policy changes. Our research report, *Optimising Project Delivery Performance (Accelerated Projects)*, includes practical guidance on accelerating the delivery of large transport infrastructure projects. The foundational report provides evidence-based advice on issue mitigation and best practice, and includes in-depth case studies.

To deliver projects and day-to-day operational services, member agencies require access to a qualified and experienced pool of specialists and generalists. To help members understand and plan for current and future workforce capability gaps, we commissioned research that estimates the skills and capabilities Austroads member agencies will need over the coming decade and identifies potential and emerging capability gaps.

The research report, *Australia and New Zealand Roads Capability Analysis 2022–2023,* and the first six-month update propose mitigation approaches such as national training and capability initiatives. The reports were accompanied by interactive data dashboards.

Sustainably increasing active transport, like walking and cycling, is a priority for all levels of governments across Australia and New Zealand but remains a challenge. We commissioned research that identified a broad range of interventions that have successfully boosted active transport mode share across the globe. The report, *Prioritising Active Transport,* suggests a balanced approach, noting that both incentives to make walking and cycling more convenient and disincentives to discourage car use, will be most effective.

Road users living in remote and regional areas are at a significantly greater risk for road trauma than those who live in major cities. During the year we finalised research to help organisations evaluate and prioritise safety interventions to mitigate this risk and make our rural and remote roads safer. The report, *Practical Approaches for Managing Regional Road Safety Priorities*, details evaluation and prioritisation frameworks and was published with a series of 21 factsheets.

Our research suggests a balanced approach, that includes both incentives to make walking and cycling more convenient and disincentives to discourage car use, will most effectively increase active transport.

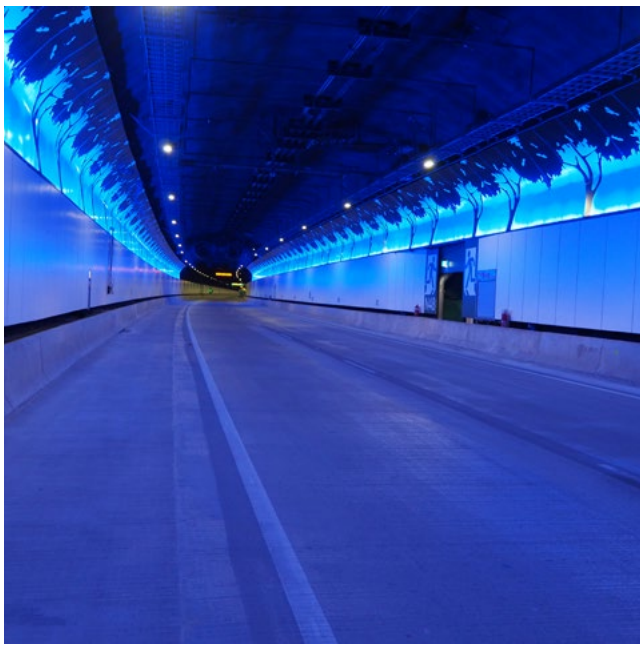
For the first time, our report, *A National Approach to Developing Non-Fatal Crash Outcomes*, demonstrated that it is possible to obtain robust, consistent data on serious injuries caused by road crashes on a national scale. By linking with hospital data, we can analyse the connection between crash and injury characteristics, an important development in progress towards the national road safety strategy goal of reducing serious injuries by 30 per cent by 2030.

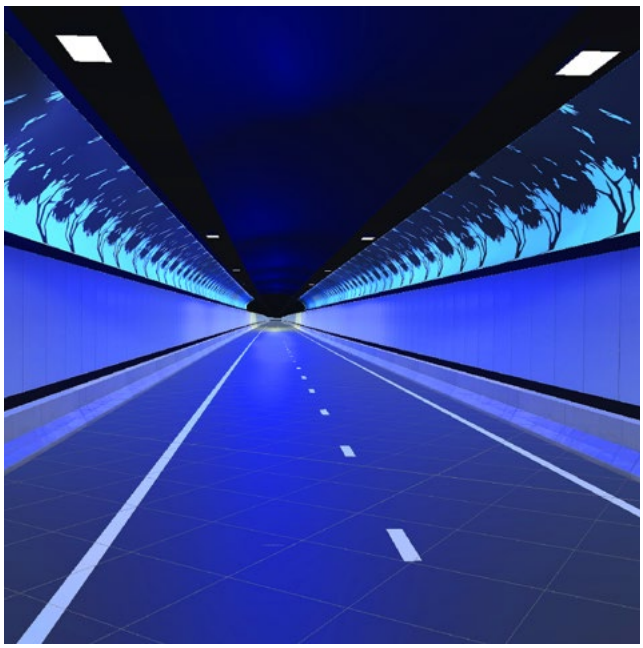
Overseas licensed heavy vehicle drivers provide valuable skills and address workforce shortages. While data suggests these drivers are not more likely to be involved in safety incidents or crashes, the heavy vehicle industry has reported concerns about accommodating differences in driving and road safety cultures. Austroads is exploring whether changes need to be made to the way overseas licensed drivers are recognised. We sought input from heavy vehicle drivers, heavy vehicle operators, and anyone who relies on heavy vehicles. More than 1,900 individuals responded to the survey. We will keep industry updated after states and territories have determined next steps.

Local government manages most of the road network in Australia and New Zealand. Our report, *Preparing for Connected and Automated Vehicles,* highlighted 10 key areas for consideration and provided practical guidance to help local government prepare for the expected increase in connected and automated vehicles on their roads.

Our research report, *Minimum Requirements for Traffic Signs, Traffic Signals and Line Markings,* identified the minimum physical infrastructure requirements, practices and changes that transport agencies should implement to support connected and automated vehicles on our roads. The report recommends changes to line and pavement marking, electronic and non-electronic signs, and traffic signals, but recognises that human drivers should remain the priority in design decisions for the near future.

Austroads member agencies are actively addressing greenhouse gas emissions and other key environmental issues. For the past three years, we have commissioned research to collate a record of this important work. An annual summary outlines environmental and sustainability initiatives, and business-as-usual processes in place across Australia and New Zealand.





Real and simulated tunnel environments were tested to determine if aesthetic treatments were beneficial to drivers and if the simulators captured real driving behaviours. Images supplied by Transurban and Northwestern Roads Group.

Scan for videos of the crash tests.

To test a new type of bridge barrier, Austroads commissioned world-first crash tests to validate the design against the relevant Australian Standards, and the American Association of Highway and Transportation Officials Manual for Assessing Safety Hardware. For the first time, the barriers were tested with an articulated truck travelling at 90 km/h. The sports utility vehicle test used dummies the size and weight of an adult woman and a small child, also providing world-first data. The tests were held in Christchurch, New Zealand. The research will inform the update of the Austroads guidelines on selecting and designing bridge barriers.

Planning is well underway for the 12th Austroads Bridge Conference, which will be held in Brisbane, Queensland, in June 2025. The conference is an important event for industry experts, bridge practitioners, material scientists and structural engineers from across Australasia to share their research and celebrate their achievements at the Austroads Bridge Awards.

Road tunnels provide urban communities with connectivity and mobility. Australia and New Zealand lack a standardised approach to making decisions about routing dangerous goods through tunnels. Austroads commissioned research to develop a new methodology for assessing risk during the transit of dangerous goods based on a Dangerous Goods Quantitative Risk Assessment Model (DG-QRAM). This international model can estimate and compare the risk of dangerous goods transport through a tunnel and an alternative open-air route. Austroads published the proposed approach in *Methodology for Comparing Dangerous Goods Risks in Road Tunnels to Those on Alternative Routes* in three volumes: a best practice review, manual, and case study for Using DG-QRAM in the Australasian context.

We also published the results of our study into driver behaviour and the impact of tunnel aesthetics. The research used a virtual reality driving simulator located at the University of New South Wales to simulate driving in Sydney's NorthConnex tunnel. The study found that aesthetic design can positively impact driver experience without affecting performance and that simulator driving experience was a valid reflection of real driving behaviours.

The latest inspection of sprayed seal trial sites in Coober Pedy indicate polymer modified binders are aging better than unmodified bitumen.

The asphalt industry is rapidly evolving, and it is widely accepted that prescriptive specifications are not well suited to take full advantage of the benefits that new and innovative technologies can provide. A technical report published during the year lays out the first steps of what will become a new performance-based asphalt specification framework. The report is a significant step forward in standardising asphalt performance testing methodologies across Australia and New Zealand. The report, *National Harmonisation of Test Methods Used in Asphalt Performance Specifications,* was published with three updated test methods.

In April 2024, we updated our mix design procedure for asphalt compaction. We published the details of the study in *Validation of Superpave™ Method of Asphalt Compaction for Australasia*. The report investigates how different compaction machines affect mix designs and identifies the Superpave gyratory compactor as a the most likely replacement for the now discontinued Gyropac. The report outlines key considerations for ensuring a smooth transition between the devices as this is a significant shift for the road construction industry.

In response to some local asphalt industry and state transport agencies concerns about the supply and sustainability of using hydrated lime in asphalt mixes, we published research into the *Feasibility of Using Anti-Stripping Additives as an Alternative to Hydrated Lime*. The report provides an interim laboratory assessment protocol developed to assess the effectiveness of different anti-stripping additives.

The Austroads sprayed seal trial site at Coober Pedy was established in 2011 to evaluate the relative performance of seals constructed with different grades of binders over time. The latest inspection results were reported in *Austroads Coober Pedy Sprayed Seal Trial: 11-year Inspection Findings*. The data revealed that while all binders were becoming harder and progressively more oxidised over time, polymer modified binders demonstrated superior resistance to aging compared to unmodified bitumen. The research provides valuable information for road managers and industry into the long-term performance of different binder grades and help build evidence to guide decisions on pavement design and maintenance.

We published two new guidelines to aid with incident response vehicle design and procurement, and the use of truck-mounted attenuators in incident response. Image supplied by Main Roads WA.

Guidance

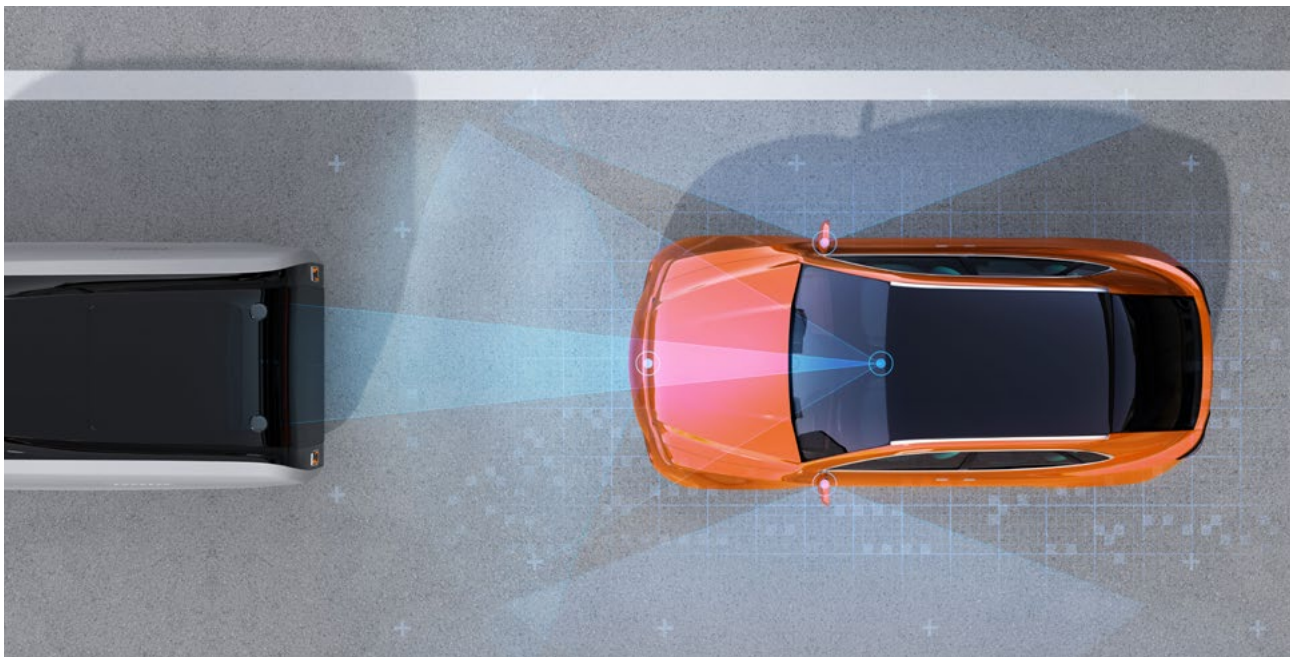
We direct the consistent design, management and operation of Australasian transport networks.

Austroads' technical specifications provide clear, practical and consistent guidance to the industry and government. This year, we published:

- Four new technical specifications on the requirements for a safety management system, the materials used in the construction of earthworks, subsurface drainage and requirements for the installation of horizontal drains.
- New technical specifications on the requirements for the supply of fillers, coarse and fine aggregate and reclaimed asphalt, as well as on the supply and application of coloured and high friction pavement surface treatments.
- Ten new technical specifications on the design and construction of bridgeworks including: use of structural members, fibre reinforced polymer bridge members, concrete, void formers, installation of bridge barriers, galvanizing and painting, and protection of steel bridges.
- New test methods detailing the procedure to be used when assessing seamless knitted tubular filter fabric.

Austroads published two new guidelines to provide a safer working environment for incident response teams and road workers: *Guidelines for the Design and Procurement of Incident Response Vehicles* and *Guidelines for the Use of Truck-Mounted Attenuators in Incident Response*. They provide best-practice guidance on incident response vehicle design, manufacture, procurement, and use, including how and when truck-mounted attenuators and other attenuator vehicles should be used in incident response scenarios.

The Austroads Guides are used by all road agencies in Australia and New Zealand and inform the design, construction, maintenance and operation of the road network. Austroads also provides guidance and information to all members on any new and updated technologies, procedures and processes related to the road and road transport industry. *Guide to Road Design* is Austroads' most used guide collection. During the year we reviewed numerous and diverse supplementary material and resources jurisdictions have developed to ensure the guide remains the most relevant source of information for all practitioners and agencies. We identified new content for possible inclusion in the updated version of the guide and established a pathway for future inclusion of supplement material in the guide.



New guidance to aid the evaluation and reporting of automated vehicle trials provides organisations developing, approving or delivering trials with direction to improve their quality and consistency.

We also updated the *Guide to Bridge Technology Part 7: Management and Maintenance of Existing Bridges*. The update focused on bridge inspections and includes a versatile framework for engineers. The update improves the standard for and quality of bridge construction, maintenance, inspection and testing, throughout Australia and New Zealand.

Guidelines for the Provision of Heavy Vehicle Rest Area Facilities are being reviewed to ensure rest area designs cater for a diverse workforce. The guidelines, first released in 2019, include best practice for the design, placement and construction of rest areas for heavy vehicle drivers and have been important for guiding audits in NSW and allocating Commonwealth funding. The project also aims to improve the availability of data on rest areas and their use.

We updated the influential Austroads vehicle classification scheme, *Austroads-23*. The new scheme includes detailed classification of active travellers and allows for more granularity of vehicle types. The guidance suggests where new technology could improve our understanding of the vehicles on our roads and furthers automation in transport management.

This year, Austroads published five driver licensing principles for decision-making and prioritisation of driver licensing projects and policy. The principles encourage consistency and harmonisation across Australian states and territories. Alongside the five principles, the guidance covers the current challenges faced by jurisdictions, and outlines national initiatives that are underway or under consideration.

Our stakeholders and other organisations are increasingly interested in trials that test infrastructure and requirements for successful wide-scale adoption of automated vehicle (AV) technologies. We published *Guidelines for the Evaluation and Reporting of Automated Vehicle Trials* and, with the National Transport Commission, *Guidelines for Trials of Automated Vehicle in Australia.* The guidelines are designed to improve the quality and consistency of the trials across jurisdictions.

The Pavement Work Tips are jointly produced by Austroads and the Australian Flexible Pavement Association. They provide easy-to-digest information on various pavement construction aspects and during the year we updated six on sprayed sealing. They focus on selecting seals, planning sprayed work, pre-spraying techniques, calibration of bitumen sprayers and aggregate spreading equipment as well as construction practices during extreme hot weather.

Implementation

Sector-wide change-of-practice initiatives, and operational systems.

Austroads' National Harmonisation of Temporary Traffic Management Practice project has achieved some important milestones this year and made some significant progress towards our goal of improving the safety of road worksites for road workers and other users. This project aims to harmonise temporary traffic management (TTM) through:

- development and provision of improved technical guidance
- harmonisation of the training environment for TTM practitioners
- a registration framework for organisations seeking to deliver TTM services
- a national approach to recognise new and innovative devices and solutions.

The National Training Framework for Temporary Traffic Management provides a harmonised environment for the provision of TTM training under the Vocational Education and Training (VET) framework. The harmonisation means that students, road workers and the wider industry benefit from standardised and high-quality training, a clear career pathway, and a workforce with a nationally recognised skillset.

This year, the national training has gone live in four jurisdictions, with Approved Training Providers (ATPs) delivering skill sets in South Australia, the Northern Territory, Tasmania, and Victoria. More than 2500 practitioners have enrolled in the courses delivered by 33 approved training providers. The delivery of the national training relies on the 75 trainers who have successfully obtained the skill sets and demonstrate industry currency.

We have worked closely with the industry, our members and regulators across multiple jurisdictions. This collaboration, and the benefits it has yielded, has been a huge success.

Austroads is a proud sponsor of the Traffic Management Association of Australia's Traffic Management Trainer of the Year Award. In 2024 the award was presented to Gerard O'Neill for his achievements training the next generation of qualified traffic controllers. Gerard is passionate about the Austroads Guide to Temporary Traffic Management and the TTM training. He has trained over 280 trainers, and through his exemplary teaching, has helped trainers realise the benefits of a national harmonised approach to temporary traffic management.

Austroads Guide to Temporary Traffic Management (AGTTM) details contemporary temporary traffic management practice for application in Australia and New Zealand and provides guidance for the planning, design and implementation of temporary traffic management designs. An update will be published in late 2025.

We also appointed a consulting firm to provide expert advice to our stakeholders and work with our Temporary Traffic Management Technical Reference Group on recommended changes to the AGTTM. This has also streamlined our continuous improvement process' cycle, enabling us to link feedback and changes to the AGTTM and the training modules.

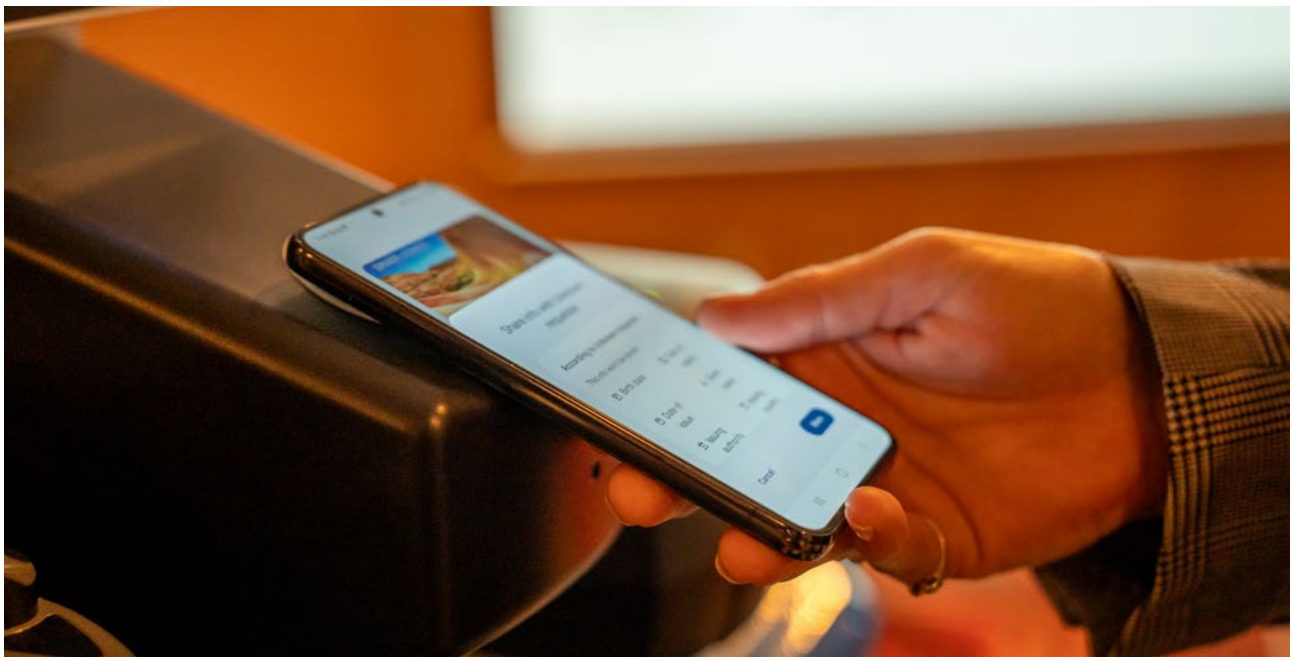
The Austroads Innovative Temporary Traffic Management Device and Solution Assessment (AITDSA) Scheme considers new technologies, innovative solutions and devices that can be used to improve safety for temporary traffic management. During the year, the scheme approved two devices as 'Recommended for Use': the eSTOP Auto and the SentriGate.

The innovations recommended for use and the operational experience gained from their adoption are informing updates to the temporary traffic management training and the AGTTM.

Top: *In the first year of operation more than 2,500 practitioners have enrolled in the nationally accredited courses delivered by 33 approved training providers. The courses incorporate classroom, practical and in-field training and assessment.*

Middle: *The use of innovative devices is informing updates to the temporary traffic management training and Austroads guidance.*

Bottom*: Our close work with the industry, our members and regulators across multiple jurisdictions has underpinned our success.*



We are supporting our members to adopt the International Standard ISO 18013-5 for digital driver licences. Austroads was instrumental in developing the standard with organisations from the USA and Europe.

Austroads' members are currently working to adopt the International Standard ISO 18013-5 for digital driver licences. The initiative will harmonise digital driver licenses and other credentials across Australia. The focus will begin with verifying digital driver licenses and digital photo ID/proof of age credential as this is a priority for our stakeholders. This will improve licensing verification and reduce exploitation. Austroads was instrumental in developing this standard in global partnership with the American Association of Motor Vehicle Administrators representing North America and the Association of European Vehicle and Driver Registration Authorities representing Europe. The new standard will guarantee privacy, security and compatibility across Australia and internationally.

In collaboration with state and territory governments, Austroads is progressing work to establish a national Digital Trust Service (DTS). The DTS will provide the ability for an individual to allow a business or government to verify a credential, such as a digital driver licence, in a way that preserves privacy. It allows the customer to retain control of their data, verifying that the credential was issued by a genuine issuing authority, rather than verifying each individual licence. Importantly, this approach ensures that state and territory governments retain sovereignty over driver licences and their credentials.

The Austroads DTS seeks to implement the globally accepted approach of harmonising digital credentials with internationally tried and tested technology that has already strong global acceptance. Austroads has been working to establish the foundation for the DTS over the last few years and will test its functioning when we host the IVC24 Summit in Sydney on 3–5 October 2024. This event will include demonstrations of how digital diver licences and other digital credentials from any jurisdiction can be securely verified throughout Australia.

We are working collaboratively with government and industry to develop state and territory implementation plans for reforms to improve the National Heavy Vehicle Driver Competency Framework.

We are currently undertaking an extensive program of work to review and improve the National Heavy Vehicle Driver Competency Framework which outlines the minimum competency and assessment standards for heavy vehicle drivers across Australia. In late 2023, Australia's Transport Ministers agreed in-principle to a nationally consistent approach to the training and licence progression of heavy vehicle drivers. The changes are designed to increase the safety and capability of heavy vehicle drivers and harmonise heavy vehicle training and assessment. Austroads is working collaboratively with each state and territory government and industry stakeholders to develop an implementation plan for these reforms. As with any reform on a national level, this is a long-term program of work, with multiple stakeholders across all the jurisdictions. Stages will be rolled out over the next few years.

As part of our work on the National Heavy Vehicle Driver Competency Framework review, we identified hazard perception testing of heavy vehicle licence applicants as an opportunity to improve safety. We commissioned Professor Sharon Newnam from the Centre for Accident Research and Road Safety, to lead a new, world-first heavy vehicle hazard perception test specifically for the Australian context. The results of the program are included as part of the framework review into our heavy vehicle licensing system.

Work has continued on a National Automated Access System (NAAS). NAAS will drive efficiency for road managers and heavy vehicle operators while preserving community safety and sensibly managing road assets. The Austroads Board approved a staged project implementation to provide prudent, practical project gateways and deliver outcomes that support progressive adoption post the Heavy Vehicle Access Management System (HVAMS) version 3 completion. As part of Stage 1, we completed:

- a legal review to assist the implementation of the NAAS
- understanding and documenting the functional requirements and needs of road authorities, local government road managers, third-party entities, regulators and the heavy vehicle transport industry
- work to describe practices pertaining to structure, road and pavement assessment processes for heavy vehicle consent, plus spatial mapping processes by road authorities
- a concept of operations providing the high-level architecture and associated design of the NAAS.

In the first year the Austroads Safety Hardware Training and Accreditation Scheme was mandated in NSW, Queensland and Victoria, more than 1,000 people have completed the training.

Operational services

Trusted operational services for member agencies and industry, including digital services and assurance of technologies and data.

To ensure that we can continue to deliver a high-quality service, we have initiated multiple programs of modernisation across technology, data, and security infrastructure – enhancing our adoption of DevOps practices, cloud technologies, and modernising our data infrastructure. We are positioning ourselves to take advantage of emerging technologies by ensuring our data has strong governance structures, and we are increasing our stakeholder consultation and engagement.

The Road Assessment Program (RAP) is a methodology used to identify, manage, and improve road infrastructure, roadside features and speed limits to reduce road trauma systematically and proactively. As the Australian Road Assessment Program (AusRAP) lead, Austroads approved a new strategy and business plan that commits to publishing AusRAP star ratings on all arterial roads by 2025, and a national target of at least 80 per cent of travel on 3-star or better roads by 2030.

Austroads members, along with the road safety barrier industry, have been concerned about the quality of installation of road safety barriers which may put the safety of the public and road workers at risk. The Austroads Safety Hardware Training and Accreditation Scheme (ASHTAS) delivers a high standard and nationally consistent set of training outcomes for individuals installing and maintaining road safety barriers in Australia and New Zealand. The training was mandated in NSW, Queensland and Victoria from 1 July 2024. More than 1,000 people have completed the training.

Austroads has identified the need to improve the quality and consistency of health assessments for commercial vehicle drivers. Earlier this year we reported the results of our survey of over 500 medical practitioners, including more than 150 TruckSafe medical practitioners, about barriers to conducting fitness for duty assessments in the transport industry. Our report highlighted the need to develop a new and comprehensive strategy, including targeted education for drivers about their obligation for fitness for duty, and improved communication tools and resources to guide practitioners in their discussions with road transport operators.

Calibration of the new TCA test vehicle is being finalised. The vehicle is used to test hardware and devices submitted for type approval.

Transport Certification Australia (TCA) administers the Intelligent Access Program (IAP), the Telematics Monitoring Application (TMA) and the Road Infrastructure Management (RIM) applications and their relevant schemes within the National Telematics Framework. TCA approves telematics devices and systems and certifies service providers to ensure they meet specified technical and performance standards.

This year saw continued growth of the TMA and RIM. The number of TCA authorised service providers increased from 14 to 18. We also received our first original equipment manufacturer application for type-approval and certification. Six telematics devices and two Smart OBM devices were approved during the year.

We saw a record number of vehicles participating in regulated telematics schemes, increasing from around 13,000 to over 16,000 by the end of the year. The end of June was also the deadline for transport operators in New South Wales and Queensland to transition to TCA-type-approved Smart OBM systems that are linked to TMA by TCA-certified service providers.

The Australian Taxation Office has advised that TCA-certified application service providers are now able to be used to claim fuel tax credits. Austroads is currently forming a working group to help develop a new scheme to recognise TCA's certified application service providers.

This year we completed our TCA test vehicle replacement, and we are currently in the final stages of calibrating and testing to ensure its accuracy. This vehicle is critical for Austroads' type-approval of the hardware and devices and a pivotal piece of our NATA accreditation – the potential device is fitted to the test vehicle to verify that the data it generates is accurate and meets our requirements and specifications. In addition, three software applications have been developed and implemented to support the operation of the vehicle.

Significant progress has been made to implement a tailored customer management system for the NEVDIS Administration Unit, which will streamline customer management workflows, improve response times and service level agreements, centralise communication channels, provide comprehensive reporting capabilities, and unify support channels.

The shutdown of the 3G network in Australia will affect vital equipment and services in the road transport sector. Austroads and TCA disseminated useful information at conferences and events to urge the industry to start their transition early. We also ran a webinar with representatives from Telstra, Optus, Heavy Vehicle Industry Australia and the transport industry.

An Australian-first data-sharing initiative led by Cement Concrete & Aggregates Australia and Victoria's Department of Transport and Planning allowed the industry to analyse key routes used by construction vehicles, better plan for road works, identify areas of travel intensity and maintain infrastructure.

Data

We securely exchange, manage, analyse and report on vehicle registration, driver licence and road-related data with government and commercial entities.

Austroads owns and manages the National Exchange of Vehicle and Driver Information System (NEVDIS), the single authoritative exchange service for driver licence information across Australia. The system is crucial to Australia and our ability as a nation to register vehicles, exchange licence and vehicle information across state borders, and verify licence information. The system recorded a record 350 million transactions, including over 40 million licences verified via the National Document Verification Service.

TCA, in collaboration with Australian industry associations and their member organisations, introduced Road Infrastructure Management (RIM) Industry-Led Data-Sharing Schemes. They allow Australian industry associations to collect, access and visualise vehicle movements data and other related data types from participating transport operators. For many industries, this is the first time they are able to access this valuable, personalised information. The aggregated and de-identified data provides national insights into sector-wide vehicle movements to improve decision-making and risk management, enhance operational efficiency, support evidence-based advocacy and improve safety.

Our members are working with us to introduce low and zero emission heavy vehicles (LZEHV) onto the Australian road network, as part of Australia's target of net zero greenhouse gas emissions. The additional tare weights associated with LZEHV can impact road network access arrangements, and introduce risks to the sustainable management of road infrastructure. In 2023-24 the first schemes designed specifically for LZEHVs were introduced. These schemes are associated with telematics applications and smart on-board mass systems, and include the analysis and reporting made available to road managers through TCA's Telematics Analytics Platform.

Access to aggregated data and heavy vehicle road use statistics enables evidence-based decision-making about infrastructure maintenance, investment and future priorities. The ongoing expansion of the Telematics Monitoring Application is the result of a concerted effort by TCA to communicate and collaborate with jurisdictions about the potential of telematics.

As an example, TCA worked with the Queensland Department of Transport and Main Roads to jointly develop a new heavy vehicle access regime which will result in the incorporation of TMA and Smart OBM for some of the heaviest vehicles using Queensland's road networks. When the new schemes are introduced in 2025 the data will offer enhanced clarity into the use of the road networks and contribute to further advancements to lifecycle management practices for road and bridge infrastructure and informed asset investment decisions in Queensland.

The Telematics Analytics Platform (TAP) has experienced rising demand this year as data analytics and visualisations via TAP are increasingly used to guide decisions in allocating funding, enhancing heavy vehicle access, and supporting increased productivity of the road network and freight systems. TAP has delivered major enhancements to improve reporting this year, including:

- curated reporting on vulnerable road structures such as bridges, and level crossings
- activated weekly reporting for certain innovative high-priority schemes including reporting on low and zero emission heavy vehicles in multiple states
- the first set of geospatial data generated by Austroads research, guidance and practice outputs – weighted mean annual pavement temperature
- established a more robust software development cycle
- review of the security and compliance of the portal with ISO 27001 and ISO 9001 as part of routine internal audit activities and implemented improvements.

Given the increased demand, TAP has prioritised user and member needs by developing a more interactive self-service model for data requests, and engaging with users through monthly newsletters, feedback surveys.

This year, TCA was involved in an Australian-first data-sharing initiative led by Cement Concrete & Aggregates Australia and Victoria's Department of Transport and Planning. Aggregated data for over 2,000 construction vehicles was shared and visualised on TAP. This allowed the industry to analyse key routes used by construction vehicles, better plan for road works, identify areas of travel intensity and maintain infrastructure.

Collaborating with Freight Victoria

Freight Victoria coordinates the development of an efficient freight and logistics system. It is focused on improving the productivity, safety, and sustainability of freight across Victoria. One of the key ways it enhances the management of freight, particularly with heavy vehicles, is by utilising telematics data collected from heavy vehicles. Through TAP Freight Victoria gains valuable insights into the operation of heavy vehicles using the Victorian road network. The insights provided through TAP are derived from the data collected from vehicles participating in telematics schemes offered by Freight Victoria.

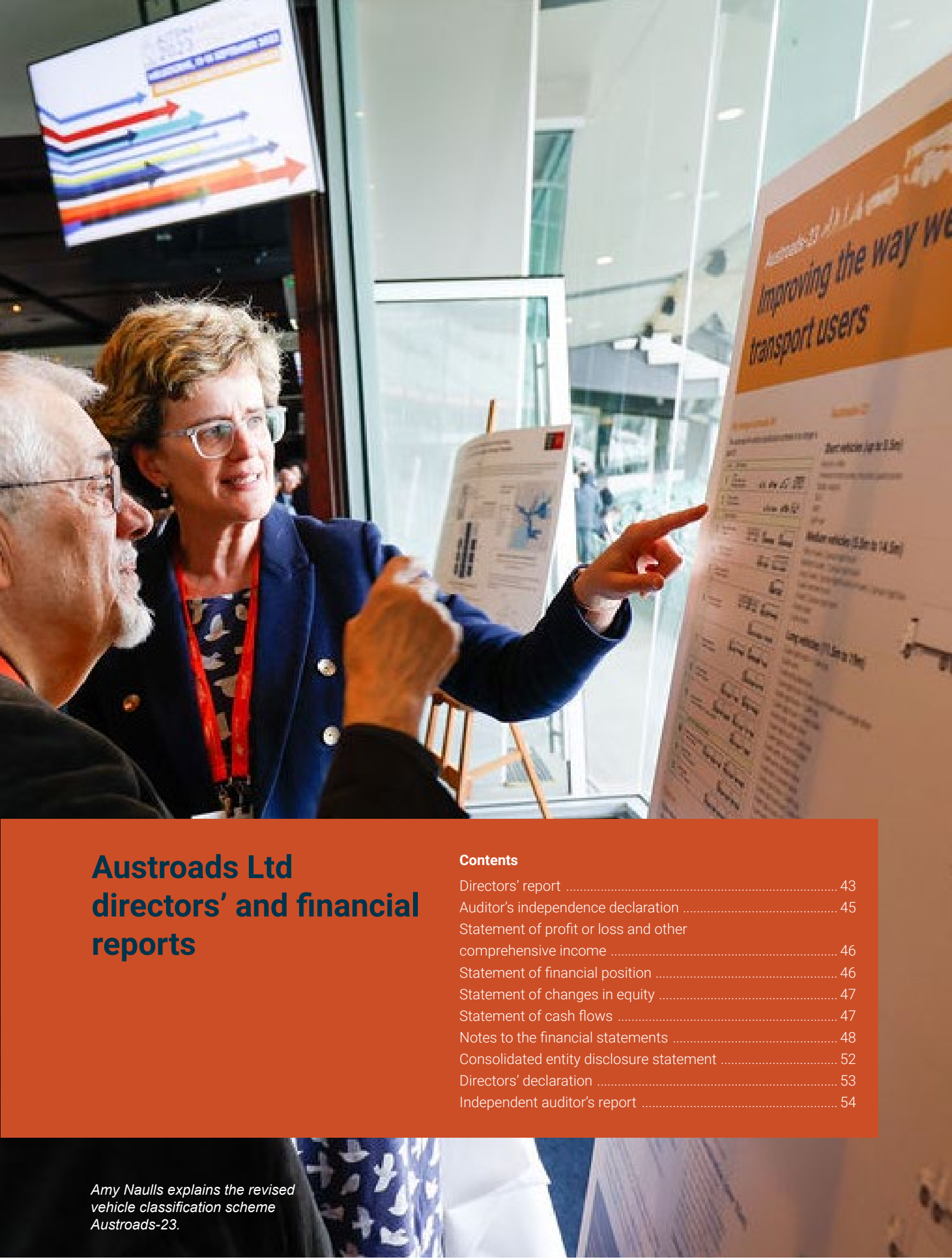
This year, TCA provided aggregated data about the movement of high productivity freight. That data showed that the automated tracking of empty freight containers and data insights on truck movements can improve turnaround times by more than 30 per cent, when compared to using paper forms to track vehicles, improving efficiency and accuracy.

The introduction of a smart on-board mass device enables the digital collection of axle mass and gross combination of mass data which, when combined with telematics data, has been critical to Freight Victoria's expansion of road access for higher productivity freight networks for B-triples and A-B triples.

TAP is providing insights which are helping to inform the justification and prioritisation of road and bridge infrastructure upgrades. For example, telematics and Smart OBM data is now being used by Freight Victoria as part of cost-benefit analysis and decision-making processes to secure funding for road network maintenance and investment.

Local governments in Victoria are also using TAP to make better informed heavy vehicle access decisions, respond to community concerns. These decisions are contributing to improved freight outcomes which are productive, safe and sustainable.

TCA's telematics data showed that the automated tracking of empty freight containers can improve turnaround times by more than 30 per cent, when compared to using paper forms to track vehicles, improving efficiency and accuracy.



Austroads Ltd directors' and financial reports

Contents

Amy Naulls explains the revised vehicle classification scheme Austroads-23.

Directors' report

The directors of Austroads Ltd ('the Company') present this report on the Company for the financial year ended 30 June 2024.

The Directors' Report has been prepared in accordance with the requirements of the *Corporations Act 2001* (Cth). The information below forms part of this Directors' Report:

- Principal activities on pages 28 to 41
- Directors and Directors' meetings on pages 23 to 25
- Company Secretaries on pages 18-19.

Strategies

Austroads *Strategic Plan 2023-27* establishes the strategic directions and actions the company will progress. In pursuit of its vision to be the leading provider of authoritative information products and services that are adopted and implemented for a safe, efficient, reliable and sustainable transport network across Australasia, Austroads will:

- Conduct research that is coordinated and pooled, has scientific rigour, and directly addresses issues of concern to our members.
- Provide authoritative guidance and facilitate the consistent and effective implementation of best practice.
- Develop new and enhanced services to improve outcomes for our members and key stakeholders.
- Provide operational services that are trusted, effectively managed and continually improved.
- Manage transport information and data services that are contemporary and keep pace with evolving trends.
- Be an exemplar model of a well-run member organisation that provides services to and on behalf of government transport agencies.

An annual business plan, which is monitored and reviewed by the Austroads Executive Group, is Austroads' principal planning document. It sets the framework for the delivery of value for its members by directly connecting Austroads' activities and our people to Austroads' objective, to solve problems for transport agencies in Australia and New Zealand.

Key performance measures

An overview of performance, including five-year trends, is included on pages 4-5. The following measures have been developed to assess performance and progress against the delivery of actions identified in each of the Company programs:

Projects and services delivered on time, on budget, and in line with stakeholder requirements.

Austroads had 107 projects underway or commence in 2023-24 financial year, including 32 projects that were completed. At the end of the financial year, there were 75 active projects, 45 of those were on track for completion on schedule. A further 30 are at risk of delay against scheduled completion dates, these projects have had internal project milestones delayed but there are no current effects on scheduled completion dates. Projects were completed within the total project budget.

Increased adoption and use of our information products and services.

Austroads member agencies have adopted nine Austroads Guides:

- Guide to Asset Management
- Guide to Bridge Technology
- Guide to Pavement Technology
- Guide to Project Delivery
- Guide to Road Design
- Guide to Road Safety
- Guide to Road Tunnels
- Guide to Smart Motorways
- Guide to Traffic Management

The *Guide to Temporary Traffic Management* is undergoing refinement to ready it for adoption. The new *Guide to Digital Engineering* will be published in late 2024.

Austroads Guides are increasingly used by members and the broader industry. More than 335,000 copies of the Austroads Guides were accessed during the year, a 13% increase on the previous financial year and a 45% increase on 2019-20. The Guides, which cover the planning, design, operation and management of road infrastructure, are used extensively in Australia and New Zealand but their quality is recognised internationally.

Greater proportion of information products provided in contemporary digital formats and efficient self-serve access.
The Board has approved a project to deliver Austroads Guides and technical specifications in an online digital format. The project will also consider replatforming the Austroads website to enable more flexible use of content and an improved user experience.

Increased number of research and trial projects progressed to implementation and ongoing services.
During the year, the implementation of nationally harmonised temporary traffic management training and practice transitioned to an operationalised service. In the first year of operation more than 2,500 practitioners enrolled in courses delivered by 75 trainers employed by 33 approved training providers.

Austroads is currently developing an implementation plan to deliver an extensive program of work to review and improve the National Heavy Vehicle Driver Competency Framework. As with any reform on a national level, this is a long-term program of work, with multiple stakeholders across all the jurisdictions. Stages will be rolled out over the next few years.

Expanded range and number of vehicles enrolled in TCA-administered applications.
At the end of the 2023-24 financial year 16,150 vehicles were enrolled in TCA-administered schemes. This is a 32% increase on the previous year and a more than 150% increase over the past five years.

Assurance functions expanded across a broader range of providers, products and services.
Austroads is in the process of drafting a national Product Type Approval Framework, complemented by nationally harmonised adoption of specifications, for consideration by the Board. The proposal will be completed by the end of 2024.

NEVDIS services expanded, while continuing to meet core availability and transactional targets.
As an example of the expansion of NEVDIS services, the NEVDIS demerit point exchange (DPX) shares information about demerit points and licences across all state borders in Australia. The DPX system is powered using 20-year-old technology. Austroads has developed a new web-based DPX, using best-practice security approaches such as multi-factor authentication, encryption, and address whitelisting. A coordinated simultaneous rollout is now being planned with all jurisdictions.

Expanded capabilities and increased maturity level with IT systems and data services.
A number of projects are underway to lift the maturity of the Company's IT systems and data services. As an example, Austroads manages a complex data ecosystem generated from digital data exchanges that facilitate information sharing between different government entities, data-enabled research programs that create key insights into roads and transit, and initiatives that offer training and educational resources to improve transport management and safety. To address the challenges and complexities associated with this fragmented data, Austroads has developed a strategy to adopt a modernised data platform based on the Databricks technology platform. The project is currently underway and planned for completion by the end of 2025.

Growth and diversification of external revenue streams.
Austroads recognises that the environment in which we operate is changing and we are keen to ensure we work with that change. In 2024 Austroads began operationalising its implementation work on Temporary Traffic Management and a new revenue stream has developed which is anticipated to grow quickly and significantly in the coming years. Austroads has also begun work on other implementation projects including the digital drivers licence and the national heavy vehicle driver competency framework projects which are both expected to produce new and diversified revenue streams.

We develop our staff, have positive engagement, and are considered an employer of choice.
In 2024 Austroads will conduct its first staff engagement survey. The survey will be conducted annually and enable the human resources team and the executive group to track staff engagement trends and identify risks and opportunities.

Staff training and development is detailed on page 17.

Member's gaurantee

The Company is limited by guarantee and is incorporated under the *Corporations Act 2001*. If the Company is wound up, the constitution states that each member is required to contribute a maximum of $10 each towards meeting any outstanding obligations of the Company. At 30 June 2024, the total amount that members of the Company are liable to contribute if the Company is wound up is $110 (2023: $110).

Auditor's independence declaration

The lead auditor's independence declaration for the year ended 30 June 2024 has been received and can be found on page 45.

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

Louise McCormick
Chair
24 October 2024

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Auditor's Independence Declaration
To the Directors of Austroads Ltd
ABN 16 245 787 323

In relation to the independent audit of Austroads Limited for the year ended 30 June 2024, I declare that to the best of my knowledge and belief, there have been:

(i) no contraventions of the auditor independence requirements of the *Corporations Act 2001*; and

(ii) no contraventions of APES 110 *Code of Ethics for Professional Accountants (including Independence Standards)*.

S M Whiddett
Partner

Pitcher Partners
Sydney

24 October 2024

Statement of profit or loss and other comprehensive income for the year ended 30 June 2024

	Notes	2024 $	2023 $
Revenue	2	41,279,587	33,496,482
Expenses			
Corporate Expenses	3(a)	16,255,231	8,696,003
Work Program	3(b)	13,254,680	10,065,038
Specific Projects	3(c)	686,867	344,203
Publications	3(d)	16,257	23,058
Other NEVDIS Related Expenses	3(e)	5,741,098	5,518,069
Temporary Traffic Management Expenses	3(f)	544,801	–
Depreciation and Amortisation Expenses		1,962,082	2,209,882
Total expenses		38,461,016	26,856,253
Surplus for the year		**2,818,571**	**6,640,229**
Other comprehensive income		–	–
Total comprehensive income for the year		**2,818,571**	**6,640,229**
Total comprehensive income attributable to members of the entity		**2,818,571**	**6,640,229**

Statement of financial position as at 30 June 2024

	Notes	2024 $	2023 $
ASSETS			
Current assets			
Cash and Cash Equivalents	4	44,197,594	24,345,203
Financial Assets at Amortised Cost - Term Deposits		15,373,302	26,358,428
Trade and Other Receivables	5	4,576,012	7,715,127
Other Assets	6	608,153	423,614
Total current assets		64,755,061	58,842,372
Non-current assets			
Plant and Equipment	7	867,974	875,590
Intangible Assets	8	105,228	1,087,236
Lease Assets	10	4,653,422	2,086,022
Total non-current assets		5,626,624	4,048,848
Total assets		**70,381,685**	**62,891,220**
LIABILITIES			
Current liabilities			
Trade and Other Payables	9	4,642,767	3,755,361
Lease Liabilities - Current	10	824,694	352,682
Provision for Employee Benefits	11	1,439,563	513,328
Other Liabilities	12	–	63,566
Total current liabilities		6,907,024	4,684,937
Non-current liabilities			
Lease Liabilities - Non-current	10	4,137,984	1,910,608
Provision for Employee Benefits	11	523,617	301,186
Total non-current liabilities		4,661,601	2,211,794
Total liabilities		**11,568,625**	**6,896,731**
Net assets		**58,813,060**	**55,994,489**
Equity			
Accumulated Losses		(4,978,835)	2,580,147
NEVDIS Reserve	1(m)	63,791,895	53,414,342
Total Equity		**58,813,060**	**55,994,489**

The accompanying notes form part of these financial statements.

Statement of changes in equity for the year ended 30 June 2024

	NEVDIS Reserve $	Accumulated Losses $	Total Equity $
Balance at 1 July 2022	**43,859,603**	**5,494,657**	**49,354,260**
Comprehensive income			
Surplus for the year	–	6,640,229	6,640,229
Transfer to Reserve	9,554,739	(9,554,739)	–
	9,554,739	(2,914,510)	6,640,229
Balance at 30 June 2023	**53,414,342**	**2,580,147**	**55,994,489**
Comprehensive income			
Surplus for the year	–	2,818,571	2,818,571
Transfer to Reserve	10,377,553	(10,377,553)	–
	10,377,553	(7,558,982)	2,818,571
Balance at 30 June 2024	**63,791,895**	**(4,978,835)**	**58,813,060**

Statement of cash flows for the year 30 June 2024

	Notes	2024 $	2023 $
Cash Flows from Operating Activities			
Member Contributions		35,131,771	32,042,759
Receipts from Customers and Other Sources		7,072,129	(2,183,829)
Payments to Suppliers and Employees		(34,475,876)	(23,023,424)
Interest Received		2,151,236	1,406,919
Interest Paid		(171,525)	(99,334)
Net Cash Inflow from Operating Activities	14	**9,707,735**	**8,143,091**
Cash Flow from Investing Activities			
Movement in Term Deposits		10,985,126	(14,961,914)
Purchase of Plant and Equipment		(180,534)	(157,926)
Net cash from/(used in) Investing Activities		**10,804,592**	**(15,119,840)**
Cash Flow from Financing Activities			
Repayment of Lease Liabilities		(659,936)	(314,490)
Net cash used in Investing Activities		**(659,936)**	**(314,490)**
Net increase/(decrease) in cash held		19,852,391	(7,291,239)
Cash at the beginning of the financial year		24,345,203	31,636,442
Cash at the end of the financial year	4	**44,197,594**	**24,345,203**

The accompanying notes form part of these financial statements.

Notes to the financial statement for the year ended 30 June 2024

The financial statements are for Austroads Ltd ('the Company') as an individual entity. The Company is a public entity limited by guarantee, incorporated and domiciled in Australia.

Note 1: Summary of material accounting policies

Basis of preparation

The directors have prepared the financial statements on the basis that the Company is a non-reporting entity because there are no users who are dependent on general purpose financial statements. These financial statements are therefore special purpose financial statements that have been prepared in order to meet the requirements of the *Corporations Act 2001*. Consolidation financial statements, including the results and operations of Austroads subsidiary, Transport Certification Australia, have not been prepared as the directors have determined that the group is not a reporting entity.

These financial statements have been prepared in accordance with the recognition and measurement requirements specified by the Australian Accounting Standards and Interpretations issued by the Australian Accounting Standards Board (AASB) and the disclosure requirements of *Presentation of Financial Statements (*AASB 101), *Statement of Cash Flows* (AASB 107), *Accounting Policies, Changes in Accounting Estimates and Errors* (AASB 108), *Interpretation of Standards* (AASB 1048), *Application of Tiers of Australian Accounting Standards* (AASB 1053) and *Australian Additional Disclosures* (AASB 1054), as appropriate for not-for-profit entities. The principal accounting policies adopted in the preparation of the financial statements are set out below. These policies have been consistently applied to all the years presented, unless otherwise stated.

The financial statements, except for the cash flow information, have been prepared on an accruals basis and are based on historical costs unless otherwise stated in the notes.

The financial statements were approved by the directors of the Company as at the date of the directors' report.

New accounting standards and interpretations adopted

There are no new or amended Accounting Standards and Interpretations issued by the Australian Accounting Standards Board (AASB) that are mandatory to the Company for the current reporting period.

Any new or amended Accounting Standards or Interpretations that are not mandatory have not been early adopted.

The material accounting policies applied in the preparation of the financial report, which are consistent with the previous period unless otherwise stated, are as follows:

(a) Revenue

The Company recognises revenue as follows:

Revenue from contracts with customers

Revenue is recognised at an amount that reflects the consideration to which the company is expected to be entitled in exchange for transferring goods or services to a customer. For each contract with a customer, the Company: identifies the contract with a customer; identifies the performance obligations in the contract; determines the transaction price which takes into account estimates of variable consideration and the time value of money; allocates the transaction price to the separate performance obligations on the basis of the relative stand-alone selling price of each distinct good or service to be delivered; and recognises revenue when or as each performance obligation is satisfied in a manner that depicts the transfer to the customer of the goods or services promised.

Variable consideration within the transaction price, if any, reflects concessions provided to the customer such as discounts, rebates and refunds, any potential bonuses receivable from the customer and any other contingent events. Such estimates are determined using either the 'expected value' or 'most likely amount' method. The measurement of variable consideration is subject to a constraining principle whereby revenue will only be recognised to the extent that it is highly probable that a significant reversal in the amount of cumulative revenue recognised will not occur. The measurement constraint continues until the uncertainty associated with the variable consideration is subsequently resolved. Amounts received that are subject to the constraining principle are recognised as a refund liability.

Fees and charges

Fees and charges are recognised over the period to which the provision of services relate.

Contribution revenue

Contribution revenue is recognised at a point in time when received or when the right to receive payment is established.

Grant revenue

Grant funding that contain specific conditions on the use of those funds are recognised as and when the Company satisfies its performance obligations. A contract liability is recognised for unspent grant funds for which a refund obligation exists in relation to the funding period. General grants that do not impose specific performance obligations on the Company are recognised as income when the Company obtains control of those funds, which is usually on receipt.

Interest income

Interest income is recognised on an accruals basis using the effective interest.

Other revenue

Other revenue are recognised as income upon receipt of those income.

(b) Currency

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

(c) Income tax

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

(d) Right-of-use assets

A right-of-use asset is recognised at the commencement date of a lease. The right-of-use asset is measured at cost, which comprises the initial amount of the lease liability, adjusted for, as applicable, any lease payments made at or before the commencement date net of any lease incentives received, any initial direct costs incurred, and, except where included in the cost of inventories, an estimate of costs expected to be incurred for dismantling and removing the underlying asset, and restoring the site or asset.

Right-of-use assets are depreciated on a straight-line basis over the unexpired period of the lease or the estimated useful life of the asset, whichever is the shorter. Where the Company expects to obtain ownership of the leased asset at the end of the lease term, the depreciation is over its estimated useful life. Right-of use assets are subject to impairment or adjusted for any remeasurement of lease liabilities.

(e) 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	10-33.33%

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 profit or loss and other comprehensive income.

(f) Cash and cash equivalents

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.

(g) 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 provision for expected credit loss allowance, as all receivables are fully recoverable.

(h) 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.

(i) 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 and annual leave.

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

(j) 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.

(k) Lease liabilities

A lease liability is recognised at the commencement date of a lease. The lease liability is initially recognised at the present value of the lease payments to be made over the term of the lease, discounted using the interest rate implicit in the lease or, if that rate cannot be readily determined, the Company's incremental borrowing rate. Lease payments comprise of fixed payments less any lease incentives receivable, variable lease payments that depend on an index or a rate, amounts expected to be paid under residual value guarantees, exercise price of a purchase option when the exercise of the option is reasonably certain to occur, and any anticipated termination penalties. The variable lease payments that do not depend on an index or a rate are expensed in the period in which they are incurred.

Lease liabilities are measured at amortised cost using the effective interest method. The carrying amounts are remeasured if there is a change in the following: future lease payments arising from a change in an index or a rate used; residual guarantee; lease term; certainty of a purchase option and termination penalties. When a lease liability is remeasured, an adjustment is made to the corresponding right-of use asset, or to profit or loss if the carrying amount of the right-of-use asset is fully written down.

(l) Intangible assets

Intangible assets acquired separately are recorded at cost less accumulated amortisation and impairment. Amortisation is charged on a straight-line basis over their estimated useful lives. The estimated useful life and amortisation method is reviewed at the end of each annual reporting period, with any changes in these accounting estimates being accounted for on a prospective basis.

Software

Significant costs associated with software are deferred and amortised on a straight-line basis over the period of their expected benefit, being their finite life of five years.

(m) NEVDIS Reserve

A separate NEVDIS reserve is being shown to highlight profit and loss from NEVDIS activities and historical NEVDIS reserves brought forward. This reserve is separate to the other activities of Austroads.

(n) Comparative figures

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

(o) Financial instruments

Initial recognition and measurement

Financial assets and financial liabilities are recognised when the Company becomes a party to the contractual provisions of the instrument. For financial assets, this is equivalent to the date that the Company commits itself to either the purchase or sale of the asset. Financial instruments are initially measured at fair value adjusted for transaction costs, except where the instrument is classified as fair value through profit or loss, in which case transaction costs are immediately recognised as expenses in profit or loss.

Classification of financial assets and financial liabilities
Financial assets recognised by the Company are subsequently measured in entirety at either amortised cost or fair value, subject to their classification in accordance with the relevant criteria in AASB 9.

Financial liabilities recognised by the Company are subsequently measured at amortised cost.

(p) Critical accounting estimates and judgements
The directors evaluate estimates and judgements incorporated into the financial statements 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.

Provision for expected credit loss
Except as disclosed in the financial statements, the directors have assessed each debtor and believe that the full amount of debtors is recoverable.

Note 2: Revenue

	2024 $	2023 $
Revenues from contracts with customers		
Fees and charges		
NEVDIS		
PPSR enhancements recovery	2,761,020	2,855,492
Safety recalls	424,806	461,174
Data extracts	311,802	249,302
Document Verification Services	8,987,885	8,527,271
VSA income	133,000	38,150
WMI income	134,050	32,200
Plate to VIN services	4,166,579	3,539,263
NHVR-data fee income	1,036,138	1,035,666
RAV project	–	250,000
	17,955,280	16,988,518
Other revenue		
Contributions		
Membership contributions	2,633,325	2,582,187
Work program contribution	12,000,000	12,000,000
	14,633,325	14,582,187
Temporary Traffic Management		
Temporary Traffic Management	143,938	31,450
	143,938	31,450
Special programs and projects		
Australian Transport and Assessment Planning (ATAP)	535,662	304,170
Cambodia Ministry of Public Works & Transport - Technical Standards	1,863,566	136,434
	2,399,228	440,604
Publications		
Gross sales revenue	17,164	20,738
	17,164	20,738
Interest received		
Short term investments	2,151,236	1,406,919
	2,151,236	1,406,919
Other income		
Service fee - Transport Certification Australia Limited	3,975,947	–
Other income (Austroads)	3,469	26,066
	3,979,416	26,066
Total revenue	41,279,587	33,496,482

Note 3: Expenses

	2024 $	2023 $
(a) Corporate		
Salaries and related charges	10,215,633	3,618,776
Program management	3,524,069	2,818,169
Corporate projects	160,613	347,235
Administration expenses	195,842	593,618
Finance cost	171,525	99,334
Other expenses	1,987,549	1,218,871
	16,255,231	**8,696,003**
(b) Work Program		
Corporate projects - Board priorities	368,710	1,248,721
Road Safety and Design	3,228,187	2,775,161
Transport Infrastructure	5,583,783	3,795,572
Transport Network Operations	3,207,599	1,519,783
Vehicles and Technology	295,676	511,474
Environment and Sustainability	570,725	214,327
	13,254,680	**10,065,038**
(c) Specific projects		
International participation	41,309	53,990
NGTSM/ATAP jurisdictions/ Commonwealth funding carried over	635,066	152,014
Value of travel time willingness to pay	10,492	15,764
Cambodia Ministry of Public Works & Transport - technical standards	–	122,435
	686,867	**344,203**
(d) Publications		
Cost of sales	**16,257**	**23,058**
(e) NEVDIS expenses		
Subscription and operating costs	4,707,099	4,296,191
NEVDIS other projects	853,552	940,959
Other expenses	180,447	280,919
	5,741,098	5,518,069
(f) Temporary Traffic Management expenses		
Operating costs	544,801	–
	544,801	–
Total expenditure	**36,498,934**	**24,646,371**

Note 4: Cash and cash equivalents

	2024 $	2023 $
Cash at bank and on hand	8,448,093	16,581,815
Short-term deposits and deposits at call	35,749,501	7,763,388
	44,197,594	24,345,203
Cash at the end of the financial year is reconciled to the statement of cash flow as follows:		
Cash and cash equivalents	44,197,594	24,345,203

Note 5: Trade and other receivables

Trade debtors	4,559,744	7,713,222
Sundry and other debtors	16,268	1,905
	4,576,012	**7,715,127**

Note 6: Other assets

CURRENT		
Prepayments	**608,153**	**423,614**

Note 7: Plant and equipment

NON-CURRENT		
Furniture and office equipment		
At cost	1,797,396	1,717,371
Accumulated depreciation	(1,029,931)	(841,781)
	767,465	875,590
Work in progress	100,509	–
Total plant and equipment	**867,974**	**875,590**

Note 8: Intangible assets

NON-CURRENT		
Software		
At cost	8,287,463	8,287,463
Accumulated amortisation	(8,182,235)	(7,200,227)
	105,228	1,087,236
Total intangible assets	**105,228**	**1,087,236**

Note 9: Trade and other payables

Trade and other payables	2,629,378	2,276,111
Other payables	532,856	810,433
Accrued expenses	1,442,247	668,817
Credit cards	38,286	–
	4,642,767	**3,755,361**

	2024 $	2023 $

Note 10: Leases

(a) Amounts recognised in the statement of financial position:

Right of use assets		
Opening balance as at 1 July	2,086,022	2,488,934
Additions at cost	3,359,324	–
Depreciation charge for the year	(791,924)	(402,912)
Carrying amount at end of year	**4,653,422**	**2,086,022**
Lease liabilities		
Current	824,694	352,682
Non-current	4,137,984	1,910,608
	4,962,678	**2,263,290**

(b) Amounts recognised in statement of profit or loss and other comprehensive income

Lease under AASB 16 – interest on lease liabilities	170,516	96,382
Depreciation expenses on right-of-use assets	791,924	402,912

(c) Amounts recognised of cash flows

The total cash outflow for leases was $659,936 (2023: $410,872).

(d) Extension options

The Company has not elected to take up the option to extend the lease at the expiry of the rental period. The Company does not have an option to purchase the leased premises at the expiry of the rental period.

Note 11: Provision for employee benefits

CURRENT		
Provisions for employee benefits	1,439,563	513,328
NON-CURRENT		
Provisions for employee benefits	523,617	301,186

Note 12: Other liabilities

CURRENT		
Contract liabilities	–	63,566

Note 13: Members' guarantee

The Memorandum of Association of the Company provides that the liability of members is limited and that every member of the Company undertakes to contribute to the assets of the Company, in the event of it being wound up while he is a member, or within one year after he ceases to be a member and of the costs, charges and expenses of winding up and of the adjustment of rights of the members among themselves, such amount as may be required, not exceeding ten dollars ($10) per member.

	2024 $	2023 $

Note 14: Cash flow information

Reconciliation of profit from ordinary activities to net cash generated from operating activities

Surplus for the year	2,818,571	6,640,229
Adjustment for non-cash-flow items:		
Depreciation and amortisation	1,962,082	2,209,882
Change in operating assets and liabilities:		
Decrease/(increase) in trade and other receivables	3,139,115	(2,294,199)
Increase in other assets	(184,539)	(126,611)
Increase in trade and other payables	887,406	1,481,166
(Decrease)/increase in other liabilities	(63,566)	63,566
Increase in provision for employee benefits	1,148,666	169,058
Net cash inflows from operating activities	**9,707,735**	**8,143,091**

Note 15: Remuneration of directors

No remuneration was paid or payable to directors in respect to or during the financial year (2023: $Nil).

Note 16: Remuneration of auditors

During the year, the auditor of the Company earned the following remuneration:

Audit of the financial statements	37,200	37,500
Assembly of the financial statements	4,200	5,000
	41,400	**42,500**

Note 17: Contingent liabilities or assets

At 30 June 2024, the Company has no contingent liabilities or assets (2023: Nil).

Note 18: Matters subsequent to the end of the financial year

No matters or circumstances have arisen since 30 June 2024 that significantly affected, or may significantly affect the company's operations, the results of those operations or the company's state of affairs in future financial years.

Note 19: Company details

The registered office and principal place of business of the Company is: Level 9, 570 George Street Sydney NSW 2000, Australia.

Consolidated entity disclosure statement

Austroads Ltd is not required by Australian Accounting Standards to prepare consolidated financial statements. Accordingly, in accordance with subsection 295(3A) of the *Corporations Act 2001*, no further information is required to be disclosed in this consolidated entity disclosure statement.

Directors' declaration for the year ended 30 June 2024

The directors of Austroads Ltd ('the Company') 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 46 to 52, are in accordance with the *Corporations Act 2001*, and:

1. The financial statements are in accordance with the *Corporations Act 2001* and:
   a) comply with applicable Accounting Standards; and
   b) give a true and fair view of the Company's financial position as at 30 June 2024 and of its performance for the financial year ended on that date in accordance with the accounting policies described in Note 1 of the financial statements.
2. In the directors' opinion, 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.

Louise McCormick
Chair
24 October 2024

Independent auditor's report

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Independent Auditor's Report
To the Members of Austroads Limited
ABN 16 245 787 323

Report on the Audit of the Financial Report

Opinion

We have audited the special purpose financial report of Austroads Limited ("the Company"), which comprises the statement of financial position as at 30 June 2024, the statement of profit or loss and other comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, and notes to the financial statements including material accounting policy information, the consolidated entity disclosure statement and the Directors' declaration.

In our opinion, the accompanying financial report of Austroads Limited 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 2024 and of its performance for the year then ended; and

(b) complying with Australian Accounting Standards to the extent described in Note 1, and the *Corporations Regulations 2001*.

Basis for Opinion

We conducted our audit in accordance with Australian Auditing Standards. Our responsibilities under those standards are further described in *the Auditor's Responsibilities for the Audit of the Financial Report* section of our report. We are independent of the Company in accordance with the auditor independence requirements of the *Corporations Act 2001* and the ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants (including Independence Standards)* ("the Code") that are relevant to our audit of the financial report in Australia. We have also fulfilled our other ethical responsibilities in accordance with the Code.

We confirm that the independence declaration required by the *Corporations Act 2001*, which has been given to the Directors of the Company, would be in the same terms if given to the Directors as at the time of this auditor's report.

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

Emphasis of Matter – Basis of Accounting

We draw attention to Note 1 to the financial report, which describes the basis of accounting. The financial report has been prepared for the purpose of fulfilling the Directors' financial reporting responsibilities under the *Corporation Act 2001*. As a result, the financial report may not be suitable for another purpose. Our opinion is not modified in respect of this matter.

Other information

The Directors are responsible for the other information. The other information comprises the information in the Company's annual report for the year ended 30 June 2024, but does not include the financial report and the auditor's report thereon.

Our opinion on the financial report does not cover the other information and accordingly we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial report, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial report or our knowledge obtained in the audit or otherwise appears to be materially misstated.

If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Responsibilities of the Directors for the Financial Report

The Directors of the Company are responsible for the preparation of:

(a) the financial report (other than the consolidated entity disclosure statement) that gives a true and fair view in accordance with Australian Accounting Standards to the extent described in Note 1 and the *Corporations Act 2001,* and have determined that the basis of preparation described in Note 1 to the financial report is appropriate to meet the requirements of the *Corporations Act 2001* and is appropriate to meet the needs of the members; and

(b) the consolidated entity disclosure statement that is true and correct in accordance with the *Corporations Act 2001;* and

for such internal controls as the Directors determine is necessary to enable the preparation of:

(i) the financial report (other than the consolidated entity disclosure statement) that gives a true and fair view and is free from material misstatement, whether due to fraud or error; and

(ii) the consolidated entity disclosure statement that is true and correct and is free of misstatement, whether due to fraud or error.

In preparing the financial report, the Directors are responsible for assessing the Company's ability to continue as a going concern, disclosing, as applicable, matters relating to going concern and using the going concern basis of accounting unless the Directors either intend to liquidate the Company or to cease operations, or have no realistic alternative but to do so.

PITCHER PARTNERS

Independent Auditor's Report
To the Members of Austroads Limited
ABN 16 245 787 323

Auditor's Responsibilities for the Audit of the Financial Report

Our objectives are to obtain reasonable assurance about whether the financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the Australian Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this financial report.

As part of an audit in accordance with Australian Auditing Standards, we exercise professional judgment and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit 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 Company's internal control.

- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Directors.

- Conclude on the appropriateness of the Directors' use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial report or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company to cease to continue as a going concern.

- Evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.

We communicate with the Directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

S M Whiddett
Partner

24 October 2024

Pitcher Partners
Sydney

Pitcher Partners Sydney

ABN 17 795 780 962
An association of independent firms

Transport Certification Australia Ltd directors' and financial reports

Contents

Gavin Hill presenting on the productivity benefits of telematics.

Directors' report

The Directors of Transport Certification Australia Limited ('the Company'), submit herewith the annual financial report of the Company for the financial year ended 30 June 2024. The Director's Report has been prepared in accordance with the requirements of the *Corporations Act 2001* (Cth).

Directors

The names of the Directors in office at any time during or since the end of the year are:

- Dr Geoff Allan
- Stuart Ballingall [resigned on 18/06/2024]
- Sharon Johnson
- Matthew Brunsdon [appointed on 10/10/2023]
- Paddy Goodall [appointed on 18/06/2024]

Directors have been in office since the start of the financial year to the date of this report unless otherwise stated.

The names, experience and qualifications of each person who has been a director during the year and to the date of this report are listed on pages 18-19.

The number of directors meetings and number of meetings attended by each of the directors of the Company during the period are:

Director	Eligible meetings	Attended meetings
Dr Geoff Allan	2	2
Stuart Ballingall	1	1
Matthew Brunsdon	2	2
Paddy Goodall	1	1
Sharon Johnson	2	2

Principal activities

The Company is a national organisation that provides assurance services relating to transport technologies and data to enable improved public purpose outcomes from road transport. Priority outcome areas enabled by the Company's services include improved road safety, transport efficiency, freight productivity, asset management and sustainability.

The Company provides the following broad categories of service, providing opportunities to realise positive outcomes through the deployment of telematics and related intelligent technologies:

- Assurance – provides certification of telematics applications, schemes and associated services and data; develops functional and technical specifications for applications and features of the National Telematics Framework; accredits service providers and technology suppliers; type approves devices and systems; and audits service providers technology suppliers, applications, schemes and associated data.
- Administration – administers the National Telematics Framework, including the rules, specifications, agreements and digital infrastructure that it comprises.
- Analysis and Reporting – collects, stores and standardises data for aggregation and analysis to support the compliance, policy planning, investment and operational decision making of key stakeholders. The Company manages the Telematics Analytics Platform to support user access to data and reporting services and provide core analysis and reporting capabilities to meet the needs of our key stakeholders.
- Advice – provides authoritative information and trusted advice on transport technologies and data to support policy and regulatory reform, and planning. The company has well developed knowledge of emerging vehicle and transport technologies, including telematics, connected and automated driving systems, and innovative mobility services.

The Company interacts with three distinct stakeholder groups in providing services across assurance, administration, advice and analysis and reporting, to deliver improved public outcomes:

- Government authorities – that administer policies, regulations and programs using telematics and related technologies.
- Transport operators – that use telematics and related intelligent technologies in response to government or regulatory policies and programs.
- Service providers and suppliers – that develop and deliver telematics (and data) products and services products and services to regulated industry sectors and transport operators.

Review of operations

The expenditure program of the company does not align with its revenue cycle and requires the utilisation of cash reserves in years where a shortfall in revenue exists. The surplus of the Company for the financial year amounted to $1,806,486 (2023: $1,863,553). As at 30 June 2024, the Company has net assets of $11,931,200 (2023: $10,124,714) including cash reserves, inclusive of term deposit, of $11,593,201 (2023: $9,814,538).

Members guarantee

The Company is incorporated under the Corporations Act 2001 and is a Company limited by guarantee. If the Company is wound up, the Constitution states that each Member is required to contribute a maximum of $10 each towards meeting any outstanding liabilities of the Company. At 30 June 2024 the number of Members was one (2023: one member).

Auditor's independence declaration

The auditor's independence declaration is included on page 59 of the annual report.

Signed in accordance with a resolution of directors made pursuant to s.298 (2) of the *Corporations Act 2001*.

Signed on behalf of the Directors

Dr Geoff Allan
Director
21 October 2024

Pitcher Partners Sydney
ABN 17 795 780 962

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Auditor's Independence Declaration
To the Directors of Transport Certification Australia Limited
ABN 83 113 379 936

In relation to the independent audit of Transport Certification Australia Limited for the year ended 30 June 2024, I declare that to the best of my knowledge and belief, there have been:

(i) No contraventions of the auditor independence requirements of the *Corporations Act 2001*; and
(ii) No contraventions of APES 110 *Code of Ethics for Professional Accountants (including Independence Standards)*.

S M Whiddett
Partner

Pitcher Partners
Sydney

21 October 2024

Statement of profit or loss and other comprehensive income for the year ended 30 June 2024

	Notes	2024 $	2023 $
Revenue and other income			
Revenue from contracts with customers	4	9,498,629	9,391,653
Other income		300,470	261,525
		9,799,099	9,653,178
Less: expenses			
Advertising and promotional expenses		(3,750)	(23,510)
Service fee Austroads		(3,975,947)	–
Employee benefits expenses	5	(97,913)	(4,095,645)
Depreciation and amortisation expenses	5	(190,013)	(351,338)
Travel and accommodation expenses		(167,191)	(218,303)
Dues and subscriptions expenses		(30,056)	(24,797)
Consulting expenses		(1,261,648)	(1,656,618)
Office expenses		(1,616,025)	(1,151,092)
Finance costs	5	(14)	(10,856)
Other expenses		(650,056)	(257,466)
		(7,992,613)	(7,789,625)
Surplus attributable to member's of the entity		1,806,486	1,863,553
Other comprehensive income		–	–
Total comprehensive surplus attributable to member's of the entity		1,806,486	1,863,553

The accompanying notes form part of these financial statements.

Statement of financial position
for the year ended 30 June 2024

	Notes	2024 $	2023 $
Current assets			
Cash and cash equivalents	6	11,593,201	7,897,249
Financial assets at amortised cost - term deposit		–	1,917,289
Trade and other receivables	7	786,963	1,463,840
Other current assets	10	99,391	248,061
Total current assets		12,479,555	11,526,439
Non-current assets			
Plant and equipment	8	962,093	787,588
Right-of-use assets	9	–	45,488
Total non-current assets		962,093	833,076
Total assets		13,441,648	12,359,515
Current liabilities			
Trade and other payables	11	761,948	425,990
Lease liabilities	9	–	70,498
Provisions	12	–	487,671
Other current liabilities	13	748,500	998,000
Total current liabilities		1,510,448	1,982,159
Non-current liabilities			
Provisions	12	–	252,642
Total non-current liabilities		–	252,642
Total liabilities		1,510,448	2,234,801
Net assets		11,931,200	10,124,714
Equity			
Accumulated surplus		11,931,200	10,124,714
Total equity		11,931,200	10,124,714

Statement of changes in equity
for the year ended 30 June 2024

	Accumulated surplus $	Total equity $
Balance at 1 July 2022	8,261,161	8,261,161
Surplus for the year	1,863,553	1,863,553
Total comprehensive surplus for the year	1,863,553	1,863,553
Balance at 30 June 2023	10,124,714	10,124,714
Balance at 1 July 2023	10,124,714	10,124,714
Surplus for the year	1,806,486	1,806,486
Total comprehensive surplus for the year	1,806,486	1,806,486
Balance at 30 June 2024	11,931,200	11,931,200

The accompanying notes form part of these financial statements.

Statement of cash flows
for the year ended 30 June 2024

	Notes	2024 $	2023 $
Cash flows from operating activities			
Receipts from members, participants, service providers and stakeholders		10,173,719	10,906,601
Payments to suppliers and employees		(7,906,487)	(8,611,055)
Interest received		302,256	141,721
Interest paid - lease		(14)	(10,856)
Net cash provided by operating activities	15	2,569,474	2,426,411
Cash flows from investing activities			
Movements in term deposit		1,917,289	(1,917,289)
Payments for plant and equipment		(720,313)	(281,390)
Net cash provided by / (used in) investing activities		1,196,976	(2,198,679)
Cash flows from financing activities			
Lease payments		(70,498)	(317,418)
Net cash used in financing activities		(70,498)	(317,418)
Net increase/(decrease) in cash and cash equivalents		3,695,952	(89,686)
Cash and cash equivalents at the beginning of the financial year		7,897,249	7,986,935
Cash and cash equivalents at the end of the financial year	6	**11,593,201**	**7,897,249**

The accompanying notes form part of these financial statements.

Notes to the financial statements

Note 1: General information

The financial statements cover Transport Certification Australia Limited ('the Company') as an individual entity. Transport Certification Australia Limited is a company limited by guarantee, incorporated and domiciled in Australia. The Company is a not for profit entity for the purpose of preparing the financial statements.

The financial statements were authorised for issue on 21 October 2024 by the directors of the Company.

The Company's registered office and its principal place of business is:
Level 17 Melbourne Central Tower
360 Elizabeth Street
Melbourne Victoria

Note 2: Summary of material accounting policies

Basis of preparation

The directors have prepared the financial statements on the basis that the Company is a non reporting entity because there are no users who are dependent on general purpose financial statements. These financial statements are therefore special purpose financial statements that have been prepared in order to meet the requirements of the Corporations Act 2001.

These financial statements have been prepared in accordance with the recognition and measurement requirements specified by the Australian Accounting Standards and Interpretations issued by the Australian Accounting Standards Board ('AASB') and the disclosure requirements of AASB 101 'Presentation of Financial Statements', AASB 107 'Statement of Cash Flows', AASB 108 'Accounting Policies, Changes in Accounting Estimates and Errors', AASB 1048 'Interpretation of Standards' and AASB 1054 'Australian Additional Disclosures', as appropriate for not for profit oriented entities.

Historical cost convention

The financial report has been prepared under the historical cost convention, as modified by revaluations to fair value for certain classes of assets and liabilities as described in the accounting policies.

New, revised or amending accounting standards and interpretations adopted

The Company has adopted all of the new, revised or amended Accounting Standards and Interpretations issued by the Australian Accounting Standards Board ('AASB') that are mandatory for the current reporting period.

Any new or amended Accounting Standards or Interpretations that are not yet mandatory have not been early adopted.

Material accounting policies

The material accounting policies applied in the preparation of the financial statements, which are consistent with the previous period unless otherwise stated, are as follows:

(a) Revenue recognition

Revenue from contracts with customers

Revenue is recognised at an amount that reflects the consideration to which the Company is expected to be entitled in exchange for transferring goods or services to a customer. For each contract with a customer, the Company identifies the contract with a customer, identifies the performance obligations in the contract, determines the transaction price which takes into account estimates of variable consideration and the time value of money, allocates the transaction price to the separate performance obligations on the basis of the relative stand alone selling price of each distinct good or service to be delivered, and recognises revenue when or as each performance obligation is satisfied in a manner that depicts the transfer to the customer of the goods or services promised.

Variable consideration within the transaction price, if any, reflects concessions provided to the customer such as discounts, rebates and refunds, any potential bonuses receivable from the customer and any other contingent events. Such estimates are determined using either the 'expected value' or 'most likely amount' method. The measurement of variable consideration is subject to a constraining principle whereby revenue will only be recognised to the extent that it is highly probable that a significant reversal in the amount of cumulative revenue recognised will not occur. The measurement constraint continues until the uncertainty associated with the variable consideration is subsequently resolved. Amounts received that are subject to the constraining principle are recognised as a refund liability.

Fees and charge
Operational fees and other service fees are recognised over the period to which the provision of services relate. Application fees are recognised at a point in time when certifications are issued.

Contribution revenue
Contribution revenue is recognised at a point in time when received or when the right to receive payment is established.

Grant revenue
Grant funding that contain specific conditions on the use of those funds are recognised as and when the Company satisfies its performance obligations. A contract liability is recognised for unspent grant funds for which a refund obligation exists in relation to the funding period. General grants that do not impose specific performance obligations on the Company are recognised as income when the Company obtains control of those funds, which is usually on receipt.

Interest income
Interest income is recognised on an accruals basis using the effective interest.

Other revenue
Other revenue is recognised as income upon receipt of those income.

(b) Income tax
The Company is exempt from income tax under Section 50-5 of the *Income Tax Assessment Act 1997*.

(c) Current and non current classification
Assets and liabilities are presented in the Statement of Financial Position based on current and noncurrent classification.

An asset is classified as current when: it is either expected to be realised or intended to be sold or consumed in the Company's normal operating cycle; it is held primarily for the purpose of trading; it is expected to be realised within 12 months after the reporting period; or the asset is cash or cash equivalent unless restricted from being exchanged or used to settle a liability for at least 12 months after the reporting period. All other assets are classified as non current.

A liability is classified as current when: it is either expected to be settled in the Company's normal operating cycle; it is held primarily for the purpose of trading; it is due to be settled within 12 months after the reporting period; or there is no unconditional right to defer the settlement of the liability for at least 12 months after the reporting period. All other liabilities are classified as non current.

(d) Cash and cash equivalents
Cash and cash equivalents include cash on hand and at banks, short term deposits with an original maturity of three months or less held at call with financial institutions, and bank overdrafts. Bank overdrafts are shown within borrowings in current liabilities in the statement of financial position.

(e) Trade and other receivables
Accounts receivable and other debtors will include any outstanding contributions from participants, and outstanding operational fees from Service Providers at the end of the reporting period.

(f) Financial instruments
Initial recognition and measurement
Financial assets is recognised when the Company becomes a party to the contractual provisions of the instrument. For financial assets, this is equivalent to the date that the Company commits itself to either the purchase or sale of the asset (i.e. trade date accounting is adopted).

Financial instruments are initially measured at fair value adjusted for transaction costs, except where the instrument is classified as fair value through profit or loss, in which case transaction costs are immediately recognised as expenses in profit or loss.

Classification and subsequent measurement
Financial instruments are subsequently measured at fair value, amortised cost using the effective interest method, or cost. Where available, quoted prices in an active market are used to determine fair value. In other circumstances, valuation techniques are adopted.

Amortised cost is calculated as the amount at which the financial asset or financial liability is measured at initial recognition less principal repayments and any reduction for impairment, and adjusted for any cumulative amortisation of the difference between that initial amount and the maturity amount calculated using the effective interest method. The effective interest method is used to allocate interest income or interest expense over the relevant period and is equivalent to the rate that exactly discounts estimated future cash payments or receipts (including fees, transaction costs and other premiums or discounts) through the expected life (or when this cannot be reliably predicted, the contractual term) of the financial instrument to the net carrying amount of the financial asset or financial liability. Revisions to expected future net cash flows will necessitate an adjustment to the carrying amount with a consequential recognition of an income or expense item in profit or loss.

Impairment
At the end of each reporting period, the Company assesses whether there is objective evidence that a financial asset has been impaired. A financial asset (or a group of financial assets) is deemed to be impaired if, and only if, there is objective evidence of impairment as a result of one or more events (a "loss event") having occurred, which has an impact on the estimated future cash flows of the financial asset(s).

In the case of financial assets carried at amortised cost, loss events may include: indications that the debtors or a group of debtors are experiencing significant financial difficulty, default or delinquency in interest or principal payments; indications that they will enter bankruptcy or other financial reorganisation; and changes in arrears or economic conditions that correlate with defaults.

For financial assets carried at amortised cost (including loans and receivables), the company recognises a loss allowance for expected credit losses on financial assets that are measured at amortised cost or fair value through other comprehensive income. Expected credit losses are the probability weighted estimate of credit losses over the expectedlife of a financial instrument. A credit loss is the difference between all contractual cash flows that are due and all cash flows

expected to be received, all discounted at the original effective interest rate of the financial instrument.

The Company used the simplified approach to impairment, as applicable under AASB 9.

Simplified Approach
The simplified approach does not require tracking of changes in credit risk in every reporting period, but instead requires the recognition of lifetime expected credit loss at all times. This approach is applicable to trade receivables.

Derecognition
Financial assets are derecognised where the contractual rights to receipt of cash flows expire or the asset is transferred to another party whereby the entity no longer has any significant continuing involvement in the risks and benefits associated with the asset.

(g) Impairment of assets
At the end of each reporting period, the company reviews the carrying amounts of its tangible and intangible assets to determine whether there is any indication that those assets have been impaired. If such an indication exists, the recoverable amount of the asset, being the higher of the asset's fair amount less costs to sell and value in use, is compared to the asset's carrying amount. Any excess of the asset's carrying amount over its recoverable amount is recognised immediately in profit or loss.

Where the future economic benefits of the asset are not primarily dependent upon on the asset's ability to generate net cash inflows and when the entity would, if deprived of the asset, replace its remaining future economic benefits, value in use is determined as the depreciated replacement cost of an asset.

Where it is not possible to estimate the recoverable amount of a class of asset, the entity estimates the recoverable amount of the cash generating unit to which the asset belongs.

Where an impairment loss on a revalued asset is identified, this is debited against the revaluation surplus in respect of the same class of asset to the extent that the impairment loss does not exceed the amount in the revaluation surplus for that same class of asset.

(h) Plant and equipment
Plant and equipment are carried at cost, less, where applicable, any accumulated depreciation and impairment losses. All assets are depreciated over their useful lives to the Company.

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 asset's employment and subsequent disposal. The expected net cash flows have not been discounted to their present values in determining recoverable amounts.

The depreciable amount of all fixed assets is depreciated on a straight line or diminishing value basis over the assets useful life to the entity commencing from the time the asset is held ready for use. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful lives of the improvements.

The following useful lives are used in the calculation of depreciation:

Furniture and fixtures	6-20 years
Plant and equipment	2.5-20 years
Computers	2-10 years
Motor vehicles	4-7 years

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.

(i) Right of use assets
A right of use asset is recognised at the commencement date of a lease. The right of use asset is measured at cost, which comprises the initial amount of the lease liability, adjusted for, as applicable, any lease payments made at or before the commencement date net of any lease incentives received, any initial direct costs incurred, and, except where included in the cost of inventories, an estimate of costs expected to be incurred for dismantling and removing the underlying asset, and restoring the site or asset.

Right of use assets are depreciated on a straight line basis over the unexpired period of the lease or the estimated useful life of the asset, whichever is the shorter. Where the company expects to obtain ownership of the leased asset at the end of the lease term, the depreciation is over its estimated useful life. Right of use assets are subject to impairment or adjusted for any remeasurement of lease liabilities.

The company has elected not to recognise a right of use asset and corresponding lease liability for short term leases with terms of 12 months or less and leases of low value assets. Lease payments on these assets are expensed to profit or loss as incurred.

(j) Goods and services tax (GST)
Revenues, expenses and purchased 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 the 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.

(k) Trade and other payables
Trade and other payables represent the liability outstanding at the end of the reporting period for goods and services received by the company during the reporting period which remain unpaid. The balance is recognised as a current liability with the amount being normally paid within 30 days of recognition of the liability.

(l) Employee benefits
(i) Short term employee benefit obligations
Liabilities arising in respect of wages and salaries, annual leave and other employee benefits (other than termination benefits) expected to be settled wholly before twelve months after the end of the reporting period are measured at the (undiscounted) amounts based on remuneration rates which are expected to be paid when the liability is settled. The expected cost of short term employee benefits in the form of compensated absences such as annual leave is recognised in the provision for employee benefits. All other short term employee benefit obligations are presented as payables in the statement of financial position.

(ii) Long term employee benefit obligations
The provision for other long term employee benefits, including obligations for long service leave and annual leave, which are not expected to be settled wholly before twelve months after the end of the reporting period, are measured at the present value of the estimated future cash outflow to be made in respect of the services provided by employees up to the reporting date. Expected future payments incorporate anticipated future wage and salary levels, durations of service and employee turnover, and are discounted at rates determined by reference to market yields at the end of the reporting period on government bonds that are denominated in the currency in which the benefits will be paid. Any remeasurements for changes in assumptions of obligations for other long term employee benefits are recognised in profit or loss in the periods in which the change occurs.

Other long term employee benefit obligations are presented as current liabilities in the statement of financial position if the Company does not have an unconditional right to defer settlement for at least twelve months after the reporting date, regardless of when the actual settlement is expected to occur. All other long term employee benefit obligations are presented as non current liabilities in the statement of financial position.

(m) Provisions
Provisions are recognised when the Company has a legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured.

The amount recognised as a provision is the best estimate of the expenditure required to settle the present obligation at the end of the reporting period.

(n) Leases liabilities
A lease liability is recognised at the commencement date of a lease. The lease liability is initially recognised at the present value of the lease payments to be made over the term of the lease, discounted using the interest rate implicit in the lease or, if that rate cannot be readily determined, the company's incremental borrowing rate. Lease payments comprise of fixed payments less any lease incentives receivable, variable lease payments that depend on an index or a rate, amounts expected to be paid under residual value guarantees, exercise price of a purchase option when the exercise of the option is reasonably certain to occur, and any anticipated termination penalties. The variable lease payments that do not depend on an index or a rate are expensed in the period in which they are incurred.

Lease liabilities are measured at amortised cost using the effective interest method. The carrying amounts are remeasured if there is a change in the following: future lease payments arising from a change in an index or a rate used; residual guarantee; lease term; certainty of a purchase option and termination penalties. When a lease liability is remeasured, an adjustment is made to the corresponding right of use asset, or to profit or loss if the carrying amount of the right of use asset is fully written down.

(o) Comparatives
Where necessary, comparative information has been reclassified and repositioned for consistency with current year disclosures.

Note 3: Significant accounting estimates and judgements

The Directors evaluate estimates and judgments incorporated into the financial statements 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 both externally and within the Company.

Key estimates

Estimation of useful lives of assets
The Company determines the estimated useful lives and related depreciation and amortisation charges for its plant and equipment and finite life intangible assets. The useful lives could change significantly as a result of technical innovations or some other event. The depreciation and amortisation charge will increase where the useful lives are less than previously estimated lives, or technically obsolete or non strategic assets that have been abandoned or sold will be written off or written down.

Incremental borrowing rate
Where the interest rate implicit in a lease cannot be readily determined, an incremental borrowing rate is estimated to discount future lease payments to measure the present value of the lease liability at the lease commencement date. Such a rate is based on what the company estimates it would have to pay a third party to borrow the funds necessary to obtain an asset of a similar value to the right of use asset, with similar terms, security and economic environment.

Lease term
The lease term is a significant component in the measurement of both the right of use asset and lease liability. Judgement is exercised in determining whether there is reasonable certainty that an option to extend the lease or purchase the underlying asset will be exercised, or an option to terminate the lease will not be exercised, when ascertaining the periods to be included in the lease term. In determining the lease term, all facts and circumstances that create an economical incentive to exercise an extension option, or not to exercise a termination option, are considered at the lease commencement date. Factors considered may include the importance of the asset to the company's operations; comparison of terms and conditions to prevailing market rates; incurrence of significant penalties; existence of significant leasehold improvements; and the costs and disruption to replace the asset. The Company reassesses whether it is reasonably certain to exercise an extension option, or not exercise a termination option, if there is a significant event or significant change in circumstances.

Impairment of non financial assets other than goodwill and other indefinite life intangible assets
The Company assesses impairment of non financial assets other than goodwill and other indefinite life intangible assets at each reporting date by evaluating conditions specific to the Company and to the particular asset that may lead to impairment. If an impairment trigger exists, the recoverable amount of the asset is determined. This involves fair value less costs of disposal or value in use calculations, which incorporate a number of key estimates and assumptions.

Key judgement

Allowance for expected credit losses
The allowance for expected credit losses assessment requires a degree of estimation and judgement. It is based on the lifetime expected credit loss, grouped based on days overdue, and makes assumptions to allocate an overall expected credit loss rate for each group. These assumptions include recent sales experience and historical collection rates.

Note 4: Revenue from contracts with customers

	2024 $	2023 $
Application fees received from applicants	271,200	97,000
Operational fees	4,611,493	4,688,852
Other service fees	329,160	1,419,801
Contributions received from members and participants	2,231,510	2,236,000
Contributions received from regulators	2,055,266	950,000
	9,498,629	**9,391,653**

Note 5: Costs and expenses

Surplus before income tax has been determined after:		
Finance costs:		
Lease interest	14	10,856
Depreciation and amortisation:		
Plant and equipment	144,525	132,994
Leased assets	45,488	218,344
Employee benefits:		
Salaries, wages and allowances	–	3,198,541
Superannuation contributions	–	359,412
Provision for employee entitlements	–	289,638
Other employee benefits expenses	97,913	248,054
	97,913	**4,095,645**

Note 6: Cash and cash equivalents

Cash at bank	6,879,796	7,897,249
Cash on deposit	4,713,405	–
	11,593,201	**7,897,249**

Note 7: Trade and other receivables

Current		
Trade receivables	390,200	1,046,911
Other receivables	396,763	416,929
	786,963	**1,463,840**

Note 8: Plant and equipment

	2024 $	2023 $
Plant and equipment at cost	602,957	645,669
Accumulated depreciation	(575,452)	(598,804)
	27,505	46,865
Motor vehicles at cost	104,598	104,598
Accumulated depreciation	(59,160)	(52,769)
	45,438	51,829
Furniture, fixtures and fittings at cost	46,245	593,370
Accumulated depreciation	(8,545)	(210,601)
	37,700	382,769
Computer equipment at cost	921,047	927,960
Accumulated depreciation	(693,156)	(715,657)
	227,891	212,303
Work in progress	623,559	93,822
Accumulated depreciation	–	–
	623,559	93,822
Total plant and equipment	**962,093**	**787,588**

Note 9: Leases

The lease for the company's Melbourne office expired on 17 September 2023.

(a) Lease assets

Right of use assets		
At cost	918,862	918,862
Accumulated depreciation	(918,862)	(873,374)
Total carrying amount of lease assets	**–**	**45,488**

(b) Lease liabilities

Current	–	70,498
Non-current	–	–
Total carrying amount of lease liabilities	**–**	**70,498**

(c) Lease expenses and cashflows

Interest expense on lease liabilities	14	10,856
Depreciation expenses on right-of-use assets	45,488	218,344
Cash outflow in relation to leases	70,498	328,628

	2024 $	2023 $

Note 10: Other current assets

CURRENT		
Prepayments	97,066	176,133
Security deposits	2,325	71,928
	99,391	**248,061**

Note 11: Trade and other payables

CURRENT		
Trade creditors	534,245	94,475
GST payables	55,840	96,091
Accrued expenses	171,863	79,764
Other payables	–	155,660
	761,948	**425,990**

Note 12: Provisions

CURRENT		
Employee benefits	–	487,671
NON-CURRENT		
Employee benefits	–	252,642

During the current year, all employees and their entitlements to annual leave and long service leave were transferred to Austroads Limited. Consequently, the Company has no remaining liability at 30 June 2024.

Note 13: Other current liabilities

Participant payment for services in advance	**748,500**	**998,000**

Note 14: Remuneration of auditors

During the financial year the following fees were paid or payable for services provided by Pitcher Partners, the auditor of the company.

Audit of the financial statements	28,600	32,500
Assembly of financial statements	4,200	–
	32,800	32,500

Note 15: Cash flow information

Reconciliation of surplus for the year to net cash flows from operating activities		
Surplus for the year	1,806,486	1,863,553
Adjustments and non cash items		
Depreciation and amortisation	190,013	351,338
Net loss / (gain) on disposal of plant and equipment	401,283	(396)
Changes in operating assets and liabilities		
Decrease / (increase) in receivables	676,877	(80,845)
Decrease / (increase) in other assets	148,670	(115,642)
Increase / (decrease) in payables	335,958	(319,273)
(Decrease) / increase in other liabilities	(249,500)	748,333
(Decrease) in provisions	(740,313)	(20,657)
Cash flows from operating activities	**2,569,474**	**2,426,411**

Note 16: Events subsequent to reporting date

There has been no matter or circumstance, which has arisen since 30 June 2024 that has significantly affected or may significantly affect:

(a) the operations, in financial years subsequent to 30 June 2024, of the Company, or

(b) the results of those operations, or

(c) the state of affairs, in financial years subsequent to 30 June 2024, of the Company.

Note 17: Commitments

There are no capital expenditure commitments contracted for as at 30 June 2024 (2023: nil).

Note 18: Contingent liabilities or assets

At 30 June 2024, the Company has no contingent liabilities or assets (2023: nil).

Note 19: Economic dependence

The Company is dependant on its participants, being the Commonwealth, state and territory transport government agencies for the majority of its revenue used to operate the business. In the event of any shortfall in the yearly operational budget, the Member and participants may be required to provide additional funding on an ad hoc basis to support the Company.

Note 20: Capital management

The board of Directors control the capital of the Company to ensure that the Company can fund its operations and continue as going concern. The Company does not have any debt and its capital includes retained earnings and financial liabilities, supported by financial assets. There are no externally imposed capital requirements. Management effectively control the Company's capital by assessing the Company's financial risks and adjusting its capital structure in response to changes in these risks and in its funding needs. These responses include the management of funding levels from Members and participants and maintaining sufficient levels of working capital.

Note 21: Operational surplus

The expenditure program of the Company does not align with its revenue cycle and requires the utilisation of carry forward cash reserves in years where a shortfall in revenue exists.

Note 22: Member guarantee

The Company is incorporated under the *Corporations Act 2001* and is a Company limited by guarantee. If the Company is wound up, the Constitution states that each Member is required to contribute a maximum of $10 each towards meeting any outstanding liabilities of the Company. At 30 June 2024 the number of Members was one (2023: one member).

Consolidated entity disclosure statement

Transport Certification Australia Limited is not required by Australian Accounting Standards to prepare consolidated financial statements.

Accordingly, in accordance with subsection 295(3A) of the *Corporations Act 2001*, no further information is required to be disclosed in this consolidated entity disclosure statement.

Directors' declaration for the year ended 30 June 2024

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 2 to the financial statements.

The Directors of the Company declare that:

1. In the Directors' opinion, the financial statements and notes thereto, as set out on pages 60 to 67, are in accordance with the *Corporations Act 2001,* including:
   (a) complying with Australian Accounting Standards as detailed in Note 1 to the financial statements and the C*orporations Regulations 2001*; and
   (b) giving a true and fair view of the financial position as at 30 June 2024 and performance for the year ended on that date of the Company in accordance with the accounting policies described in Note 2 to the financial statements.
2. In the Directors' opinion there are reasonable grounds to believe that the Company will be able to pay its debts as and when they become due and payable.
3. The consolidated entity disclosure statement required by subsection 295(3A) of the *Corporations Act 2001* is true and correct.

Signed in accordance with a resolution of the Directors made pursuant to s.295 (5) of the *Corporations Act 2001*.

On behalf of the Directors.

Dr Geoff Allan
21 October 2024

Independent auditor's report

PITCHER PARTNERS

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Independent Auditor's Report
To the Members of Transport Certification Australia Limited
ABN 83 113 379 936

Report on the Audit of the Financial Report

Opinion

We have audited the special purpose financial report of Transport Certification Australia Limited ("the Company"), which comprises the statement of financial position as at 30 June 2024, the statement of profit or loss and other comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, and notes to the financial statements including material accounting policy information, the consolidated entity disclosure statement and the Directors' declaration.

In our opinion, the accompanying financial report of Transport Certification Australia Limited 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 2024 and of its performance for the year then ended; and

(b) complying with Australian Accounting Standards to the extent described in Note 1, and the *Corporations Regulations 2001*.

Basis for Opinion

We conducted our audit in accordance with Australian Auditing Standards. Our responsibilities under those standards are further described in *the Auditor's Responsibilities for the Audit of the Financial Report* section of our report. We are independent of the Company in accordance with the auditor independence requirements of the *Corporations Act 2001* and the ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants (including Independence Standards)* ("the Code") that are relevant to our audit of the financial report in Australia. We have also fulfilled our other ethical responsibilities in accordance with the Code.

We confirm that the independence declaration required by the *Corporations Act 2001*, which has been given to the Directors of the Company, would be in the same terms if given to the Directors as at the time of this auditor's report.

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

Emphasis of Matter – Basis of Accounting

We draw attention to Note 1 to the financial report, which describes the basis of accounting. The financial report has been prepared for the purpose of fulfilling the Directors' financial reporting responsibilities under the *Corporation Act 2001*. Our opinion is not modified in respect of this matter.

Other information

The Directors are responsible for the other information. The other information comprises the information in the Director's Report for the year ended 30 June 2024, but does not include the financial report and the auditor's report thereon.

Our opinion on the financial report does not cover the other information and accordingly we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial report, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial report or our knowledge obtained in the audit or otherwise appears to be materially misstated.

If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Responsibilities of the Directors for the Financial Report

The Directors of the Company are responsible for the preparation of:

(a) the financial report (other than the consolidated entity disclosure statement) that gives a true and fair view and have determined that the basis of preparation described in Note 1 to the financial report is appropriate to meet the requirements of the *Corporations Act 2001* and is appropriate to meet the needs of the members; and

(b) the consolidated entity disclosure statement that is true and correct in accordance with the *Corporations Act 2001;* and

for such internal controls as the Directors determine is necessary to enable the preparation of:

(i) the financial report (other than the consolidated entity disclosure statement) that gives a true and fair view and is free from material misstatement, whether due to fraud or error; and

(ii) the consolidated entity disclosure statement that is true and correct and is free of misstatement, whether due to fraud or error.

In preparing the financial report, the Directors are responsible for assessing the Company's ability to continue as a going concern, disclosing, as applicable, matters relating to going concern and using the going concern basis of accounting unless the Directors either intend to liquidate the Company or to cease operations, or have no realistic alternative but to do so.

Auditor's Responsibilities for the Audit of the Financial Report

Our objectives are to obtain reasonable assurance about whether the financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the Australian Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this financial report.

As part of an audit in accordance with Australian Auditing Standards, we exercise professional judgment and maintain professional scepticism throughout the audit. We also:

Auditor's Responsibilities for the Audit of the Financial Report (continued)

- Identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit 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 Company's internal control.

- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Directors.

- Conclude on the appropriateness of the Directors' use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial report or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company to cease to continue as a going concern.

- Evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.

We communicate with the Directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

S M Whiddett
Partner

21 October 2024

Pitcher Partners
Sydney

Annexures

We are looking forwrad to welcoming bridge engineers and researchers to Brisbane for the 2025 Bridge Conference.

Task Force membership 2023-2024

We are grateful for the ongoing support, dedication and professionalism of our task force members. We rely on their knowledge and expertise and are thankful for the exceptional service the provide to Austroads in addition to their day-to-day work.

Access Management Task Force

Riccardo Areosa	NZ Transport Agency Waka Kotahi
Simon Buxton	Dept of State Growth, Tas
Phoebe Flinn	Main Roads, WA
Jed Graetz	Dept of Infrastructure, Planning and Logistics, NT
Scott Greenow	Transport for NSW
Mandy Haldane	Dept of Transport and Main Roads, Qld
Matthew Matricciani	Dept for Infrastructure and Transport, SA
Ian Mond	Dept of Transport and Planning, Vic
Pawel Potapowicz	Transport Canberra and City Services Directorate, ACT
Gareth Prosser	Dept of Infrastructure, Transport, Regional Development, Communications and the Arts, Cth

Assets Task Force

Sharfuddin Ahmed	Transport Canberra and City Services Directorate, ACT
Michelle Baran	Dept of Transport and Main Roads, Qld
George Diamand	Transport Canberra and City Services Directorate, ACT
Andrew Golding	Dept of Transport and Main Roads, Qld
Haylee Lawrence	Transport for NSW
Karen Lee-Jones	Dept for Infrastructure and Transport, SA
John MacDonald	NZ Transport Agency Waka Kotahi
Fiona McLeod	Dept of State Growth, Tas
Tarique Memon	Dept of Infrastructure, Planning and Logistics, NT
Ammar Mohammed	Main Roads, WA
Tony Porcaro	Dept for Infrastructure and Transport, SA
Gareth Prosser	Department of Infrastructure, Transport, Regional Development, Communications and the Arts, Cth
Vineta Risteki	Dept of Transport and Planning, Vic
Steve Verity	Australian Local Government Association and IPWEA

Austroads Innovative Temporary Traffic Management Device and Solution Assessment Panel

Jeff Bell	Transport Canberra and City Services Directorate, ACT
Kirsty Bilton	Dept of Transport and Main Roads, Qld
Julian Chisnall	NZ Transport Agency Waka Kotahi
Frank Costa	Dept of Transport and Planning, Vic
James Elton	Dept of Infrastructure, Transport, Regional Development, Communications and the Arts, Cth
Garry Hills	Dept of State Growth, Tas
Gareth Peers	Main Roads, WA
Sean Stieber	Dept of Infrastructure, Planning and Logistics, NT
Craig Walker	Transport for NSW
Eduard Winkler	Dept for Infrastructure and Transport, SA

Austroads Safety Barrier Assessment Panel

Evan Coulson	NZ Transport Agency Waka Kotahi
Jade Hogan	Transport for NSW
Joe Southey	NZ Transport Agency Waka Kotahi
Bruce Snook	Main Roads, WA
Santosh Tripathi	Dept of Transport and Main Roads, Qld
Ben van Zanten	Dept for Infrastructure and Transport, SA

Austroads Technical Advisory Group (ATAG)

David Anderson	Consultant
David Barton	Dept of Transport and Planning, Vic
David Bobbermen	Consultant
Dr Christian Christodoulou	Transport for NSW
Joshua Devitt	Australian Local Government Association
Jonathon Dragos	Transport Canberra and City Services Directorate, ACT
Noel Dwyer	Dept of Transport and Main Roads, Qld
Richard Edwards	Consultant
Michele George	Dept of Transport and Main Roads, Qld
Andrew Iannos	Dept for Infrastructure and Transport, SA
Brenda Looney	NZ Transport Agency Waka Kotahi
Douglas Morgan	Main Roads, WA
Dr Sulo Shanmuga-nathan	NZ Transport Agency Waka Kotahi
Mark Smith	Transport for NSW
Richard Underhill	Dept of Infrastructure, Planning and Logistics, NT
Dennis Walsh	Dept of Transport and Main Roads, Qld
Daniel Walton	Dept of Transport and Planning, Vic

Bridges Task Force

Moustafa Al-Ani	NZ Transport Agency Waka Kotahi
Cielo Alvaran	Dept of Infrastructure, Planning and Logistics, NT
Jay Brewster-O'Brien	Dept of Infrastructure, Planning and Logistics, NT
Jarrod Hellmuth	Australian Local Government Association/ Local Government Association of Qld
Adam Lim	Main Roads, WA
Michael McGrath	Transport Canberra and City Services Directorate, ACT
Prof. Cam Middleton	UK Bridge Owners Forum
Andy Ng	Dept of Transport and Planning, Vic
Dr Torill Pape	Dept of Transport and Main Roads, Qld
Parvez Shah	Transport for NSW
Trevor Williams	Institute of Public Works Engineering Australasia
Jason Wilson	Dept of State Growth, Tas
Diana Zagora	Transport for NSW
Ben van Zanten	Dept for Infrastructure and Transport, SA

Environment & Sustainability Task Force

Max Bushell	Australian Local Government Association (WALGA)
David Cash	Dept of Infrastructure, Planning and Logistics, NT
Sally Durham	Transport for NSW
Owen Earl	Transport Canberra and City Services Directorate, ACT
Rob Hannaby	NZ Transport Agency Waka Kotahi
Anita Madden	Dept of State Growth, Tas
Sunil Matookchund	Dept of Infrastructure, Planning and Logistics, NT
Joanna Nikopoulos	Dept of Transport and Planning, Vic
Aaron de Rozario	National Transport Commission
Martine Scheltema	Main Roads, WA
Jennifer Slocombe	Dept for Infrastructure and Transport, SA
Caitlin Sweeney	Dept of Infrastructure, Transport, Regional Development, Communications and the Arts, Cth
Ramses Zietek	Dept of Transport and Main Roads, Qld
Ben van Zanten	Dept for Infrastructure and Transport, SA

Freight Task Force

Jo Cruickshank	Dept of Infrastructure, Planning and Logistics, NT
Joshua Devitt	Australian Local Government Association
Phoebe Flinn	Main Roads, WA
Scott Greenow	Transport for NSW
Mark Mitchell	Dept of Transport and Main Roads, Qld
Ian Mond	Dept of Transport and Planning, Vic
Andrew Poole	Dept of State Growth, Tas
Lex Vaccarella	Dept of Infrastructure, Transport, Regional Development, Communications and the Arts, Cth
Chris Watson	NZ Transport Agency Waka Kotahi
Mike Wilde	Dept for Infrastructure and Transport, SA
Tim Wyatt	Transport Canberra and City Services Directorate, ACT

Network Task Force

Aftab Abro	Dept of Infrastructure, Planning and Logistics, NT
Tim Bickerstaff	Dept of State Growth, Tas
Ben Hubbard	Transport Canberra and City Services Directorate, ACT
James Hughes	NZ Transport Agency Waka Kotahi
Mehdi Langroudi	Main Roads, WA
Emily Lodder	Dept of Transport and Planning, Vic
Craig Moran	Transport for NSW
John Oppes	Dept of Transport and Main Roads, Qld
Gareth Prosser	Dept of Infrastructure, Transport, Regional Development, Communications and the Arts, Cth
Mark Shotton	Dept for Infrastructure and Transport, SA

Pavements Task Force

Stuart Dack	AustStab
Anna D'Angelo	Australian Flexible Pavement Association
Ben Finnimore	Dept of Infrastructure, Planning and Logistics, NT
Sam Henwood	Transport for NSW
Phil Herrington	Civil Contractors NZ
Paul Keech	Australian Local Government Association/ IPWEA
Adam Leslie	NZ Transport Agency Waka Kotahi
Les Marchant	Main Roads, WA
Madeleine McManus	Centre for Pavement Engineering Education
Andrew Papacostas	Dept of Transport and Planning, Vic
Mike Pickering	Dept of Transport and Main Roads, QLD
Bryan Pidwerbesky	Civil Contractors NZ
Pawel Potapowicz	Transport Canberra and City Services Directorate, ACT
Micah Sluczanowski	Dept or Infrastructure and Transport, SA
Philip Stacey	Dept of Infrastructure, Planning and Logistics, NT
Barry Walker	Dept of State Growth, Tas

Project Delivery Task Force

Leo Coci	Main Roads, WA
Dr Ryan de Carteret	Transport for NSW
Graham Hobbs	Dept of Transport and Main Roads, Qld
Colin MacKay	NZ Transport Agency Waka Kotahi
Adrian Paine	Department of State Growth, Tas
Raymond Paterson	Major Road Projects, Vic
Belinda Stopic	Main Roads, WA
Richard Underhill	Dept of Infrastructure, Planning and Logistics, NT
Sean Walsh	NZ Transport Agency Waka Kotahi

Registration & Licensing Task Force

Paul Duignan	Transport for NSW
Ruth Graham	Transport for NSW
David Jordan	Transport for NSW
Daniel Kaden	Dept of Transport and Main Roads, Qld
Kirsten McKillop	Austroads
Tim Mitchell	Dept of Transport and Planning, Vic
Rod Paule	Transport Canberra and City Services Directorate, ACT
Anthony Pepi	National Transport Commission
Louise Purcell	Dept of Transport and Planning, Vic
Scott Swain	Dept for Infrastructure and Transport, SA
Frances Taylor	Dept of Transport and Planning, Vic
Kate Timbs	Transport for NSW
Greg Turner	Dept of Infrastructure, Planning and Logistics, NT
Nikki Vajrabukka	Dept of Infrastructure, Transport, Regional Development, Communications and the Arts, Cth
Robert Warburton	Main Roads, WA
Andrew Wright	Dept of State Growth, Tas

Road Design Task Force

Colin Boulden	Dept for Infrastructure and Transport, SA
Jonathon Dragos	Transport Canberra and City Services Directorate, ACT
Richard Fanning	Dept of Transport and Planning, Vic
Jade Hogan	Transport for NSW
Mike Hogan	Australian Local Government Association
Robert Knight	Australian Local Government Association
Richard Landon-Lane	NZ Transport Agency Waka Kotahi
Mark Lenske	Dept of Transport and Main Roads, Qld
Phil Rosser	Dept of Transport and Planning, Vic
Pooya Saba	Dept of Transport and Main Roads, Qld
Matthew Stirling	Dept of State Growth, Tas
Albert Wong	Main Roads, WA

Road Safety Task Force

Bernard Carlon	Transport for NSW
Susan Cattermole	Dept of Infrastructure, Transport, Regional Development, Communications and the Arts, Cth
Nigel Coates	Australian Local Government Association
Jo Cruickshank	Dept of Infrastructure, Planning and Logistics, NT
Nicole Downing	Department of Transport and Main Roads, Qld
Peta Dzidic	Road Safety Commission
Nicola Fotheringham	Dept of Transport and Planning, Vic
Craig Hoey	Dept of State Growth, Tas
Adrian Ison	Transport Canberra and City Services Directorate, ACT
Robert Knight	Australian Local Government Association
Peter Kolesnik	Dept of Transport and Main Roads, Qld
Fabian Marsh	NZ Transport Agency Waka Kotahi
David Moyses	Main Roads, WA
Beth Niemeier	Dept of Infrastructure, Planning and Logistics, NT
Noelani Reardon	Dept for Infrastructure and Transport, SA
Aaron de Rozario	National Transport Commission
Marcelo Vidales	Dept of Transport and Planning, Vic
Glenn Weir	Victoria Police

Road Tunnels Task Force

Nigel Casey	Transport for NSW
Andrew Eckersley	Australasian Tunnel Operators Group
Steven Howells	Main Roads, WA
Evan Lo	Dept of Transport and Main Roads, Qld
Tony Mazzeo	Australasian Tunnel Operators Group
Terry McGavin	NZ Transport Agency Waka Kotahi
Abou Mosh	Transport for NSW
Tony Peglas	Australian Tunnelling Society
James Pinnington	Main Roads, WA
Dimi Polymenakos	Dept of Transport for Planning, Vic
Vivek Shrivastava	Transport for NSW
Yanyan Xiao	Dept for Infrastructure and Transport, SA

Temporary Traffic Management Task Force

Joshua Devitt	Institute of Public Works Engineering Australasia
Ben Hubbard	Transport Canberra and City Services Directorate, ACT
Douglas Morgan	Main Roads, WA
Wayne Oldfield	NZ Transport Agency Waka Kotahi
Stephen Pascale	Dept for Infrastructure and Transport, SA
Sean Stieber	Dept of Infrastructure, Planning and Logistics, NT
Craig Walker	Transport for NSW
Dennis Walsh	Dept of Transport and Main Roads, Qld

Vehicles & Technology Task Force

Catherine Beaven	Dept of Infrastructure, Transport, Regional Development, Communications and the Arts, Cth
Helena Billington	Dept for Infrastructure and Transport, SA
Ramy Gokal	Dept of State Growth, Tas
Matthew Hobart-Topp	Dept of Infrastructure, Transport, Regional Development, Communications and the Arts, Cth
Benjamin Hubbard	Transport Canberra and City Services Directorate, ACT
Chandan Kalase	Dept of Infrastructure, Planning and Logistics, NT
Niloo Karimi	Transport for NSW
Robert Knight	Australian Local Government Association
Simon Kowaltzke	Dept of Transport and Main Roads, Qld
Meifang Lai	Dept of Transport, WA
Matthew Lohmeyer	Dept for Infrastructure and Transport, SA
Mike Makin	Dept of Infrastructure, Transport, Regional Development, Communications and the Arts, Cth
Geoffrey McDonald	Dept of Transport and Main Roads, Qld
Iain McGlinchy	NZ Transport Agency Waka Kotahi
Lee McKenzie	NZ Transport Agency Waka Kotahi
Ali Noyes	Transport for NSW
Raj Roychoudhry	Transport for NSW
PaoYi Tan	National Transport Commission
Nikki Vajrabukka	Dept of Infrastructure, Transport, Regional Development, Communications and the Arts, Cth
Leanne Watt	Dept of Infrastructure, Transport, Regional Development, Communications and the Arts, Cth

Publications and webinars 2023-2024

Code	Title
Corporate reports	
AP-C20-23	Austroads Annual Report 2022-23
Research reports	
AP-R691-23	Practical Approaches for Managing Regional Road Safety Priorities
AP-R692-23	A Platform for Managing Supplements to the Austroads Guide to Road Design
AP-R693-23	Recommended Changes to the Austroads Guide to Road Design
AP-R694-23	A National Approach to Measuring Non-fatal Crash Outcomes Stage 2: An Australian Approach
AP-R695-23	Background to the Extended Austroads Vehicle Classification Scheme for Traffic and Transport Surveys
AP-R696-23	Minimum Requirements for Traffic Signs, Traffic Signals and Line Markings
AP-R697-23	Simulator Evaluation of Aesthetic Design Features in NorthConnex Road Tunnel: Study 1
AP-R698-23	Validation of a Driving Simulator for Road Tunnel Research: Study 2
AP-R699-23	Australia and New Zealand Roads Capability Analysis 2022-2032: March 2024 Update
AP-R700-23	Practical Approaches for Managing Regional Road Safety Priorities: Practitioner Resources
AP-R701-23	Incident Response Vehicle Design and Procurement and the Use of Truck Mounted Attenuators in Incident Response
AP-R702-23	Mobile Driver Licences: Developing a Harmonisation Roadmap
AP-R703-24	Methodology for Comparing Dangerous Goods Risks in Road Tunnels to Those on Alternative Routes: Best Practice Review
AP-R704-24	Methodology for Comparing Dangerous Goods Risks in Road Tunnels to Those on Alternative Routes: Manual for Using DG-QRAM in the Australasian Context
AP-R705-24	Methodology for Comparing Dangerous Goods Risks in Road Tunnels to Those on Alternative Routes: Case Study Using DG-QRAM in the Australasian Context
AP-R706-24	Optimising Project Delivery Performance (Accelerated Projects)
AP-R707-24	Assessing Fitness to Drive Implementation
AP-R708-24	Feasibility of Using Anti-stripping Additives as an Alternative to Hydrated Lime
AP-R709-24	Preparing for Connected and Automated Vehicles: Resources for Local Government
AP-R710-24	Local Government Readiness for Connected and Automated Vehicles
AP-R711-24	Prioritising Active Transport
AP-R712-24	Guide to Road Safety: Overview of Changes to Part 2 and Part 7
AP-R713-24	Australia and New Zealand Roads Capability Analysis: March 2024 Update
Technical reports	
AP-T375-23	National Harmonisation of Test Methods Used in Asphalt Performance Specifications
AP-T376-24	Validation of Superpave™ Method of Asphalt Compaction for Australasia
AP-T378-24	Austroads Coober Pedy Sprayed Seal Trial: 11-year Inspection Findings
Guides	
AGPT01-23	Guide to Pavement Technology Part 1: Introduction to Pavement Technology
AGPT02-24	Guide to Pavement Technology Part 2: Pavement Structural Design
AGPT04A-24	Guide to Pavement Technology Part 4A: Granular Base and Subbase Materials
Guidelines	
AP-G102-23	Guidelines for the Evaluation and Reporting of Automated Vehicle Trials
AP-G104-23	Austroads Extended Vehicle Classification Scheme for Traffic and Transport Surveys
AP-G105-23	Guidelines for the Design and Procurement of Incident Response Vehicles
AP-G106-23	Guidelines for the Use of Truck-Mounted Attenuators in Incident Response
AP-G107-24	Driver Licensing Directions Statement

Code	Title
Test methods	
ATM-020-23	Random Selection of Sampling or Test Locations
ATM-058-23	Aggregate Shape by the Ratio of Greatest to Least Dimension
ATM-191-23	Extractions of Bituminous Binder from Asphalt
ATM-192-23	Characterisation of the Viscosity of Reclaimed Asphalt Pavement (RAP) Binder Using the Dynamic Shear Rheometer (DSR)
ATM-210-23	Verification Procedures for a Wheel Tracking Test Device
ATM-231-23	Deformation Resistance of Asphalt Mixtures by the Wheel Tracking Test
ATM-250-23	Modified Surface Texture Depth (Pestle Method)
ATM-274-23	Characterisation of Flexural Stiffness and Fatigue Performance of Bituminous Mixes
ATM-821-23	Laddering, Unravelling or Deweaving of a Seamless Knitted Tubular Filter Fabric from a Cut End
ATM-822-23	Abrasion Resistance of Seamless Knitted Tubular Filter Fabric
ATM-823-23	Weave Stability of Seamless Knitted Tubular Filter Fabric
ATM-824-23	Determination of Opening Size of Seamless Knitted Tubular Filter Fabric
Specifications	
ATS-1160-23	Safety Management Systems
ATS-2160-23	Geotextiles (Separation and Filtration)
ATS-2280-23	Horizontal Drains
ATS-2285-23	Supply of Strip Filter and Subsurface Drainage Pipe
ATS-3050-23	Supply of Recycled Crushed Glass Sand
ATS-3125-23	Fillers for Asphalt
ATS-3130-23	Supply of Aggregate for Asphalt
ATS-3135-23	Supply of Reclaimed Asphalt Pavement Material
ATS-3465-23	Coloured Surface Treatment
ATS-3466-23	High Friction Surface Treatment
ATS-5306-23	Supply and Installation of Void Formers
ATS-5327-23	Post-tensioning of Concrete
ATS-5335-23	Normal Class Concrete
ATS-5410-23	Structural Steelwork – Fabrication and Erection
ATS-5430-23	Fabrication of Aluminium Components
ATS-5450-23	Protection of Steelwork by the Use of Paint Coatings
ATS-5451-23	Supply of Paint for Steelwork
ATS-5452-23	Hot Dip Galvanizing
ATS-5453-23	Repainting of Steel Bridges
ATS-5610-23	Compression Seal Expansion Joints
ATS-5620-23	Cold Applied Sealant Joints
ATS-5630-23	Elastomeric Strip Seal Expansion Joints
ATS-5650-23	Bonded Metal-Elastomer Expansion Joints
ATS-5840-23	Supply and Installation of Bridge Barriers
ATS-5850-23	Handling, Storage, Transportation and Erection of Structural Members
ATS-5880-23	Fibre Reinforced Polymer Bridge Members

Code	Title
Webinars	
WEB-G34-23	New Edition of the Design Vehicles and Turning Path Templates Guide
WEB-T374-23	Best Practice for Road Tunnel Wall Panels and Finishes
WEB-G102-23	Evaluation and Reporting of Automated Vehicle Trials
WEB-T375-23	National Harmonisation of Test Methods Used in Asphalt Performance Specifications
WEB-NSW-OBM-23	NSW's Transition to Smart On-Board Mass for PBS Mass Monitoring
WEB-3G-23	Australian 3G Network Shutdown
WEB-R694-23	A National Approach to Measuring Non-fatal Crash Outcomes – Stage 2
WEB-R691-23	Practical Approaches for Managing Regional Road Safety Priorities
WEB-Telematics-Framework-23	National Telematics Framework: Setting a Benchmark for Intelligent Access
WEB-R699-23	Australia and New Zealand Roads Capability Analysis 2022-2032
WEB-NWCPS-23	2023 National Walking and Cycling Participation Survey
WEB-R692-693-23	Update to the Guide to Road Design – Detailed Review of Supplements
WEB-R696-23	Minimum Requirements for Traffic Signs, Traffic Signals and Line Markings
WEB-R695-G104-23	Austroads Vehicle Classification Scheme – Heavy Vehicles
WEB-R695-G104-2-23	Austroads Vehicle Classification Scheme – Light Vehicles
WEB-R695-G104-3-23	Austroads Vehicle Classification Scheme – Measuring Active Transport
WEB-NTTTM-23	Northern Territory Transition to Temporary Traffic Management National Training
WEB-R697-698-23	Use of a Driving Simulator to Assess Driver Response to the NorthConnex Tunnel Design Features
WEB-DRIS-24	Changes to the National Heavy Vehicle Driver Competency Framework
WEB-G107-24	Driver Licensing Directions
WEB-ZRT-24	Is Zero Road Trauma Possible?
WEB-GADA-24	Driving Data Potential: Exploring the Country's Road Network in the Digital Atlas of Australia
WEB-R706-23	Optimising Project Delivery Performance – Accelerated Projects
WEB-R701-24	Guidelines for Incident Response Vehicles and Truck-Mounted Attenuators
WEB-SAS-24	Safe Active Streets – An Overview of WA's Pilot Program
WEB-R703-24	Methodology for Comparing Dangerous Goods Risk in Road Tunnels to Those on Alternative Routes
WEB-AGBT07-24	Update to the Guide to Bridge Technology Part 7
WEB-R708-24	Feasibility of Using Anti-stripping Additives as an Alternative to Hydrated Lime
WEB-AGRDSR-24	Strategic Review of Road Design Guidance
WEB-PROJECTS-24	Austroads Project Pipeline 2024-25
WEB-709-24	Local Government and Potential Preparations for Connected and Automated Vehicles
WEB-T378-24	Austroads Coober Pedy Sprayed Seal Trial – 11-Year Inspection Findings

Code	Title
Austroads Bridge Conference 2022 peer reviewed papers	
ABC2022-000-22	Austroads Bridge Conference 2022 Papers
ABC2022-001-22	A Rail Link to the Flinders Precinct
ABC2022-002-22	Adopting Advanced Design Techniques in the Design of Precast Segmental Viaduct: the Singapore Experience
ABC2022-003-22	Practical application of advanced bridge assessments in Class 1 heavy vehicle access decision-making
ABC2022-004-22	Alice River Bridge Pier 4 Settlement – Investigation and Rehabilitation
ABC2022-005-22	Analysis and Design of St Peters Interchange Bridges
ABC2022-006-22	Application of Austroads Guide AP-G95-21 for Assessment of Gantry Fatigue on the West Gate Tunnel Project
ABC2022-007-22	Ashton Avenue Integral Bridge
ABC2022-008-22	Assessment Methods for Historic Steel Truss Bridges
ABC2022-009-22	Auckland Harbour Bridge Emergency Repairs
ABC2022-010-22	Austroads guideline for the assessment of bridge structural capacity
ABC2022-011-22	Austroads Design and Construction Guidelines for the Delivery of Large Cantilever and Gantry Structures
ABC2022-012-22	Automation of 3D modelling for Infrastructure Projects
ABC2022-013-22	Birkenhead Bridge Bascule Span Deck Replacement
ABC2022-014-22	Specification for bonded anchors to allow for structural connections with a 100-year design life for bridges and tunnels
ABC2022-015-22	Bonded anchors for use in Victoria's Big Build Projects
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ABC2022-018-22	Austroads Project ABT6141 – Guide to Bridge Technology Part 7 Update: Bridge Inspection Harmonisation
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ABC2022-020-22	Parametric Design and Engineering of the Bridge of Remembrance, Hobart
ABC2022-021-22	Bridge over Cooks River at Tempe
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ABC2022-023-22	Bridge strengthening with CFRP in M80 Ring Road
ABC2022-024-22	Bridge to Zero
ABC2022-025-22	Bridges of the West Gate Tunnel Project
ABC2022-026-22	Strengthening Bridges of the West Gate Tunnel Project
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ABC2022-028-22	The Replacement of the Castlereagh Road Rail Bridge in Penrith Using a Self-Propelled Modular Transport System
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ABC2022-032-22	Composite Dowel Bridge Construction in Australia
ABC2022-033-22	Concrete Technology and Durability in TMR – Past, Present and Future
ABC2022-034-22	Cross River Rail's Exhibition Viaducts
ABC2022-035-22	Curved steel trough girder bridges – Design for construction
ABC2022-036-22	Darlington Upgrade Project – Bridge Design for Manufacture and Assembly
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ABC2022-038-22	Design and construction of civil structures on Mordialloc Bypass

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ABC2022-039-22	The Design and Construction of the Bridge over the Nepean River on Avon Dam Main Access Road
ABC2022-040-22	Design Challenges in Median Widening Between Historically Widened Bridges
ABC2022-041-22	Design of a challenging ramp connecting Footscray Road to CityLink Northbound as part of the West Gate Tunnel Project
ABC2022-042-22	The design of asymmetric continuous twin U-trough rail viaduct with hybrid pre-stressing
ABC2022-043-22	West Gate Tunnel Project Design of Cable Stay Shared User Path Bridge over Footscray Road
ABC2022-044-22	Design of Steel-Concrete Composite Box Girders Installed by SPMT on the Regency Road to Pym Street Project
ABC2022-045-22	The Design of the Bridge Over Parkes to Narromine Rail Line at 449.850km
ABC2022-046-22	Design of Victoria's First Network Arch Railway Bridge
ABC2022-047-22	DoT's journey to better manage its Structures: Structures Service Framework and Structures Inspection and Monitoring Strategy
ABC2022-048-22	Durability Design of the Sydney Gateway Project – Achieving a 100 Year Design Life in Aggressive Ground Conditions
ABC2022-049-22	Durability of Post-Tensioning Tendons – A Review from TfNSW Perspective
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ABC2022-062-22	Granite Island Causeway Replacement Project
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ABC2022-064-22	Heavy Vehicle Impacts on Bridges – Case Studies in Risk Assessment
ABC2022-065-22	Heavy Vehicle Permitting, Bridge Assessment and the Potential Impact on Sustainability and the Economy
ABC2022-066-22	Heavy vehicles and bridges: What the data is telling us
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ABC2022-072-22	Innovative Solutions to Old Problems - Sustainable Upgrade of Existing Infrastructure - Strengthening & Rehabilitation of the LH Ford Bridge
ABC2022-073-22	The Benefits of Using InQuik Accelerated Bridge Construction Systems
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ABC2022-075-22	Comparison of Internal and External Prestressing for Full Span Precast Segmental Bridge
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ABC2022-077-22	The design and construction of the extension and widening of the existing Karel Avenue grade separation over railway with the new bridge no.1595A
ABC2022-078-22	Load combinations and factors for the Waka Kotahi Bridge manual
ABC2022-079-22	Load Rating Factors Calculation for Bridge Deck as per AS5100.5 – A Tee-Roff Bridge Example
ABC2022-080-22	Load testing and Structural Health Monitoring from TfNSW's perspective

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ABC2022-081-22	Longest weathering steel arch in Australia to carry light rail on the Parramatta Light Rail
ABC2022-082-22	Low-damage seismic bridge design
ABC2022-083-22	LXRP – Train Derailment on Elevated U-Trough Structures
ABC2022-084-22	West Gate Tunnel Project – Mackenzie Road Interchange Bridges
ABC2022-085-22	Maintenance challenges with the heritage listed Old Murray Bridge
ABC2022-086-22	Management of Structures with Concrete Halving Joints
ABC2022-087-22	Managing the suspension bridge in Kangaroo Valley (Hampden Bridge)
ABC2022-088-22	Metronet - Level Crossing Removal - Denny Av
ABC2022-089-22	Modification of Blaxland Avenue Overpass
ABC2022-090-22	Modular bridge expansion joints with integrated seismic fuse-elements
ABC2022-091-22	Modular Lightweight FRP Footbridges
ABC2022-092-22	Monash Freeway Upgrade – Forster Road Bridge Widening
ABC2022-093-22	Monash Freeway Upgrade - Warrigal Road Bridge Barrier Upgrade
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ABC2022-098-22	Old Murray Bridge Structural Assessment and Pier Replacement Design
ABC2022-099-22	Panmure Busway Bridge
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ABC2022-107-22	Reinforced Concrete Slender Bridge Column Design Review – Australian and International Standards
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ABC2022-115-22	Considerations for Selection of Slab Track for the Melbourne Airport Rail Viaducts
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ABC2022-118-22	Tonkin Gap & Associated Works Project – Southern and Northern Dive Structures with Integral Bridges
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ABC2022-121-22	Strengthening of the Glenferrie Road arch bridge over Gardiners Creek
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ABC2022-126-22	Sustainable Steel Bridges – by Design
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ABC2022-128-22	Sydney Gateway Project - Bridges
ABC2022-129-22	Sydney Gateway Viaduct Design Highlights
ABC2022-130-22	Sydney Harbour Bridge Rail Deck Upgrade
ABC2022-131-22	TfNSW's Rapid Bridge Assessment Tool (RBAT) – innovation towards freight productivity
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ABC2022-134-22	To Achieve Durable and Sustainable Concrete
ABC2022-135-22	Two bridges on Qantas Drive over Port Botany rail line and Alexandra Canal
ABC2022-136-22	UAV-based multi-layered data collection methods and defection algorithms for Predictive Analutics and Bridge Asset Management
ABC2022-137-22	Upgrading The Great Ocean Road Infrastructure: Strengthening Skenes Creek Bridge and Adding a New Pedestrian Path Works
ABC2022-138-22	The use of Level 2 inspection data in the bridge asset management process
ABC2022-139-22	Vehicle dynamic load effects on buried arch structures (dynamic load allowance discussion)
ABC2022-140-22	Vehicle Induced Dynamic Effects on Steel-Concrete Composite Bridges – A Comparative Study in Field Testing and Finite Element Analysis
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ABC2022-142-22	Development of new evaluation live load models for the Waka Kotahi Bridge Manual
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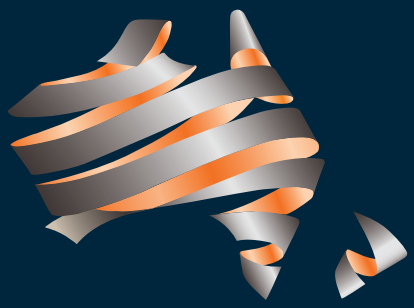
ABC2022-144-22	West Gate Tunnel Project - Driven Precast Concrete Piles in Coode Island Silt
ABC2022-145-22	Westconnex St Peters Interchange Integral Cut and Cover Structure Design
ABC2022-146-22	Westgate Tunnel Melbourne Footscray Rd Veloway - 2.5km long, elevated bike path



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