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ARRB's state-of-the-art new technology to make Australian roads safer

- New technology to give road authorities greater information on the health of our roads
- Mapping the total network for the first time
- 60,000 kilometres of data to be collected in the first round of collection – that's the same as travelling from Melbourne to London and back twice

Australian and New Zealand roads will be under the microscope from today as ARRB Group Ltd (formerly the Australian Road Research Board) announces the launch of its latest technology, which will provide road authorities with the most comprehensive information on the condition of their road networks.

ARRB, in partnership with Department of Transport and Main Roads (TMR), Queensland; Roads and Maritime Services (RMS), New South Wales; and New Zealand Transport Agency (NZTA) will be pioneering this new technology in Australia and New Zealand, which will assist in making roads safer and last much longer.

Garry Warren, General Manager ARRB Systems said: "We're proud to be able to adopt and integrate such ground-breaking technology and commission it for Australian and New Zealand roads. The technology offers road agencies first-hand knowledge on the condition of our road networks."

"The data collected will also have a positive effect on the development of road policy, providing timely information on the current state of roads and enabling better planning for their maintenance," Warren said.

The Traffic Speed Deflectometer (TSD), originally developed by Danish company Greenwood Engineering, has been enhanced by the ARRB team through the addition of its Hawkeye data collection platform which provides automatic crack detection, geospatial assessment, imaging and laser profiling. The TSD can now monitor road surfaces, structural integrity and record cracks simultaneously – making it the only one of its kind in the world.

Resembling a regular semi-trailer on the outside, the TSD is made up of a bank of computer servers and a complex network of Doppler lasers that measure the deflection of the of the pavement under load to determine its structural strength; while an array of high-speed laser systems also detect cracks and road profile.

The listed road agencies will use this technology to monitor their respective roadways exclusively until the end of 2018. The TSD will head to Queensland in April, heading further south to New South Wales in July, and across the Tasman to New Zealand in January.

The TSD will first survey highways and major arterial roads in QLD, NSW and NZ.

Facts and figures:

- Road management agencies across Australia are responsible for the preservation of a road network that has an estimated physical value of \$150 billion¹
- Approximately \$6 billion is funneled into the expansion and maintenance of the 800,000km road network each year¹
- The TSD is expected to travel 60,000 kilometres within its first year of use in Australia and New Zealand, the same distance as travelling from Melbourne to London and back twice.
- The TSD will collect around 700GB of data per day, and 151TB of data over the course of a year
- The TSD's five high-speed cameras collect 27 million image frames per year
- The TSD enables the volume of our roads currently being monitored to increase by 50%

¹Infrastructure Australia *National Road Asset Reporting Pilot*, 2013

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ARRB is a leading expert globally in road research and technology. For the last 50 years we've been helping transport, road and infrastructure bodies to identify and adopt best practices for developing and maintaining safe and sustainable roads.

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