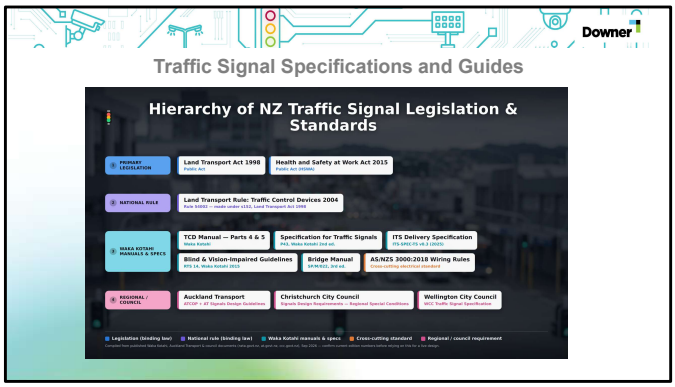


Christchurch team is in-bid for CCC Traffic Signals maintenance contract. They are also innovating hard to improve delivery of traffic signals, example is one of the team has written a phone app that replaces a fragile and expensive piece of handwear for communicating with traffic signals controllers.

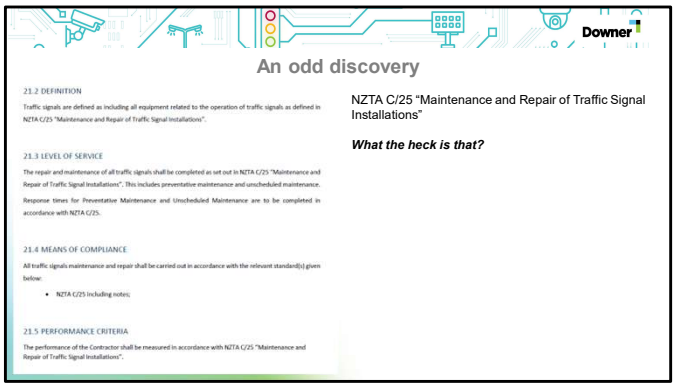
Queenstown: We have been awarded by negotiation the maintenance of all QLDC and NZTA traffic signals in Queenstown area as an extension of the QLDC Roading Maintenance Contract, this will significantly improve Downer's retention of this contract when it is rebid next year.

Intertraffic Amsterdam: Andrew Cowie and John Wilkinson are with Sam Keim from Downer Australia at the Intertraffic tradeshow in Amsterdam. Chasing new industry innovations, building stronger relationships with our ITS supply chain partners and negotiating a deal for uncontrolled level crossings

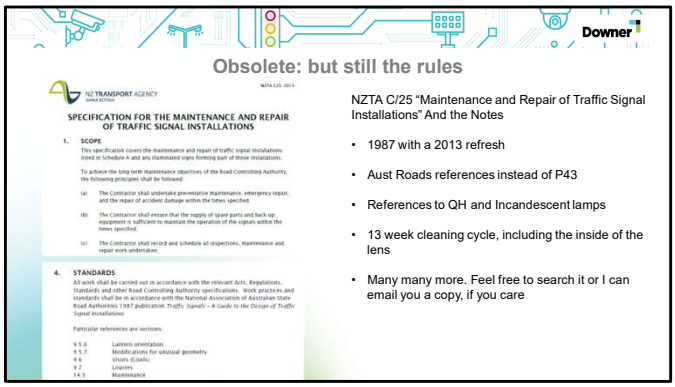
Wellington: Team are working hard to complete the Te Ara Tupua alliance ITS and Streetlighting work. They have also recently installed the second Swarco traffic signals controller in NZ for WCC, this is a new innovative controller architecture for NZ that will help to bring us more in line with the rest of the world for improved AI based traffic flow control.



There are many specifications and pieces of legislation that we all know well. Like P43, the HSWA, AS/NZS3000 and so on. But are there any that we don't know about, that perhaps we should?

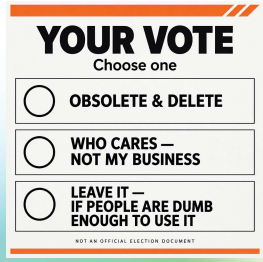


In a recent tender, In the technical specifications, I came across a strange specification I have never heard of before, now I haven't been in this industry for a decade yet, so thought, **"have I missed something here?"**
Maybe some of you here know of it. I know some of you don't because I called some of you for advice!



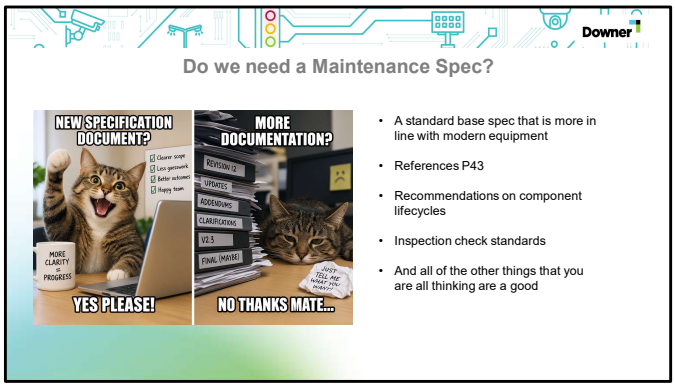
But it is real. And it is ancient. And the first question for you all today is what do we do with it, because it is still a live standard on the NZTA website.
It is also very wrong.
OK, so the first question for my presentation today and I am actually asking for answers as we are the group to give a recommendations. What do we do with this poor piece of old specification, that when in a contract, actually makes a nonsense of getting the best outcomes.

Recommendation



I suggest that the SNUG committee recommends to NZTA that this document is Obsolete and needs to be deleted.

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Question two for you all and hopefully a bit of a discussion point, **Do We Need a maintenance specification?**

Thanks for your time

