



Stabilised Pavements of Australia Pty Ltd
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stabilisedpavements.com

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Committee Secretary
House of Representatives Standing Committee on
Regional Development, Infrastructure and Transport
PO Box 6021
Parliament House
Canberra ACT 2600
E: rdit.reps@aph.gov.au

Dear Committee Secretary,

Thank you for the opportunity to make a submission to the House of Representatives Standing Committee on Regional Development, Infrastructure and Transport inquiry into the implications of severe weather events on the national regional, rural, and remote road network.

By way of introduction, I am writing in the capacity as the Executive General Manager of Stabilised Pavements of Australia (SPA) and President of AustStab Limited.

Established in 1984, SPA is an Australian owned company who are an industry leader and innovator of sustainable and cost effective pavement and earthworks solutions. SPA is focused on providing clients pavement construction, rehabilitation and maintenance solutions that are fast, cost effective and environmentally sustainable. These solutions are based on engineering expertise, innovative technologies and a customer focused approach to providing sustainable infrastructure.

We complete a significant volume of road rehabilitation annually on local, state and federally funded road networks across Australia and our observation is that not enough emphasis is placed on providing resilient assets and that assessment is primarily made on other considerations.

Reducing the permeability of road pavements through the use of cement or bituminous treated materials is a quick and cost effective solution that will reduce damage to pavements during high rainfall events. While these solutions are well recognised and common design and construction standards exist, they are generally not adopted to their full potential.

Significant opportunities exist to rehabilitate existing networks with these treatments by recycling existing unbound granular materials that are prevalent throughout all Australian states. Recycling pavement materials also provides added sustainability benefits including lower CO2 emissions, less construction waste and lower use of virgin materials.



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Over the past 10 years, the Queensland Government has led an initiative to focus on providing more resilient assets and this has included both cemented and bituminous treated materials across their road network. Their Director-General for Department of Transport and Main Roads, Neil Scales has been a vocal advocate of these resilient solutions and they have experienced repeat disaster events in which these assets have withstood the impacts successfully.

At a local level, many local government organisations lack the budget to effectively manage their road network and often rely on the support of disaster relief funding arrangements to support mature asset management practice.

Current disaster relief funding arrangements place limitations on the ability to improve an existing asset after a disaster event and this limitation prevents asset owners from upgrading assets to more resilient materials. Observation suggests this approach often leads to repeat failures following subsequent disaster events.

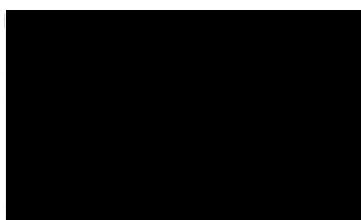
Recommendation

We recommend greater use of cement and bituminous treated materials in road pavements and that disaster relief funding arrangements are amended to enable improvement of assets through these funding mechanisms.

We would also encourage a greater emphasis on rehabilitating sections of pavement rather than short term patching works. Patching creates a non homogenous pavement composition that ultimately enables varying levels of permeability which results in moisture barriers that promote pavement damage.

We hope this information will be of value and would welcome any further opportunity to assist your inquiry.

Yours sincerely,



Daniel Orriss
Executive General Manager
Stabilised Pavements of Australia