

CEO'S REPORT

AustStab is pleased to make a regular contribution to the Roads magazine.



The Association has grown quickly since its inception in 1995 and now boasts membership from all the large Australian stabilising contractors, all state road authorities and the majority of binder and plant producers and distributors.

In our first issue in the Roads magazine, I think it is important to reflect on Australia's road infrastructure. As demonstrated by the recent floods and cyclones which have

closed and damaged roads, our economic wellbeing is dependent on a reliable road system.

To achieve this end it is imperative that roads are well maintained and indeed strengthened to carry the larger and heavier trucks together with the greatly increased traffic volume. Much investigation is being carried out by Austroads, ARRB and road authorities to ascertain the effects of the extra loads on our pavements and the subsequent solutions.

Australia's large road network servicing a relatively small population puts added pressures on road authorities in terms of available funds; too often money is not made available for maintenance and rehabilitation of the existing network. With the design life of a typical Australian road under 50 years it is necessary that every road authority spends at least two per cent of the asset value on rehabilitation to

maintain the status quo. It is a sorry state of affairs that some road authorities spend less than one tenth of that, due to financial restraints of various governments. One of the by-products of an extended drought in many states has been that the roads have survived well; however, the recent rains will show up the lack of maintenance over the coming months.

AustStab is keen to promote sustainable road construction through the recycling of existing failed or low standard pavements. The advancement in technology of modern plant and equipment has enabled deep lift rehabilitation to be carried out together with the use of modern binders which has increased the life of the pavements.

AustStab is proud to work with ARRB to establish a national accreditation system for stabilising contractors so that the high standards of Austroads and AustStab are maintained by all accredited participants.

PRESIDENT'S MESSAGE

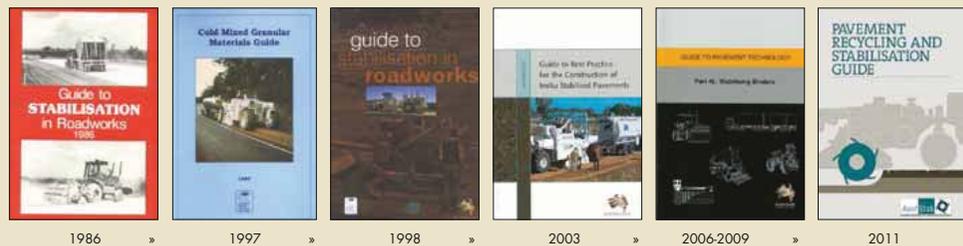
I am excited to be presenting this year's President's report for the first time in the Roads magazine.

One of the most common questions I am still asked today, is 'What does AustStab do?' The association has always had a core set of objectives since our inception in 1995. The association exists to:

- Promote the stabilisation and road recycling industry
 - Educate and train people in the industry
 - Set national standards of performance
 - Assist and coordinate research
- With this in mind, it is pleasing to note

the many achievements of the association during the past year, all of which strive towards these fundamental objectives. A brief summary of just some of these achievements:

1. Changing our registered name from 'The Australian Stabilisation Industry Association Limited', to 'AustStab Limited' together with a new logo.
2. Membership has increased significantly. In the past year we have welcomed nine new members into the association.
3. Development of our new Pavement Stabilisation Guide.



The first published 'Guide to Stabilisation in Roadworks' was in 1986 and there have been various modified updates since then. The current Austroads Guide to Pavement Technology is a mandatory edition to any engineer's bookshelf and has stabilisation-related topics printed in more than five separable parts. The aim of AustStab's new Guide, due to be released 2011 will be to produce a single reference document that captures all of the history, experience and latest technology gathered in Australia over the past 40-plus years.

Our new guide will equally be an essential

addition to the bookshelf or car back seat of anyone who needs a comprehensive, yet easy to follow, reference tool on pavement stabilisation.

4. Partnering with CPEE to deliver Stabilisation courses nationally.

AustStab and the Centre for Pavement Engineering Education have updated their two-day short course on In Situ Stabilisation and have commenced shared resourcing for the delivery of several courses run nationally in most capital cities. This is a great supplement to the AustStab run regional workshops.

5. Two new SRA foamed bitumen specifications have been developed.

AustStab have provided valuable support and input into the development of Vicroads specification 308 and RTA specification R76. The Vicroads specification has been finalised whilst the RTA plan to release R76 shortly. These specifications will allow both road authorities to 'expand their tool kit' by having control over the execution phase of foamed bitumen treatments as this area of the market continues to grow around Australia.

Rehabilitation of flood damaged roads in Queensland

Over the last year, Queensland has suffered the full force of nature having had three floods and six cyclones. These have caused massive damage to the road network.

It has been estimated that over 8,000 kilometres of roads require major repair. The Department of Transport and Main Roads (TMR) has set up task forces to develop a supply and demand model. This will enable all sections of the civil engineering industry to develop timely, professional and value for money strategies to achieve the huge construction program required.

AustStab and its members are working with TMR to ascertain the optimum use of resources. The main concern at present is the transport logistics. Often the preferred rehabilitation method involves in situ stabilisation using binders such as lime, blended cements or bitumen.

The damaged roads are often in remote areas far from binder production or storage facilities. This requires a large specialised tanker fleet or on site storage. This fleet will also be required for other engineering products or processes, such as concrete and asphalt manufacture and spray sealing. It is essential that the projects are programmed to allow optimum use the available resources.

TMR has been at the forefront of stabilisation design and construction and has developed procedures to rapidly reinstate roads with minimal disruption to traffic.

The other major advantage is by reusing the existing pavement, it eliminates the need to import the diminishing resource of good quality quarry material. This allows the quarry industry to concentrate on supply of product to other engineering materials. There is also the added advantage of reducing the demand on the stretched transport industry.

Main Road representatives have been pleased with the performance of previously stabilised roads as they have withstood the effects of water far better than unbound pavements and often show no damage even though they have been subject to severe flooding.

The next two to three years are going to prove a real challenge to all those involved to bring Queensland's road network back to an acceptable standard for the ongoing needs of the mining, farming and tourism industries as well as the general public.

Accreditation scheme for stabilisation contractors

AustStab and ARRB have announced a joint agreement to introduce an accreditation scheme for stabilisation contractors in Australia. The system will ensure that contractors have the systems and experience in place to adhere to the AustStab and Austroads guidelines, ensuring high quality road rehabilitation and construction.

Greg White, Chief Executive Officer of AustStab said the accreditation would ensure that road authorities could be confident of accredited contractors having the proper equipment and trained personnel to take on the highly specialised road construction techniques.

Gerard Waldron, ARRB Managing Director, said he was keen for ARRB to provide technical expertise to the AustStab accreditation scheme. The process will also enable ARRB to better understand issues facing contractors and road authorities, for consideration in its future research and guidelines.

It is hoped that all road authorities in Australia, including councils and state road authorities, will make stabilisation accreditation compulsory to ensure high quality roads. The system will be in place in early 2011 and details can be found on the AustStab and websites at <http://www.auststab.com.au> and <http://www.arrb.com.au/home.aspx>.

Latest AustStab guide available



AustStab has pleasure in offering a free copy of our up to date *Pavement Recycling and Stabilisation Guide* to any practising pavement engineer or supervisor.

The 160 page guide gives information on all types of stabilisation covering design, testing and construction and supersedes the previous Austroads publication.

Information about the guide can be made by phoning 0435 943 110 or emailing: inquiry@auststab.com.au