

10 May 2019

Fraser
fyi-request-10042-561a7990@requests.fyi.org.nz

REF: OIA-4975

Dear Fraser

Request made under the Official Information Act 1982

Thank you for your email of the 9th of April 2019 requesting the following information under the Official Information Act 1982 (the Act):

“Could you please provide me with any information you have on the historical origins of the Road Assessment and Maintenance Management (RAMM) system. Such information as when it was first used by NZTA, when it became mandated that it must be used by all authorities and contractors for eligibility of funding and any other information that you might see fit.”

Thank you for your interest in the Road Assessment and Maintenance Management (RAMM) system. The RAMM system originated within the New Zealand Public Service environment. I will answer your query in turn below.

A brief history of the development that led to the current RAMM system is summarised in the list below:

- In the mid-1980s the Local Government Computer Joint Committee (LGCJC) commenced development on a systematic approach to road assessment and maintenance management based on work that had been emerging from two key initiatives since the mid 1970's:
 - The Dunedin City Council had been working on a Street Assessment and Management System.
 - The Ministry of Works and Development was developing a Highways Maintenance Management System (HMMS) which focussed on the systematic planning and control of general maintenance.
- These systems were based on a mainframe computing environment which was not available to all roading authorities. The focus of the LGCJC was to develop the systematic approach and make the capability available to a wider cross section of roading authorities.
- In the late 1980s ownership of the project transferred to the National Roads Board (NRB) and the system referred to as RAMM was released to 20 sites including the State Highway agency. The LGCJC was still involved in managing the software but under the leadership of the NRB road condition rating standards were introduced, and the first attempts the automate roughness surveys were implemented.

- RAMM was used to manage state highway assets from the late 1980's, at this time NZTA and its predecessor Transit New Zealand did not exist.
- Development of the system continued as the NRB transitioned to Transit New Zealand. A RAMM Advisory Group was established to give guidance to the ongoing development of the system.
- In 1997 the Roading Infrastructure Management Support group was established to replace the RAMM Advisory Group and broaden the scope of asset management. One of the first tasks undertaken by this group was the commercialisation of the RAMM system.
- CJN Technologies was established to operate RAMM on a commercial basis funded from user-licensing. All development of the software is now undertaken in this commercial environment. CJN Technologies is now trading as RSL Limited.

There is no mandate to use the RAMM system. As far as we can ascertain, there has never been a mandate that RAMM must be used by all authorities. The current requirement is that authorities are required to use a road asset management system for treatment selection and specifies the inventory data that must be included in this.

If you would like to discuss this reply with the Transport Agency, please contact Gordon Hart, Principal Asset Manager Integrator, by email to gordon.hart@nzta.govt.nz.

Yours sincerely



Vanessa Browne

Senior Manager, Operational Policy, Planning & Performance