



Submission Construction Productivity Roundtable



Key contributors



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Acknowledgement of Country

Roads Australia acknowledges Aboriginal and Torres Strait Islanders as the Traditional Owners and Custodians of this land and waterways.

We acknowledge and pay respect to their ancestors and Elders both past and present.

Roads Australia is committed to reconciliation amongst all Australians.

Introduction

Roads Australia welcomed the opportunity to provide a submission on boosting productivity in construction. Roads Australia is the peak body for roads within an integrated transport system, representing more than 120 organisations including Australia's transport agencies, major contractors and consultants, asset owners and operators, material suppliers and technology providers.

In August 2025, Roads Australia will release our report 'Rethinking transport infrastructure delivery: Practical reforms to boost Australia's productivity'. The report focuses on ways to reduce time in procurement, design and delivery of major transport infrastructure projects without compromising on quality. The goal is to boost productivity in the sector while maintaining quality and delivering value for money.

The most important productivity lever held by government is its transport infrastructure pipeline. A steady, growing and predictable pipeline not only ensures enhancements to living standards and the nation's overall productivity, but it also allows the transport infrastructure industry to plan ahead and deliver projects efficiently on behalf of taxpayers.

Recent delays and reprioritisations across the country have hampered these efforts, noting Infrastructure Australia's 2024 Infrastructure Market Capacity report¹ showed the investment pipeline for transport had declined by 10 per cent in the past 12 months.

Delays not only drive up costs – by as much as 30 per cent on large projects² – they also reduce capacity and productivity across the sector. In the past decade alone, delays and cancellations have cost Australia over \$21 billion.³ This is money that could have been spent, for example, on upskilling the construction workforce in modern methods of construction for additional productivity gains.

This submission includes the top five specific and practical recommendations for the Commonwealth from our imminent report, which point to opportunities for efficiency gains in transport infrastructure construction.

¹ Infrastructure Australia. 2024. <https://www.infrastructureaustralia.gov.au/2024-infrastructure-market-capacity-report>

² Roads Australia. 2025. [Address infrastructure productivity or risk a legacy of poorer living standards](#)

³ Infrastructure Australia. 2021. [A National Study of Infrastructure Risk](#)

Recommendations summary

- 1. Accelerate action to tackle the culture of violence, intimidation and unacceptable work practices on construction sites, including requiring detailed integrity checks and evaluating shareholdings of transport infrastructure delivery companies, to ensure their owners are not tied to criminality**
- 2. Develop a national register of procurement dates for funded transport infrastructure projects to increase national pipeline visibility**
- 3. Coordinate the national harmonisation of standards to unlock productivity in design and leverage investment in modern methods of construction**
- 4. Retain project Intellectual Property and share with industry to realise the maximum benefit of innovations**
- 5. Reduce required information in the tender process to avoid duplicative efforts across different tenders**

1. Accelerate action to tackle the culture of violence, intimidation and unacceptable work practices on construction sites

This includes requiring detailed integrity checks and evaluating shareholdings of transport infrastructure delivery companies, to ensure their owners are not tied to criminality.

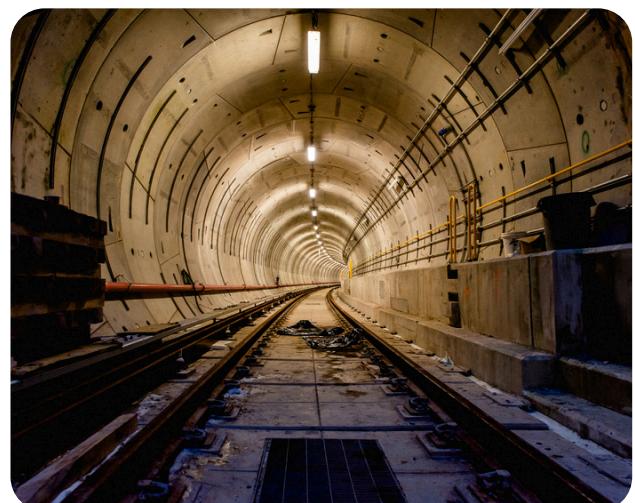
Stronger regulation and compliance are needed to ensure labour productivity is not severely disrupted during construction of major transport infrastructure.

Recent revelations of violence, intimidation and coercion on public infrastructure work sites require a more proactive approach.



2. Develop a national register of procurement dates for funded transport infrastructure projects to increase national pipeline visibility

Each state and territory government should be responsible for keeping their pipeline of works up to date – ideally updates should be required every 3-6 months. This will help industry maximise their capacity and identify where capability uplift or workforce attraction may be required.



3. Coordinate the national harmonisation of standards relating to transport infrastructure design, construction and operation

The efficiency of the transport infrastructure industry, that works across jurisdictions, is being significantly hampered by different technical and process requirements in each state and territory.

Harmonisation will require a staged approach and intergovernmental cooperation and coordination. Where possible, consistent standards would increase the sharing of resources and reduce cost and time of design.

It would also leverage investments in modern methods of construction.



4. Retain project Intellectual Property and share with industry to realise the maximum benefit of innovations

Contract models or bid cost contribution policies should incentivise innovation. Intellectual property should then be retained by government and shared back with industry. This will advance the adoption of modern technology, designs and processes by industry and boost productivity.



5. Reduce required information in the tender process to avoid duplicative efforts across different tenders

To streamline the tender process, governments should consider options to reduce the required information at tender, such as through annual prequalification schemes, or by requesting some information post-award.

This will remove the need to ask duplicative questions with each company that governments engage with, in each tender process.

If an annual pre-qualification scheme is introduced there should no longer be a need to ask compliance questions during tender.

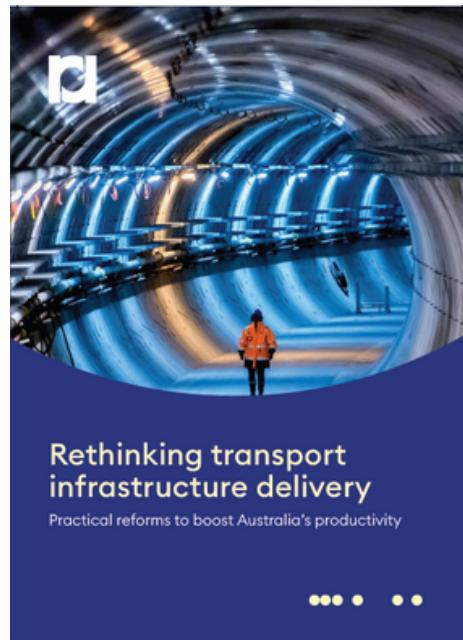


Look out for our upcoming report...

Our upcoming report 'Rethinking transport infrastructure delivery: Practical reforms to boost Australia's productivity' will be released in August 2025.

More details on the recommendations in this submission as well as additional recommendations for state and territory governments are in our upcoming report, which will be published on our website and circulated in our newsletter.

We will be launching the report at our Queensland Industry Lunch on 21 August, with Angela Moody, Chair of the Queensland Productivity Commission. You can book tickets on our [website](#).



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