

Q2

2010

RAMM Newsletter

RAMM Before You Dig



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Campbell Newman from CJN Technologies Ltd and Duane Rodgers of PelicanCorp (beforeUdig).

CJN Technologies Ltd and PelicanCorp have signed a joint venture to enhance their respective products RAMM and beforeUdig. They will be providing a seamless and tightly integrated Corridor Access Request (CAR) and Works Collaboration solution. The web-enabled CAR system will be part of RAMM 2010 and will be delivered later in the year

 represents utilities and similar organisations wishing to protect their underground assets. They offer contractors, excavators and anyone

else contemplating any form of excavation, a free service to advise if and where underground assets may be located in the vicinity of the proposed works.

Auckland Super City

The Auckland Super City comes into existence later this year. Rodney District Council, North Shore City Council, Waitakere City Council, Auckland City Council, Manukau City Council, Papakura District Council and Franklin District Council will cease to exist as separate entities. Their databases will also no longer make sense as separate entities. They must be merged into one super database.

CJN Technologies Ltd has been working for some months now to ensure the transition from seven discrete databases into one combined database is as smooth as possible.

The Database Merge Process

CJN Technologies has experience merging databases. Most recently, we have provided considerable assistance to NZTA for the merge of their Regional databases into a single New Zealand State Highway database.

After the Auckland Transition Agency first approached us about the merge, CJN staff met

with representatives from each of the councils and major contractors to explain the process and ask for feedback. These meetings went well and our clients have been very helpful to the process.

The individual databases are being merged into the Auckland Transport database one after the other. Access to the database about to be merged is closed at 4pm on a Friday afternoon when backups are made for both databases. The merge process occurs over the weekend. User access is restored by 8 am the following Monday, or a little later if there are issues to be resolved.

Church Road, Beach Road and Queen Street

The first merge issue to be solved was the compilation of a master list of Roads. Each Road name must be unique in RAMM. There are a surprising number of Church Roads, Beach Roads and Queen Streets. Duplicates were identified and renamed.

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Excellence in Asset Management

RAMM SPOTLIGHT

Pocket RAMM is Best on a Netbook, Laptop or Tablet



Pocket RAMM currently runs on a PDA, Netbook, Tablet, Laptop or PC.

Everything except the PDA has plenty of memory (RAM), a fast processor (CPU), plenty of hard disk space (HD), a decent screen size and runs Microsoft Windows XP or higher. Unfortunately the PDA runs a different operating system (Microsoft Mobile 6.5), doesn't have much memory, has a slow processor, lacks disk space and has a small screen.

The PDA device is causing a number of unnecessary support issues for our clients. Additionally Microsoft is bringing out an upgrade to Mobile 6.5 called Mobile 7. It has been stated in the computing press that this operating system (OS) will not run any applications written for Mobile 6.5 which means a complete re-write of Pocket RAMM to handle the new OS.

CJN has made the decision that RAMM 2011 and beyond will not be available on PDAs. We reserve the right to change this decision in the future as the computer industry is always on the move and things may allow us to easily port Pocket RAMM onto Mobile 7.

Our advice is not to purchase a PDA to use with Pocket RAMM as it will not be supported on RAMM 2011 and beyond. You should purchase a Netbook, Laptop or Tablet to use with Pocket RAMM.

SIGN OF THE TIMES



RAMM Road Map Update

CJN is committed to ensuring that RAMM remains the premier asset management system in NZ.

RAMM 2010 is nearing release and development of RAMM 2011 is underway. RAMM 2011 is the version with the enhancements for the Western Australia Local Government Association (WALGA). All of these enhancements will be freely available to all licensed users of RAMM and Pocket RAMM.

Traffic Count Estimation 2010

RAMM Traffic Count Estimation has been revised for RAMM 2010. In particular, the process of linking one Traffic Link to another has been streamlined.

Colour Formatting of Traffic Links

You can now colour Traffic Links to distinguish between parent links, child links, those which have yet to be associated with another Traffic Link, and those links which have a fixed ADT and should not be counted.



Default ADT Percentage

When you are associating a Child Link to a Parent Link, RAMM now calculates a default ADT percentage. This is editable of course.

Circular Link Warning

You need to ensure that Traffic Links you create are not associated with themselves through circular linking. RAMM now warns you when you are about to do this.

When you are associating one Traffic Link (the primary) with another (the secondary), RAMM checks that the association does not create a closed loop. It does this by looking for a Traffic Link associated with the secondary link. If it finds an associated link, it checks that it is

Beyond 2011 We are moving towards a web-enabled browser-based set of RAMM modules. The effect of this is that users will need Citrix less and less. They will instead use Internet Explorer, Google Chrome or Mozilla Firefox to access RAMM.

We are using a Microsoft technology named Silverlight to achieve this. Users will have their first glimpse of this when the RAMM Hosting Manager is released later in the year.

not the primary Traffic Link. It repeats this check until it finds a Traffic Link with no other associated link.

If RAMM discovers that an associated link is the primary link the following warning is displayed.

This association will form a closed loop. Please choose another Traffic Link to which to associate this one.

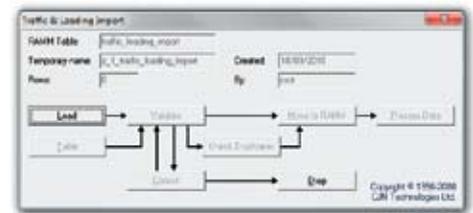
Uncounted Traffic Links

You probably have cul-de-sacs, short rural roads and others for which you would prefer to set the ADT and leave it. Traffic Links comprised solely of such roads would not be counted. They would be excluded from the Traffic Count Estimation processes and ignored until you decided to manually update them.

You can now select the Fixed Traffic Link option to define them as Traffic Links which are not to be counted but will be left for manual ADT Estimate review.

Traffic Data Import Process

When importing Traffic and Loading count data into RAMM Manager you now have a specialised data file import option. You use this rather than the generic RAMM Manager Import File option.



Online Training Dates The following online training sessions are planned

3rd June: Improve Accuracy with RAMM Contractor and Pocket RAMM

- Setting up Defaults and lookups within RAMM Contractor for Dispatches, Assets & Claiming

8th & 22nd June : Adding a Dispatch onto the Network and adding it into the Monthly Programme

- People who have or are just about to start and want to add a programme.

10th June : Using the Estimate Review tool (Contractor Viewpoint) 15th June : Using the Estimate Review tool (Network Owner Viewpoint)

- Use the Estimate Review Tool to track Dispatches in the monthly Programme

24th June, 8th July, 5th August Filtering and Grid Reporting

- Use the Filtering tool on to find a

specific Dispatch or Dispatches and seeing results

1st July : Adding a Dispatch onto the Network and adding it into the Monthly Claim

- Add Dispatches onto the Contract and put claim lines against the job

6th July : Linking an Asset onto a Dispatch entered into the Contract

- Ensure that a job has been entered against the correct Asset using the Map

15th July : Changing Account Codes on a Dispatch

- How to Add a new Account code and change it for a claimed Schedule item on the dispatch.

20th July : Using the Claim Review Tool (Contractor Viewpoint)

22nd July, 3rd August : Using the Claim

Review Tool (Network Owner Viewpoint) (Network Owner Viewpoint)

- Tracking Dispatches on the Claim to see what Status individual claims have with relevant Totals.

27th July : Changing Claims and Claim Lines

- Moving a Schedule Item from one Claim Header to another

29th July : Reviewing the End of Month Claiming Process

- Create a New Claim Header, Presenting the claim

Please contact Grant Kilkolly on +64 9 415 4814 if there are any topics you would like presented online or if you would like an online presentation specifically for your organisation

Auckland Super City Continued from page 1

A Common List of Fault Category Codes

The most difficult aspect of the merge process to date has been generating a common list of Fault Category codes for use in Dispatches.

There were two options to handle this being to:

- compile a list of all Fault Category codes currently in use in the seven databases and make all these available to all users
- map existing Fault Category codes to an agreed, defined common list and offer this much smaller group of codes to users adding Dispatches.

The second option was chosen as it would have been bedlam if users were offered a huge list of Fault Category codes when adding a Despatch. Councils have been advised which of their codes have changed so that they can verify the changes.

Bridge Numbers and Names

Another issue was with Bridge records. There were a large number of duplicate Bridge names/numbers. This issue has also been resolved.



User Defined Tables (UDTs)

Many councils have designed their own UDTs for assets such as bus shelters and rubbish bins. Their intentions have been similar but they have designed their own solutions.



So whilst it is not a perfect solution, all the UDTs from the constituent databases will be available to all. So each council's version of a Rubbish Bin UDT will be in the RAMM Asset drop-down list.

Budget Monitoring Report

Network Owners, Consultants and Contractors will have a RAMM 2010 report to monitor performance of actual versus budget for Claims and CSIs (Contract Schedule Items) for a Contract over a financial year.

Item No.	Item Description	Unit	Agreed Rate	Schedule Qty	Budget	Remaining	Percentage	
10218	Standard Gas Piping - Miscellaneous	each	33.00	0.0	1275.00	4.1	0.3255	
11.1	Condition Rating - Cables	Miscellaneous	each	33.00	30390	825,589.00	30390	80.0557
11.2	Condition Rating - Access	Miscellaneous	each	33.10	2610	81,468.00	245	99.6986
11.3	Condition Rating - Poles	Miscellaneous	each	95.10	720	68,460.00	720	100.0000
11.4	Condition Rating - Off the Mainline	each	95.10	4710	447,861.00	4710	100.0000	
12.1	Signposting - Location - End of Road	hour	847.500	278	237,615.00	278	100.0000	
12.18	Signposting - Location - End of Road	hour	847.500	278	237,615.00	278	100.0000	
12.2	Plant & Equipment - Work Lights	hour	630.000	36	23,160.00	36	100.0000	
12.3	Plant & Equipment - Pole Lights	hour	630.000	36	23,160.00	36	100.0000	
12.4	Plant & Equipment - Safety Lights	hour	630.000	36	23,160.00	36	100.0000	
12.5	Miscellaneous	hour	170.000	1	170.000	1	100.0000	
125.39	1/4M Insulation	Light	each	35.00	3	105.00	3	100.0000
125.39	1/4M Insulation	Light	each	35.00	3	105.00	3	100.0000
125.43	1/2m 1/2 cable	Thermoc	each	490.00	1	490.00	1	100.0000

The report lists CSIs in ascending numerical order and displays each Unit of Measure, the Agreed Rate, the Schedule Quantity, the Budget Amount, the Quantity Remaining, the Percentage Remaining and the Remaining Amount in dollars.

You can break down the figures by Claim. You can

Once a single authority takes over it will be up to them to decide how to deal with this issue. It will be their task to rationalise the UDTs unless individual councils agree among themselves beforehand.



June Deadline

The merge process will be complete by June. This timetable is at the request of the Transition Authority. They needed it done within this time frame to meet their IT Systems implementation requirements.

The Spirit of Compromise

Whilst not everyone will be 100% happy with the process and the outcomes, there have been compromises for the good of the majority. Everyone has had to be realistic and to make compromises. After all these are relatively minor changes in the larger scheme of things.



The new city logo is seen here amid the logos from the seven existing Auckland councils from which it will be formed.

Mike Alford from CJN Technologies has been instrumental in managing the Super City database merge process.



RAMM TIP

Use the RCI (Road Construction Index)

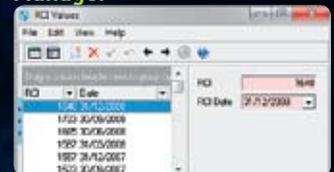
CJN Technologies supplies quarterly RCI values. These are measures of inflation for our industry. Unlike the CPI (Consumer Price Index), which is an estimate of the average price of consumer goods and services purchased by households, the RCI is restricted to the change in the costs of road maintenance. You use the RCI to factor Maintenance Cost values to a certain date. This is to compensate for cost inflation so that when you are comparing Maintenance Cost prices from different periods, the comparison is more meaningful.

You apply the RCI to all Maintenance Cost transactions in your database. The RCI is also applied to other RAMM data such as your Maintenance Cost Default Rates.

These Are the Latest RCI Values

1477	31/03/2007
1499	30/06/2007
1523	30/09/2007
1557	31/12/2007
1587	31/03/2008
1665	30/06/2008
1723	30/09/2008
1648	31/12/2008
1605	31/03/2009
1608	30/06/2009
1618	30/09/2010
1619	31/12/2009

You Update the RCI in RAMM Manager



You update the RCI and use it to adjust Maintenance Cost values before proceeding with Maintenance Cost analysis, predictions and decision-making. You do this in RAMM Manager at the RCI Values screen. Maintenance → Lookups → RCI Values.

Update Your Maintenance Cost Values

You adjust all your existing

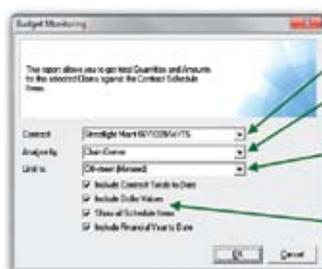


Maintenance Cost transactions at the Update Cost Amount RCI screen in RAMM Manager. Projects → Maintenance Cost → Update Cost Amount RCI. You select the latest and press Update.

Then start your analysis, predictions and decision-making.

filter the report by analysis code. Values available will vary by Contract. Typical values are:

- Claim Owner
- Claim Group
- Dispatch Group
- Contractor Account Code
- Network Owner Account Code.



- You select the Contract for the report
- You can filter the report by Claim Owner, Account, Claim Group or Dispatch Group analysis codes
- If the analysis codes have more than one possible value you can limit the report to a single value
- You have further filtering options

When you have run the report you use your own analytical skills to interpret the data.

RAMM People

David Newman, RAMM Ambassador

David joined us in 2007. He is the contact person for most of the local authorities, consultants and contractors across the country. He also makes sure that the Rooding Managers are aware of the benefits of RAMM Contractor and Pocket RAMM.

David stands out at CJN Technologies. He not only has a great deal of practical knowledge of Rooding Maintenance, but has also been getting his hands mucky in asphalt for over 34 years now. He has worked at the Christchurch City Council, Raglan County Council, Waipa District Council, Thames-Coromandel District Council and the North Shore City Council (NSCC) in a variety of senior engineering roles. Prior to coming to CJN nearly three years ago David was NSCC Project Engineer managing capital works - in particular the rebuild of Esmonde Road linking to the new Motorway interchange on SH1 at Barrys Point, Takapuna on the North Shore.

He is qualified with NZCE and is registered as REAcap (Registered Engineering Associate competency assessed practitioner). He joined INGENIUM in 1987 and has attended most annual conferences.

In 1983 David recalls watching a council engineering staff member - the only one with a computer at that time - playing with data which in a couple of years would become RAMM data and talking to John Hallett by phone. No Internet! By



1987, when RAMM was being talked about seriously within local authorities, David, like all the other engineers of the time didn't know what a database was. He learned quickly.

David oversaw the introduction of RAMM to the NSCC. He managed this ahead of schedule and the first Treatment Selection was performed in April 1991. It took all night. In those days our notes and reports were all tossed in a basket and entered into RAMM once a month.

David is married to Shirley. They have 3 children (two still living) and 3 granddaughters. A keen fisherman, he has enjoyed salmon from the many Canterbury rivers, snapper from the Marlborough Sounds, trout from various places and these days David enjoys the odd successful fishing trip out off Orewa.

Having given up the JAYCEEs and school committees, he keeps busy with his photography (Canon SLR) and extensive iTunes library. The only thing about David which is less than exemplary, considering that he is a Rooding Engineer, is that he loves his trains. He dabbles with N and HO scale model railways. Go figure.

David's Favourite Quote

Good data in. Good data out.
(Anon)

If you have a query or a problem that you would like to talk to us about, feel free to contact us on 0800 256 832 (CJNTECH)

For more information or to arrange a demonstration contact:

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2010 Training Courses

Getting More Out of RAMM

Dunedin 08-09/09/2010
Hamilton 05-06/10/2010
Wellington 10-11/11/2010
Presenter CJN Technologies Ltd

RAMM Assessment

Auckland 13/10/2010 Wellington 17/11/2010
Presenter CJN Technologies Ltd

RAMM Asset Valuation

Auckland 12/10/2010
Presenter CJN Technologies Ltd

RAMM Contractor

Christchurch 03/06/2010
Wellington 16/11/2010
Presenter CJN Technologies Ltd

RAMM Forward Works Programme

Christchurch 02/06/2010
Presenter CJN Technologies Ltd

RAMM Inventory Management

Christchurch 14-15/06/2010
Presenter Chris Shaw

Using RAMM

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