

# TMAA DETOURS

QUARTERLY MAGAZINE | EDITION 40 | FEBRUARY 2023



TRAFFIC MANAGEMENT  
ASSOCIATION OF AUSTRALIA



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# Whether it's a TL-2 or TL-3 attenuator, your first question should always be: **IS IT MASH APPROVED?**



With the ASBAP (Austroads Safety Barrier Assessment Panel) guidelines now requiring all new TMAs sold for use in Australia to be tested and approved to MASH Standards, one of the most critical questions for equipment purchasers to ask is: **“Is it MASH Approved?”**

When it comes to **Scorpion® TMAs**, the answer is a resounding **YES** – for BOTH TL-2 and TL-3 attenuators.

In fact, the Scorpion II® Metro MASH TL-2 TMA is not only **THE FIRST TL-2 TMA** to be fully tested and approved to the latest MASH Standards, it is currently **THE ONLY TL-2** Truck Mounted Attenuator to be successfully **TESTED, PASSED & ELIGIBLE** to the current MASH Standards.

So, whether it's TL-2 or TL-3, when it comes to selecting a fully MASH tested, passed and eligible TMA that has also been **ASSESSED, APPROVED & RECOMMENDED FOR ACCEPTANCE** throughout Australia by ASBAP, the only name you need to remember is Scorpion® from A1 Roadlines.



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# YOUR SPEED IS OUR SAFETY

The Your Speed is Our Safety Campaign funded by the Office of Road Safety, is airing in 2022. Please share our social media links and the videos with your colleagues and stakeholders to promote the safety, and slow down message.

Too often our sites are overcome with speeding motorists and the vision for this set of advertisements is to be a recognisable story in the minds of motorists to 'slow down'.

Please share them as a story set in order.

## Spread the safety message



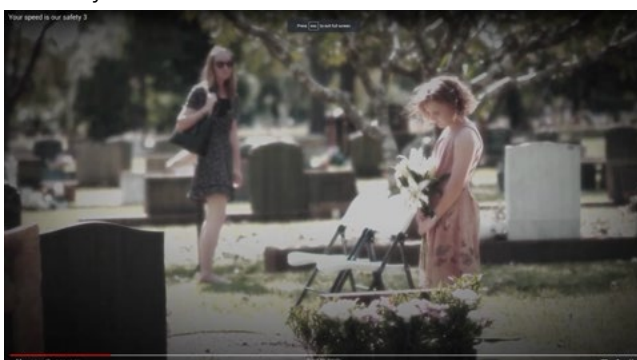
### Your Speed is Our Safety – Videos



**PART 1** [youtu.be/QLwXOtrMsCg](https://youtu.be/QLwXOtrMsCg)



**PART 2** [youtu.be/0WGSBA4L0W4](https://youtu.be/0WGSBA4L0W4)



**PART 3** [youtu.be/4yzkIYJ1p4M](https://youtu.be/4yzkIYJ1p4M)



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ANDREW WHITE

## Land of drought and flooding rain

It's been a wet year, particularly for the Eastern States. The latest floods pushed through Victoria and into South Australia, the biggest flows down the Murray for many years. Our industry has been buoyant with infrastructure spending, covid testing and natural disasters. The next few years, if it stops raining, we will be repairing damaged infrastructure from these events and building the infrastructure promised over the past two years.

In response to the floods, the federal budget appears to have redistributed funding, there are many commitments to new infrastructure spending to stimulate growth, jobs and wages. In short, I don't think the demand for temporary traffic management is going away anytime soon although there does appear to be some delays nationally getting the projects off the ground.

We will have some challenges ahead navigating the Federal Government's IR reforms, for example casuals now entitled to be paid domestic violence leave, and particularly how this is administered.

On November 10, the Board attended the TMAA General Meeting in Adelaide to ratify the audited financial statements and some minor changes in the TMAA rules. This was followed by a Board meeting, CEO interviews and a TMAA Board dinner. In attendance were the Regional Road Minister Geoff Brock's advisor, Department for Infrastructure and Transport (DIT) CEO Jon Whelan, representatives from CCF SA and several contractors. Very robust and constructive conversation was enjoyed by all including future workload, safety innovations, Austroads.

SA's DIT Safety Forum continues to progress its quest for improved safety at road work sites. The members are looking forward to the benefits the Austroads harmonisation project will bring.

Up in the NT Chris Koniditsiotis from Austroads, and representatives from DIPL, were able to confirm the harmonisation project is moving forward in all States and Territories, albeit with different timelines as we know. We

welcome the confirmation that Tasmania, Northern Territory and Victoria will be aiming for July 2023 adoption. Austroads is planning to provide training, via a train the trainers scheme, ensuring consistent delivery by RTOs across the country. This has provided assurance for most states and enabled the new training to be offered in a timely manner.

Our TMAA National Conference is shaping up, March 23-24 on the Gold Coast. We are pleased to see bookings coming through, a great opportunity to catch up with our peers, suppliers and meeting the Traffic Controller of the Year candidates.

Speaking of conferences, our TC friends across the ditch will be holding their national association conference in August 2023, and we have been discussing a proposal on how to take TCs to NZ to share experiences with a view to industry improvements. More on this soon.

The Board spent considerable time considering a new TMAA CEO and we are excited to announce Matthew Bereni has joined us. You may have seen the announcements in our socials. Matthew comes to TMAA with a wealth of experience and passion in transport and temporary traffic management-related industries. Matthew has hit the ground running, visiting State division meetings in Queensland, Victoria, South Australia, Tasmania and Northern Territory. Welcome, Matthew!

I would like to thank the TMAA Board, Lee Wilder, Marie Cunningham, Melissa Eckberg (CCF SA), Jannette and the team from TPM Events for assisting while we were recruiting a new CEO. Our focus on member companies and improving your representation and industry recognition has never been stronger.

Looking forward to catching up with everyone at the Conference and sharing some exciting TMAA developments for the coming 12 months.

Stay Safe

**Andrew White**  
**TMAA President**

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# Insurance: Protect your employees through education

**T**raffic Management is about keeping your employees, members of the public and property safe. This article explores how insurance in superannuation can protect your staff when they need it most.

## OVERVIEW

There is no doubt that Traffic Control businesses and their staff are exposed to a higher risk of injury. Just as education and training reduce risks for your staff and business, equally important are the actions that support them in the event of an accident. Insurance in super will help protect your staff and their families against financial uncertainty.

## INSURANCE IN SUPER

Retirement is commonly thought of when discussing superannuation, but many people are unaware of the other various benefits offered by their fund, such as financial advice, financial literacy sessions and insurance within their super fund.

Generally, super members are offered insurance cover via their super funds. This typically consists of:

- Death cover - provides a lump sum insured benefit for your family should you die. You may also receive an advance payment of your benefit if you are diagnosed with a terminal illness.
- Total and Permanent Disablement (TPD) cover - provides a lump sum benefit to help you cover your financial commitments if an illness or injury causes you to become totally and permanently disabled.
- Income Protection (IP) cover - provides you with a monthly income if you're injured or ill and aren't able to work. IP helps you continue paying your expenses while you are away from work.

Depending on the fund you're with, the type and level of cover you have varies. At Equip, we provide a default level of death and total permanent disablement cover for most members.

Generally speaking, members will only receive default cover once their account balance is \$6,000 and they are at least 25 years of age, unless they opt to have their cover switched on before meeting those requirements. There are some superfunds that can provide cover automatically to workers in high-risk occupations irrespective of whether they have met this age and balance threshold.

However, everyone's needs are different so you should consider whether the cover you have is appropriate for your needs and make changes where it isn't.



## WHO PAYS FOR MY INSURANCE?

The insurance cost will depend on a range of factors, including age, occupation, types of coverage, and the insured amount. Typically, insurance coverage costs are paid out of your super account. In some cases, employers will pay for the premiums.

## START THE CONVERSATION

At Equip, we believe insurance is an important part of super that can support your staff and their families when the unexpected happens.

Help your staff today by starting a conversation around the importance of insurance or hosting an education seminar led by Equip. You can also refer them to their super fund to fully understand the extent of their coverage.

## WE'RE HERE TO HELP

We're here to answer any questions you may have about insurance in super. Feel free to reach out to us via the details below.

### Steve Rozic,

Equip Relationship Manager (QLD, NSW, ACT, Vic & Tas)  
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**MATTHEW BERENI**

**N**ew Year, new CEO. You'll be pleased that this is not another article on tackling your New Year's resolutions, but rather a hello from me as I get my feet under the desk here at the Traffic Management Association of Australia (TMAA). I am honoured to be a part of such a dedicated and passionate group of people who work tirelessly to ensure the safety and efficiency of our roads. With over 6000 active roadwork sites across Australia last year this was no easy feat. The Olympics are just around the corner and with that comes significantly more development and a higher reliance on our Traffic Controllers. Their safety and the safety of the Australian public is paramount so that road users and controllers alike can return home to their families. Please continue to stay safe.

As the CEO of TMAA, my primary goal is to be a Champion for our members and more broadly speaking, for the Traffic Management Industry in Australia. I am determined to promote the importance of our work toward the safe management, operation and maintenance of our roads nation-wide. I'm sure you agree that the 50 deaths and 750+ injuries sustained each year on Australian roadwork sites need to be reduced.

In terms of what I bring to the role, despite my lack of facial hair, I have 20 years of experience in the transport industry, road research and



civil engineering. I am pleased to say that I bring with me some constructive and mutually beneficial relationships with many of our stakeholders at local, state, and federal levels in Australia.

There is plenty for me to continue learning about the traffic management industry which is why put myself through the Traffic Controller and the Traffic Management Implementation courses in my first two weeks as CEO. I had the opportunity to spend 20 hours on the road alongside a crew of experienced traffic control workers. Quite frankly, this placement was akin to being thrust onto the Apprentice TV series, as I definitely felt out-of-my comfort zone while holding the Stop/Slow bat managing traffic on the Gold Coast. It was an eye-opening experience that gave me a true appreciation for the hard work and dedication that goes into keeping Australians safe on our roads.

I was privileged to learn from some of our very experienced traffic controllers. Unexpectedly I also had my share of shock and surprises over those three days that I'll share more on at the upcoming National Conference (23 - 24 March 2023 on the Gold Coast). I should love to share with you all that I learnt on the job, along with my rookie mistakes. Head to [www.tmaaconference.com.au](http://www.tmaaconference.com.au) to register your attendance where I hope to meet many of you face-to-face.

In other news, on 25 January, John Cassel (TMAA Queensland Vice Chair) and I met our colleagues from the Queensland Department of Transport and Main Roads (TMR) to provide input into the Department's social media and communication strategy, relevant to traffic control and management. Their posts which raise awareness regarding the safety of roadworkers attract thousands of comments. We learned that TMR use social media platforms like Facebook to deliver geotargeted messages ensuring the right message is delivered to the right people at the right time and place, enhancing their impact. Kudos to them for leading the charge on this most critical matter for our industry.

That is all from me for now. Until next time, thank you to all traffic management businesses and workers. Your jobs are not easy and I am grateful for your contributions to keeping our roads safe.

**Matthew Bereni**  
**CHIEF EXECUTIVE OFFICER**



# ALL ABOUT **SAFETY**



WORKZONE TRAFFIC CONTROL TAKES DELIVERY OF **NEW SCORPION<sup>®</sup> MASH TL-2 & TL-3 TMAs**

**F**rom its humble beginnings in suburban Adelaide in 2004, Workzone Traffic Control has grown to become one of South Australia's largest and most respected specialist traffic control businesses. Indeed, with a staff of over 260 traffic controllers and support staff, and a fleet of more than 60 specialist vehicles servicing clients from its seven locations across South Australia and the Northern Territory, the Workzone Traffic Control of today has truly become, and continues to forge a reputation as, a trusted and respected company.

Together with the almost exponential growth of its traffic control operations, the past 18 years have also seen the company spawn two additional divisions (*Workzone Training* and *Workzone Safety & Signage*), as well as a separate business in the Northern Territory (*Workzone Territory*).

Not surprisingly, one of the keys to the company's outstanding success and growth has been its focus on providing innovative, high-quality solutions that enhance safety for workers and road users alike.

Workzone Traffic Control Key Accounts Manager, Luke Stephens, explained: "Put simply, for us, it always has been and always will be 'all about safety'. It's the foundation on which our Managing Director Andrew White built the business, and it remains at the core of everything we do."

"Back when Andrew started in the business in 2004, the industry was in its infancy," Luke added. "But even in those early

days – thanks to his background in production where automation, business management and quality control were everything – he saw a massive opportunity to implement systems and improvements that would not only aid the business but would also help to optimise safety for our clients, our staff and road users alike."

Not surprisingly, this focus on innovation and quality extends to all aspects of the business, including training, methodology and equipment. Workzone utilises a range of innovative traffic control equipment, including PortABoom remote boom gates for pedestrian and worksite protection, as well as radar speed displays and Truck Mounted Attenuators (TMAs) to improve safety at worksites along both metropolitan and rural regional roads.

### **FIRST MASH TL-2 TMA IN SOUTH AUSTRALIA**

Building on the success of its first Scorpion® II MASH TL-3 Truck Mounted Attenuator (TMA), Workzone Traffic Control recently added two new Scorpion® TMAs to its fleet. Together with a second TL-3 unit, the company has also taken delivery of a new Scorpion® METRO MASH TL-2 TMA.

Specifically designed to improve safety for worksites in speed zones of up to 80km/h, the new unit is not only the first TMA of its type to be deployed on South Australian roads, it is also one of the first in Australia to be built around the Hino 300 HYBRID cab chassis.

Speaking about the new units, Managing Director Andrew White, commented:

"Our commitment to safety is second to none, and TMA trucks are playing an increasingly important role in the company's fleet."

"A1 Roadlines has become an important strategic partner and we rely on the quality and service they provide us, particularly through the Scorpion range," Andrew said. "The new Hybrid TMA truck is a game-changer in more ways than one."

"We're extremely proud to have the first MASH TL-2 certified TMA in South Australia," Andrew said, "especially given that it's mounted on a hybrid-powered cab chassis."

"Together with our obvious focus on providing our customers with the highest level of site safety, another of our other primary goals is to reduce the environmental impact of all aspects of our business – particularly when it comes to our overall carbon footprint. The new Scorpion METRO TMA delivers on both fronts," he said.

"Not only does it provide the ideal combination of compact size, reliable performance and MASH-certified TL-2 Plus protection in speed zones up to 80 km/h, the Hybrid powertrain also helps to deliver a significant reduction in CO<sub>2</sub> emissions when compared to a traditional Diesel-powered cab chassis unit."

"What's more, as with the larger TL-3 units, the Scorpion METRO is also helping to deliver a significant boost in productivity for our clients," Andrew added.

**"Put simply, for us, it always has been and always will be 'all about safety'."**



**“Our commitment to safety is second to none, and TMA trucks are playing an increasingly important role in the company’s fleet.”**



“For jobs such as roadside power connections along suburban roads and streets - which make up a large percentage of our work through SA Power Networks - deploying the TMA to provide vital protection for their people in the work zone, as well as high-visibility warning signage for approaching vehicles, is significantly faster than setting up and dismantling a traditional work zone.”

**FULLY MASH TESTED AND CERTIFIED**

Supplied by Scorpion’s exclusive Australian distributor, A1 Roadlines, the new Scorpion METRO TMA provides MASH TL-2 Plus rated protection from an impacting vehicle weighing up to 2,270kg, travelling at 80km/h and with an impact angle of 25° degrees.

Importantly, as with the larger TL-3 unit,

the Scorpion METRO TMA has been fully tested and certified to current MASH (Manual for Assessing Safety Hardware) Standards.

In fact, the Scorpion METRO is not only **the first** TL-2 TMA to be fully tested and approved to the latest MASH Standards, it is also currently **the only** TL-2 Truck Mounted Attenuator to be successfully TESTED, PASSED & ELIGIBLE to the current MASH Standards.

“Needless to say, with the ASBAP (Austroads Safety Barrier Assessment Panel) guidelines now requiring all new TMAs sold for use in Australia to be tested and approved to MASH Standards, the fact that it is fully MASH certified - together, of course, with the performance and quality of our other Scorpion TMAs - were critical factors in us choosing the Scorpion METRO unit for our fleet,” Luke Stephens said.

Built around a Hino 300 Series 616 Hybrid 4x2 Chassis, the new Scorpion METRO delivers the ideal combination of safety, performance and fuel efficiency.

Powered by Hino’s N04C four-cylinder engine and a 201V AC Synchronous electric motor, the hybrid driveline delivers a combined 150hp and 470Nm of torque from a very low 1000RPM. It is also the first Japanese-manufactured light-duty truck in Australia to meet Euro 6 exhaust emissions standards.

The unit also includes Hino *SmartSafe*, a comprehensive safety package found in all 300 Series 4x2 trucks. The *SmartSafe* package incorporates a range of safety features including a Pre-Collision System (PCS) with autonomous braking, Pedestrian Detection, Lane Departure Warning System (LDWS), Vehicle Stability Control (VSC) and Reversing Camera with audio.



## MINIMAL **ROLL-AHEAD DISTANCE**

While 'Infinity Testing' is clearly the most demanding testing regimen for TMAs – and a critical factor in certifying both Scorpion TMA models with no upper weight limit for host vehicles - it's important to note that both models also performed extremely well in standard 'Roll-Ahead' type MASH testing.

As well as undergoing three 'Infinity' MASH tests, during a fourth MASH crash test (MASH 2016 Test 2-53), the Scorpion II METRO TL-2 TMA was fitted to a stationary unrestrained host vehicle in second gear and with the park brake engaged. It was then impacted at an angle of 9.9 degrees by 2014 Dodge RAM 1500 with a curb mass of 2295kg travelling at 81.6km/h.

Impressively, even during this extreme impact, the host vehicle measured a roll-ahead distance of only 12.4 metres.

In the same 'unrestrained' crash test, the Scorpion II TL-3 TMA was impacted at 103.8km/h and an angle of 10.3 degrees by a vehicle weighing 2266kg. In that test, the host vehicle measured a roll-ahead distance of only 5.1 metres.

**MASH 2016 Test 2-53**



**MASH 2016 Test 3-53**



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## CONNECTING **WITH COUNTRY**

In keeping with the company's commitment to the four key pillars of Social, Environmental, Cultural and Economic Sustainability, Workzone also places a strong emphasis on engagement with First Nations communities throughout South Australia and the Northern Territory – including providing employment and training opportunities. In fact, First Nations' peoples currently account for over 12% of the company's workforce, and this number is expected to continue growing as the company expands.

This commitment to working with First Nations communities was highlighted in May 2021 at the official opening of the company's new headquarters in Hendon by the Hon Corey Wingard MP, the then South Australian Minister for Infrastructure & Transport.

The centrepiece of the opening event was a Smoking Ceremony conducted by Jack Kanya Kudnuitya Buckskin, a proud Kurna, Narrunga and Wirangu man born in the Adelaide Plains region. Jack is widely regarded as one of the foremost experts in Kurna language and culture.

Kurna Meyunna are the Traditional Custodians of the Adelaide region whose traditional lands include the Adelaide Plains of South Australia. Kurna Meyunna Yerta the Kurna peoples' traditional tribal land, or Country, extends from Cape Jervis to the south of Adelaide to Crystal Brook to the north, and from the Mount Lofty Ranges to the coast of Gulf Saint Vincent. Kurna, the language of the lands and waters of Tarntanya (Adelaide) and surrounds, now functions as an auxiliary language alongside English, where its emblematic role is paramount.

A smoking ceremony is an ancient aboriginal custom in Australia that involves burning various native plants to produce smoke, which has cleansing properties and the ability to ward off bad spirits from the people and the land and make pathway for a brighter future. The ceremonies are unique to each region and use local plants and materials.

Smoking ceremonies are a gesture of goodwill, bringing people together. Performing the ceremony for another is considered a gift and a blessing. Smoking ceremonies can also be a way of connecting with Country by speaking to and acknowledging the ancestors.



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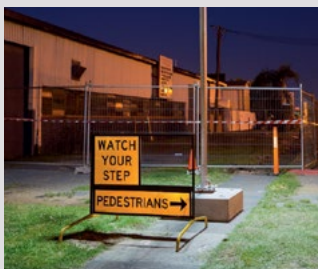
**ELECTRONIC BOARDS**



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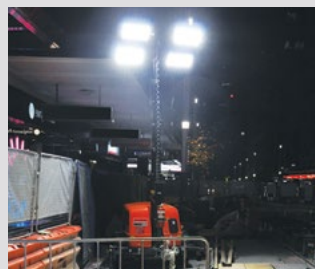
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# Traffic Controller of the Year



Since being named Traffic Controller of the Year 2021 back in March 2022, Ciara Griffin has kept up the outstanding work that earned her this honour. The build-up has kept Ciara and her team of four out in the bush working with Fulton Hogan on Northern Reseals for the past few months. The work has been demanding, requiring long hours, and keeping Ciara and the team away from home in Darwin. Ciara has spoken highly of her team's dedication and the calibre of the contractors. The build-up has been extremely difficult, with early rain and a spike in temperatures, so everything on this project has been focused on ensuring the health and safety of herself, the traffic controllers, and the clients whilst dealing with difficult climates in unknown terrain. It is easy to overlook signs of dehydration and over exhaustion whilst doing the same job but in different temperatures and humidity brings all new challenges.

Passing the 6-month mark as Traffic Controller of the Year 2021, Ciara reflects on winning and how it still does not feel real. Ciara recalled thinking what a fantastic opportunity it was to simply attend the TMAA Christmas dinner in Darwin; the next thing she knew, she was flying to Melbourne and accepting the award on stage at the Conference Gala Dinner. "It all just happened because I wasn't expecting it at all and now it's nice to have had months to think about what an achievement it's been from being a backpacker looking for regional sign off work to being nationally recognised for my work as a Traffic Controller, it's ultimate job satisfaction."

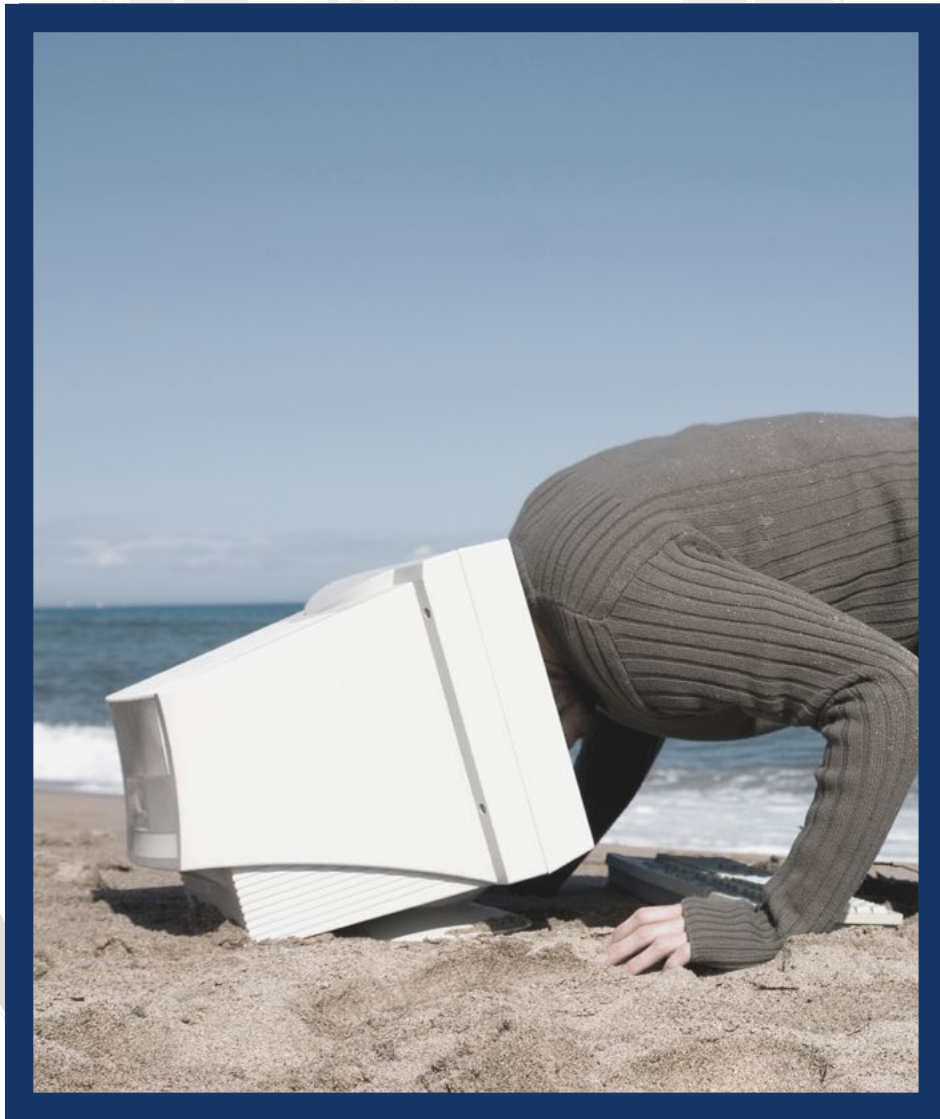
It is a bittersweet moment to announce that Ciara decided to continue her professional growth and venture into a new career path within construction she said "I have come a long way since I started Traffic Controlling over 4 years ago, I reached the goals I aimed for and even had some very surprising moments along the way. I am so thankful for Trafficwerx for their nomination that led to me being Traffic Controller of the Year 2021. It has been an honour to hold the title and I am sending all my best wishes for this year's nominations."

We wish Ciara the absolute best on her new venture. She has been an incredible staff member and has shaped some strong Traffic Controllers with her way of working and for that we are very thankful. We know wherever Ciara goes she'll take her can do attitude and apply it to anything she does!

We hope the end of the year treats you well, looking forward to seeing what 2023 has in store!

Happy Holidays and a Happy New Year from all of us at Trafficwerx NT

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DAN CROWLEY

Throughout the quarter, TMAA Q has continued to actively engage with Government to build our standing within the industry. Firstly, meeting with the QLD regulator Department of Transport and Main Roads (DTMR) Deputy Director General, Dennis Walsh, it was agreed to work on a joint industry plan labelled "what does good look like" to drive the industry development in QLD.

This was followed by a meeting with Transport Minister, Mark Bailey, who agreed to assist in driving skills recognition of Traffic Control in the Civil Industry, opening a host of funding and employment opportunities.

Further assistance was offered around exploring the embargo of licensing fees to assist in labour attraction during the current labour squeeze. This was an excellent meeting with the Minister agreeing to his office assisting in the ongoing promotion of the industry.

TMAA Q continues to work closely with DTMR and QLD Police on the TMAA/TMR/QPS consultative group around matters such as the branding of TTM vehicles. This group also saw the rollout of the Roadways Behavioural Monitoring System (RBMS) camera enforcement units to be deployed at selected roadwork sites to promote and enforce compliant speeds.

The Association held an industry breakfast that was well attended by members and suppliers, with guest speaker, Transport Minister Mark Bailey who gave an overview of the QLD infrastructure pipeline and the important role of our industry in the execution of these projects.

Congratulations to the LACK Group B team on winning the annual TMAA Q Golf Day which was well supported by members and suppliers alike.

With the weather brightening, we see our clients trying to play catch up until the end of 2022 and beyond, with everyone looking forward to a well-earned break.



On 01 December we hosted the TMAA Q Christmas party with ventriloquist Darren Carr as our guest entertainer. Over 120 guests attend across the industry to enjoy a fantastic afternoon of entertainment. We look forward to building on this yearly event in 2023.

To all members, suppliers, clients and most importantly our collective traffic control workforce, we thank you for your continued support.

Enjoy Christmas and stay safe.

**Dan Crowley**  
TMAA QLD Chair



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The Honourable Mark Bailey MP  
Minister for Transport and Main Roads

# Have your say on more M1 upgrades

Motorists and residents between Daisy Hill and Logan are being asked for feedback on the third and final stage of the multi-billion M1 (Pacific Motorway) North upgrade program.

Stage one, upgrading the M1/M3 Gateway Merge, was completed in May 2020.

Stage two, the \$750 million, Eight Mile Plains to Daisy Hill upgrade, is in construction. It includes widening the motorway, extending the South East Busway to Springwood, a new bus station and park 'n' ride at Rochdale and continuing the M1 cycleway.

Work on the business case for stage three between Daisy Hill and Logan Motorway is underway and feedback is being sought on the design concept.

The proposed upgrade includes:

- Widening 10 kilometres between Daisy Hill and Logan Motorway
- Extending the South East Busway from Springwood bus station to Mandew Street
- Three new bus stations at Chatswood Road, Loganlea Road and Beenleigh-Redland Bay Road
- Two new park 'n' ride facilities at Chatswood Road and Beenleigh-Redland Bay Road
- Major upgrades to Paradise Road, Mandew Street, Grandis Street and Beenleigh-Redland Bay Road interchanges.

Proposals also include a nine-kilometre cycleway extension, providing a healthy and active way to travel between Brisbane and Logan.

\$1 billion has been committed by the Australian and Queensland Governments (50:50) for the planning, business case delivery and future stages of the project.

Consultation will run from 7 November to 27 November 2022.

In addition to providing online feedback, the community is invited to attend drop-in sessions to ask questions and find out more information.

To get more information on the consultation drop-in sessions, view the concept designs, and provide feedback, visit [www.tmr.qld.gov.au/daisyhilltologanmwy](http://www.tmr.qld.gov.au/daisyhilltologanmwy), call 1800 314 763 or email [DH2LM@tmr.qld.gov.au](mailto:DH2LM@tmr.qld.gov.au).



Artist's impression: Proposed Loganlea Road station.

**“We know more than 27,000 trips are expected to be made between Daisy Hill and Logan each day by 2041 - without upgrades this will leave the M1 at a standstill.”**

**Minister Mark Bailey:**



Aerial image: Pacific Motorway, Daisy Hill to Logan Motorway



Artist's impression: Proposed Beenleigh-Redland Bay Road station park 'n' ride and bus driver layover facilities.



The Honourable Mark Bailey MP  
Minister for Transport and Main Roads

## Light rail extension



**L**ight rail extension from Broadbeach to Burleigh breaks ground, supporting over 700 good jobs

Major construction is underway on Gold Coast Light Rail Stage 3 (GCLR3), with upgrades to the Southport depot and essential underground services in Broadbeach and Mermaid Beach.

Traffic changes are taking place on the Gold Coast Highway to relocate and upgrade major water main, sewer and gas infrastructure.

Premier Annastacia Palaszczuk said the \$1.2 billion, jointly funded, stage three extension will take the G:link system a further 6.7 kilometres from Broadbeach to Burleigh heads, with eight new stations.

"This is an exciting milestone for this project which will support around 760 good local jobs," the Premier said. "And if any of the previous stages are to go by, 90 per cent of workers came from the Gold Coast and surrounding regions.

"When complete, light rail Stage 3 will connect 27 kilometres of the Gold Coast to reliable and accessible public transport all the way from Helensvale to Burleigh Heads. Gold Coast Light Rail is an essential part of our successful delivery of the 2018 Commonwealth Games, and will play an even more important role in the 2032 Olympic and Paralympic Games."

To keep the community updated, an interactive project page has been launched at [www.gclr3.com.au](http://www.gclr3.com.au) with information and an animation on construction, parking and business programs.

Gold Coast Light Rail Stage 3 is jointly funded by the Australian and Queensland governments, and City of Gold Coast.

For more information, visit [www.tmr.qld.gov.au/projects/gold-coast-light-rail](http://www.tmr.qld.gov.au/projects/gold-coast-light-rail) or [www.gclr3.com.au](http://www.gclr3.com.au).

## Bruce Highway upgrades to resume south of Bowen

**U**pgrades to the Bruce Highway between Proserpine and Bowen are set to resume following the award of a new contract to RMS Engineering and Construction Pty Ltd.

Construction on the Emu Creek to Drays Road project stopped in February (2022) after the principal contractor, WBHO Infrastructure Pty Ltd, went into voluntary administration.

The Australian and Queensland governments have been working since February to develop a plan to deliver the remaining works. The engagement of RMS follows a detailed procurement process and ensures the completion of this important upgrade to the highway.

Work will restart in coming weeks to complete 20 kilometres of safety improvements, including wide centre line treatments, guard rails and protected right turn lanes at five intersections.

Completion is expected in late 2023.

Procurement of a second contractor to complete the two other affected projects on the Bruce Highway between Bowen Connection Road and Bowen Connection Road to Champion Street is currently being finalised and expected to be awarded next month November 2022.

This investment is estimated to support an average of 55 direct jobs over the life of the project.

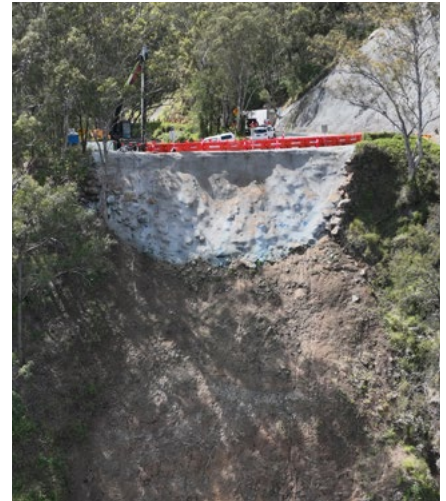
The project is being delivered as part of the Bruce Highway Upgrade Program (BHUP) - a 15-year, \$13 billion program of works aimed at improving safety, flood resilience and capacity along the Bruce Highway from Brisbane to Cairns, with the Australian Government contributing \$10.4 billion and the Queensland Government contributing \$2.6 billion.

For up-to-date information on roadworks and other traffic information, visit [www.qldtraffic.qld.gov.au](http://www.qldtraffic.qld.gov.au) or call 13 19 40.

**For more information about the Emu Creek to Drays Road project, visit:**

Bruce Highway (Proserpine - Bowen), Emu Creek to Drays Road, various locations, widen formation | Department of Transport and Main Roads ([tmr.qld.gov.au](http://tmr.qld.gov.au))

## Mammoth Lamington National Park Road repair job underway



More than 75 sites on Lamington National Park Road are being repaired after damage following record rainfalls over the past 12 months.

A substantial program of works is underway or scheduled to start before the end of the year, including reconstruction of a significant landslip that occurred in November 2021.

Federal Minister for Emergency Management Senator the Hon Murray Watt said the steep terrain on Lamington National Park Road had a long history of being impacted by weather events.

"The region experienced its sixth major weather-related disaster in three years in February and March, with record rainfall resulting in landslips, embankment failures, road and bridge damage, and hazards across South East Queensland," Minister Watt said.

"There are many locations on Lamington National Park Road that need repairs and we are proud to partner with the Queensland Government to make that happen."

State Transport and Main Roads Minister Mark Bailey said TMR's Natural Disaster Program for Lamington National Park was one of the most extensive reconstruction programs the department had delivered.

"The record rainfall in this area, due to successive La Niña seasons, has caused massive damage," Mr Bailey said.

"Crews responded quickly to clear unsafe material, stabilise the slope, and build a side track to provide access for the community and visitors to O'Reilly's Rainforest Retreat following the landslip last year, and now it is being rebuilt.

"While access was quickly restored with temporary repairs, further repairs will aim to prevent future damage and keep communities connected. Safety remains the number one priority as we approach another La Nina summer."

Mr Bailey said slope stabilisation between 1482 and 1626 Lamington National Park Road was expected to be completed this month (November), with soil nails and mesh, including erosion control matting, installed.

"This part of the program started in June and is just about finished," he said.

The Natural Disaster Program for Lamington National Park Road also includes:

1. Works between Sarabah Road and O'Reilly's Rainforest Retreat currently underway, including installing shotcrete across the slope face, road rehabilitation and drainage works;
2. Reconstruction at the major slip site from November 2021, with soil nails, mesh installation, shotcrete and asphaltting;
3. Slope stabilisation, mesh installation, debris fencing and drainage rehabilitation at the remaining sites."

Drivers and residents should expect work sites along the road, with temporary traffic lights and minor delays, up to 30 minutes during night works.

"Nightly road closures and weekend work may be needed to minimise disruption due to the sheer scale of machinery required to complete the works," Mr Bailey said.

"I encourage day trippers to plan their travel in advance, and for residents to stay in touch with TMR's team to ensure you're across the changes in access. This is a big task, but we're getting through it."

Assistance will be provided through the jointly funded Commonwealth-State Disaster Recovery Funding Arrangements (DFRA).

**For up-to-date traffic and road condition information, call 13 19 40, visit [www.qldtraffic.gov.au](http://www.qldtraffic.gov.au) or download the QldTraffic app.**





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# 2023 Isuzu D-MAX is Built for Business

**G**earing for reliability, durability and efficiency, the Isuzu D-MAX ute has long been the fleet solution for Australian businesses that prioritise safety, payload and towing capacity, and cost of ownership.

Engineered with purpose—to keep your business moving—each D-MAX 1-tonne ute is equipped to handle your business; from site inspections off the bitumen, hauling heavy payloads in the tray, or towing your tools of the trade.

Sporting a host of updates and refinements for 2023—based on customer feedback, the new D-MAX range is Isuzu’s most advanced and capable ute to date.

Five-Star ANCAP safety tech comes standard on all models, from the entry-level SX to the top-spec X-TERRAIN—so mandated site access will never be an issue.

With extensive local testing and validation, Isuzu engineers have finely calibrated the Intelligent Driver Assistance System (IDAS) camera to read local traffic and speed zone signs, as well as detect vehicles, pedestrians, cyclists and other potential obstacles around the D-MAX. Headlining the standard suite of safety features is Autonomous Emergency Braking (AEB) with Turn Assist, Traffic Sign Recognition (TSR), Blind Spot Monitor (BSM), Rear Cross Traffic Alert (RCTA), and Emergency Lane Keeping (ELK), all of which warn the driver of a potential danger on the road, or will actively take precautions to avoid it in entirety.

D-MAX variants fitted with an automatic transmission take convenience to a new level, with Adaptive Cruise Control (ACC) with stop-and-go traffic functionality and Lane Keep Assist (LKA) actively assisting the driver to maintain vehicle speed and distance within the lane, at speeds above 60kph.

Isuzu engineers have also simplified the towing setup process by automatically disabling Blind Spot Monitoring and Rear Cross Traffic Alert when a trailer is hitched and detected via the trailer harness, with another smart update being the addition of a new Tyre Pressure Monitoring System (TPMS) on all 2023 LS-U, LS-U+ and X-TERRAIN variants.

Isuzu UTE understands what commercial customers require in a work vehicle; value for money, driven by a low total cost of ownership and reliability that you can depend on to keep the job going. At the heart of every Isuzu vehicle lies tried and tested truck DNA—a refined combination of power, efficiency and reliability developed by over a century of specialist engineering.

Offering real-world performance and efficiency is a pair of turbo-diesel engine options; the frugal 1.9-litre 4-cylinder RZ4E-TC and the powerful 3.0-litre 4-cylinder 4JJ3-TCX. Smooth and efficient, both engines are available with either a six-speed automatic or six-speed manual transmission.

**Engineered with purpose—to keep your business moving—each D-MAX 1-tonne ute is equipped to handle your business; from site inspections off the bitumen, hauling heavy payloads in the tray, or towing your tools of the trade.**



## EXPANDED 1.9L D-MAX RANGE

Isuzu's 1.9-litre turbo-diesel engine is now available in the D-MAX 4x2 SX Single Cab Chassis 4x2, 4x2 SX Crew Cab Chassis, 4x2 SX Crew Cab Ute and 4x4 SX Crew Cab Ute, and features 110kW of power and 350Nm of torque. With official combined-cycle fuel consumption figures returning 7.0-litres/100km, this workhorse has the capability of travelling upwards of 1,000 kilometres on a single tank of diesel. This engine option has found favour with many commercial operators who prioritise fuel efficiency and lower operating costs.

Revered as the benchmark of light-commercial diesel engines, the newly-refined Isuzu 3.0-litre variant generates 140kW of power and 450Nm of torque at a low 1600-2600rpm—making for improved drivability, effortless load carrying performance and confident towing.

With a payload capacity of up to 1,405kg, a towing capacity of up to 3.5-tonnes, and a Gross Combination Mass (GCM) of up to 6-tonnes on 4x4 models, and the D-MAX is arguably the most versatile vehicle Isuzu has ever built—ideal for your business. In addition, all 2023 D-MAX ute models now feature new Tailgate Assist; a gas-strut system which allows for easy one-hand operation of the tailgate.

With over 180,000 D-MAX utes sold locally and a reputation for durability and dependability, it's little wonder that Isuzu vehicles have become one of the top-choices on worksites. But don't just take our word for it though. The bold claims from satisfied owners uttered around the worksite have been reaffirmed with the D-MAX crowned the 'Best Dual-Cab Ute' of the year, after winning the '2022 Drive Car of the Year - Dual-Cab Ute' award for the second year in succession.



Each D-MAX ute sold is backed by a nationwide network of 165 Dealership sites and a comprehensive care package, Service Plus 6-7-7; which encompasses a 6 year warranty, up to 7 years Roadside Assistance and 7 years Capped Price Servicing.

No matter the task at hand, the payload on board, or the trailer in tow, Isuzu's range of D-MAX utes are more capable than ever before, and if you're in the market for a new vehicle, take advantage of the exclusive TMAA offer available to all members and contact your local dealer to arrange a test drive, [www.isuzuute.com.au/dealers](http://www.isuzuute.com.au/dealers).



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# TMAA Conference 2023

**GOLD COAST**

**23 & 24 March**

## Key note speakers

- Dr Geoff Allan
- Chris Koniditsiotis

# WHAT WILL YOU DO FOR 2023 YELLOW RIBBON NATIONAL ROAD SAFETY WEEK?

**W**ith Australia's National Road Safety Week (NRSW) commencing on Sunday 14th May, this is your time to decide, not just on how you are going to support the Week, but most importantly how you will use this event to highlight the road safety needs of your workers and that of the industry.

More than a decade ago, my family created Road Safety Week as a way to not only bring focus to the appalling loss of life and enduring serious injuries that individuals suffer as a result of road crashes, but in personalising what happens, we believed we could influence our politicians and move road safety up the political and community agenda.

I am sure you are also aware that the mission to make our roads safer stems from a personal tragedy - the death of my daughter Sarah Frazer who was killed by a distracted truck driver on the Hume Highway in New South Wales on 15 February 2012.

When we set up our NGO, Safer Australian Roads And Highways (SARAH), we decided that its primary purpose would be to ensure that all vulnerable road users are **actively protected**. And with regard to Traffic Management, we have lobbied politicians and bureaucracies not just for education campaigns (and these are of fundamental importance), but also for timely enforcement strategies. It is clear that implementing effective education campaigns coupled with evidence-based enforcement change behaviour and using both reinforces to the community that **"Everyone has a right to Get Home Safe to their loved ones ... every day ... no exceptions!**

In 2015, SARAH formally widened its focus to include **ensuring the active protection of our traffic controllers**. Since then, in our discussions with governments around the country, we have emphasized that the critical role industry plays in ensuring that our roads are safe, stems directly from the vital tasks played by our road workers.

Unfortunately, while it should be obvious to all community members, we find that we still have to reinforce that i) the most significant threat to these workers remains the danger of being struck by a vehicle; and ii) the potential impact speed of a passing vehicle is the single most important determinant of whether a person lives or dies. In arguing to reduce speed in work zones, the positive is that the driver or rider has complete control over the passing speed... the negative is that often they exhibit selfish behaviour and simply don't slow down!

So our key challenge is to get our politicians, bureaucracies and the general community to recognise that irrespective of what class of vulnerable road user we are talking about, they all need exactly the same protection by reducing vehicle speeds to a level that will not cause serious injury if a crash occurs.

For instance, while there is an understanding that speed compliance around school zones is necessary to protect kids, there is always push back regarding speed compliance in traffic managed areas. But in reality, there is no difference because irrespective of whether it is a school child or a road worker, they both had an inalienable right to get home without injury. So our challenge is to change aberrant driver and rider behaviour ... and this is where National Road Safety Week can make a valuable contribution.

**Let's use National Road Safety Week to get the message out!**

This year the Week will run from Sunday 14th to 21st May and its overarching theme is **"Drive So Others Survive!"**. The Week also has daily themes and the one on Wednesday 17 May is specifically designed for our road workers... **"Slow Down and Give Them the Space They Need to be Safe!"**.

**This themed day provides every business, and indeed the whole industry, with the perfect opportunity to reinforce our road safety message, not just to workers, but to the community as well!**

And let's be clear, getting the community involved is all the more important because the safety of those who work on the roads continues to be far too low on the list of their priorities. And the reality is that that in raising the priority level, we all benefit because when no road worker is injured we have created a much safer workplace!

So we must use all strategies at our disposal to raise awareness of the daily dangers faced by workers... and given the fact that too many of our colleagues have been injured or killed just doing their job, our actions to get the message out will also honour them.

## **SO WHAT CAN I DO?**

There are some great initiatives that we can immediately promote in the lead up to, and during the Week. The first and most obvious one is to widely

# SARAH

distribute links to the successful TMAA and CCF campaign, **"Your speed is our safety"**. [www.youtube.com/watch?v=QLwXOtrMsCg](https://www.youtube.com/watch?v=QLwXOtrMsCg). Share this video with your workers and clients, and ask them to share it with their family and friends.

As I mentioned earlier, work zone safety has a lot in common with school zone safety... We need to speak to our local schools and talk about the fact that protecting our road workers is no different to protecting our children because everyone has a right to get home safe.

We need to talk with local area commands and get police to join our campaign by perhaps putting highway patrol vehicles in our work zones on that Wednesday... or indeed any day in the lead up to or during the Week... and it not just because this brings focus to the active protection of our workers but just as importantly, with drivers and riders often speeding through our work zones and often distracted as well, this becomes an important and necessary enforcement operation!

Why not use social media in the run up to the Week as a way to start a conversation with our community about the importance of actively looking after our road workers. For instance, you could lead the signing of the Road Safety Pledge ([roadsafetyweek.com.au/](https://roadsafetyweek.com.au/)) and get your workers, colleagues, family and friends to then do the same... Then print out the pledge ... put it in the workroom or even share an image of the Pledge on Facebook, Twitter, Instagram, TikTok etc. Let everyone know why you believe the safety of our road workers is so important!

Additionally, you could transform your work and personal vehicles into moving billboards for road safety ... You can fly yellow ribbons from aials, put our "Drive So Others Survive!" reflective stickers on the rear of your cars and trucks, even use VMS trailers and other signage to tell everyone its National Road Safety Week... and of course, doing this become your clear public demonstration that you are a road safety advocate! (You can order ribbons and stickers from [roadsafetyweek.com.au/supporters](https://roadsafetyweek.com.au/supporters)).



As each of us need to actively look after all those on the road ahead...

Choose to "Drive so others Survive!"



As for our industry captains, leading into the Week provides a great opportunity to further road safety discussions with police forces in each jurisdiction. Getting jurisdictional commitment from police that they will not only be actively seen in our work zones, but it also allows police media teams to broadcast how the police and industry are working together. A great way to raise public profile and show that our people matter!

At a strategic policy level, we should definitely talk about the recent Queensland government initiative in trialling covert speed cameras in work zones and how this needs to be implemented across Australia. In this context, we need to repeat TMR's Director-General Neil Scales words:

"Research has demonstrated a clear link between camera enforcement and reductions in speed-related fatalities and serious injuries."

**AS SARAH CREATED NSW, WOULD YOU LIKE TO SUPPORT OUR ROAD SAFETY WORK?**

Lastly, SARAH is grateful that many businesses are already publicly showing their support for both SARAH and National Road Safety Week, with some joining as partners and others simply using the yellow ribbon to show that they are advocates. So, would you like to consider coming onboard?

The work we do with the TMAA and industry players in getting the road safety message out is very important but as SARAH is a small NGO, we rely on selling ribbons and stickers as well as industry partnership and support, to continue to fund our road safety work.

"Research has demonstrated a clear link between camera enforcement and reductions in speed-related fatalities and serious injuries."

## Yellow Ribbon National Road Safety Week #NRSW



As such I would like to encourage your business to formally become a Supporter of both National Road Safety Week and the work of SARAH and you can find out more information at [roadsafetyweek.com.au/supporters](http://roadsafetyweek.com.au/supporters)

As a first step, you may wish to buy our ribbons or stickers, or even deciding to formally join as a supporter. If you do, you'll be directly assisting SARAH's advocate for the safety of road workers, and indeed all who are vulnerable on the road ahead.

And the reason we should be working together is simple!

***"Everyone has a right to Get Home Safe to their loved ones ... Every Day ... No Exceptions!"***

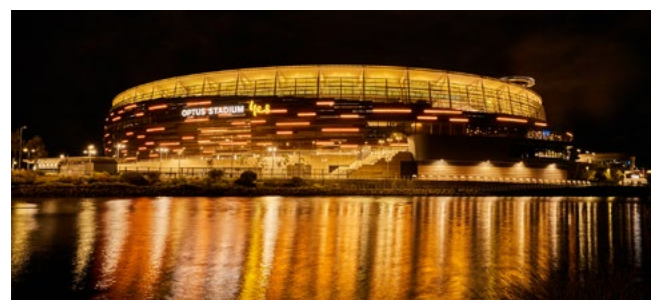
**Peter Frazer OAM  
President, Safer Australian Roads and Highways (SARAH)**

You can support the work of SARAH by purchasing yellow ribbons and/or reflective stickers online from [roadsafetyweek.com.au/supporters](http://roadsafetyweek.com.au/supporters)

**NB. Order your yellow ribbons and stickers for National Road Safety Week at [roadsafetyweek.com.au](http://roadsafetyweek.com.au)**

*Peter Frazer is President of Safer Australian Roads and Highways (SARAH) and founder of Yellow Ribbon National Road Safety Week*

***Want to find out more about this National Road Safety Week, or simply get some ribbons or stickers for your fleet, please go to [roadsafetyweek.com.au](http://roadsafetyweek.com.au)***





# Improving road work safety.

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# Austrroads TTM Training roll out 2022 – the national picture

## VICTORIA

### TRAFFIC MANAGEMENT REFORM (TMR) PROGRAM

National training framework implementation status

The Department of Transport (DoT) is implementing the new national training framework as part of the Traffic Management Reform (TMR) program.

### SCOPE

The new national training framework will be adopted in Victoria in full and will be supported by state specific training to make sure that any Victoria only measures are reflected in the training.

### STATUS

DoT is in the early stages of implementation of the national training framework and is currently carrying out the following activities:

- engaging with the traffic management industry and training providers
- working with the Victorian Registration and Qualifications Authority (VRQA) and Victorian Department of Education and Training (DET)
- finalising the Victorian specific training materials
- developing the Approved Training Provider (ATP) review and approval process
- facilitating engagement between Austrroads and Victorian-based stakeholders on national training materials.

### TIMING

The timing for introducing the national training framework is dependent on when the updated Victorian Code of Practice for Worksite Safety – Traffic Management is gazetted.

However, the indicative implementation timeframe at the moment is:

### By early 2023

- Finalise training materials for all eight skill sets – TC, TMI and TMD (led by Austrroads)
- Finalise the ATP process (led by DoT)

### First half of 2023

- Interested RTOs start the ATP application process, and training their trainers and assessors
- DoT assesses ATP applications and supports RTO with the application process
- Austrroads finalises national databases and auditing process

### Second half of 2023

- New training model is introduced in Victoria and the new courses become mandatory

## TASMANIA

- Appropriate transition periods will be detailed once the Department has a clearer picture on the availability of the NTFTTM
- "Grandfathering" process and details will also be provided for people who currently hold a qualification in temporary traffic management
- Issuing of accreditation will be facilitated by the Department of State Growth once NTFTTM has been appropriately set up in Tasmania
- All relevant information will be available in the Tasmanian Guide – Traffic Control for Works on Roads
- Anyone interested in updates and information from the Department should subscribe to our newsletter

## WESTERN AUSTRALIA

We plan to have an 18 month transition period once the training material is available to training providers.

All new entrants will be required to undertake the relevant Austrroads TTM Training Course and current

industry will be required to obtain the new qualification when their current accreditation expires.

Main Roads is yet to determine how the additional training categories will be adopted, however we are leaning towards a further transition period for when the TTM Categories are adopted.

## NORTHERN TERRITORY

We are currently developing our local content in regards to complimenting the National Training package.

## NEW SOUTH WALES

Temporary traffic management (TTM) worker training is regulated by the NSW Work, Health & Safety Act and Regulation and managed by Safework NSW. This is the mandatory training that all traffic control workers must have completed to work in NSW.

Transport for NSW has been engaging with Safework NSW and internal (Transport) stakeholders to consider potential adoption pathways for the National TTM training framework and the benefits of adopting it.

Safework NSW have advised Transport that they are planning to review the Work, Health & Safety Regulation in 2023 and that they will be seeking feedback on the existing training framework as part of that.

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# National Harmonisation of Temporary Traffic Management Practice

Geoff Allan,  
Austroads  
Chief Executive



Austroads, the collective of Australian and New Zealand government road and traffic agencies, is working with Australian state and territory transport departments and local government to harmonise temporary traffic management practice across the country.

Austroads Chief Executive, Geoff Allan, notes the national harmonisation of temporary traffic management practice is important for roads and transport agencies, however implementation is complex.

“The work required to harmonise practice across all agencies is significant. We are progressing well, with stage one of the three-stage implementation project effectively complete and stage two well underway. Given the magnitude of the changes, Austroads is working carefully and closely with our members and industry to ensure all requirements are met,” said Geoff.

The key milestones and actions are presented below. More information can be found on the [Austroads website](#).

## NATIONAL TRAINING FRAMEWORK FOR TEMPORARY TRAFFIC MANAGEMENT

The Temporary Traffic Management Task Force, which includes representatives from each transport agency and local government, has approved the national skill sets that underpin the National Training Framework for Temporary Traffic Management (NTFTTM).

The NTFTTM is designed under the Australian Vocational Education and Training (VET) Framework based on skill sets and units of competencies. There are three Temporary Traffic Management (TTM) roles comprising Traffic Controller (TC), Traffic Management Implementer (TMI), and Traffic Management Designer (TMD), graduated across the three TTM categories, providing eight TTM national training programs in total.

### TTM NATIONAL TRAINING PROGRAMS (INCLUSIVE OF SKILL SETS) BY ROLE AND TTM CATEGORY

ROLE	TTM CATEGORY 1	TTM CATEGORY 2	TTM CATEGORY 3
Traffic Controller	RIISS00058 - Traffic Controller - Urban Streets and Low Volume Rural Roads (TC1)	RIISS00059 - Traffic Controller - High Volume Roads (TC2)	Not Applicable
Traffic Management Implementer	RIISS00060 - Traffic Management Implementer - Urban Streets and Low Volume Rural Roads (TMI1)	RIISS00061 - Traffic Management Implementer for High Volume Roads (TMI2)	RIISS00062 - Traffic Management Implementer for Motorways and Freeways (TMI3)
Traffic Management Designer	RIISS00063 - Traffic Management Designer for Urban Streets and Low Volume Rural Roads (TMD1)	RIISS00064 - Traffic Management Designer for High Volume Roads (TMD2)	RIISS00065 - Traffic Management Designer for Motorways and Freeways (TMD3)

A skill set is obtained by completing its corresponding TTM national training program. Each TTM national training program has two parts - a theoretical and practical training component. Individuals who have completed both the theoretical and practical components will be issued with a Statement of Attainment.

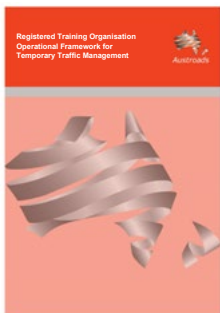
Individuals who carry out TTM work on roads managed by the participating jurisdiction must obtain skill sets through training provided by an Approved Training Provider (ATP).

### AUSTROADS TEMPORARY TRAFFIC MANAGEMENT NATIONAL TRAINING MATERIAL

The Austroads TTM national training material comprises the training and assessment material, resources, and documentation for each of the eight TTM national training programs. This material will be maintained by Austroads.

“The Temporary Traffic Management Task Force has approved the Austroads Temporary Traffic Management National Training Material, Traffic Controller and Traffic Management Implementer suites. The Traffic Management Designer suite has been drafted and will soon be made available to the industry for review,” Geoff said.

### REGISTERED TRAINING ORGANISATIONS



Registered Training Organisations (RTOs) wanting to provide training services in a jurisdiction need to apply to and be approved by the relevant agency of the jurisdiction. Once approved by the agency, the RTO will be an Approved Training Provider (ATP) able to deliver one or more of the TTM national training programs, using under license the Austroads TTM national training material and any

additional jurisdiction-specific localised training content. Please see [Registered Training Organisation Operational Framework for Temporary Traffic Management](#).

### TRAIN THE TRAINER

One key criterion for an RTO to be approved as an ATP is providing details of nominated trainers and assessors to demonstrate their suitability, including evidence they have completed the requirements to train or assess individuals in one or more of the TTM national training programs. As the eight programs are new, there are currently no trainers/assessors that hold the vocational competencies and have the skill sets required for delivering the TTM national training programs.

To provide the opportunity for eligible individuals to successfully gain the skill sets required, a Train the Trainer model has been approved as the most favourable approach in terms of harmonisation and consistency in training methodology. Following an open tender process a consultant (RTO) will be engaged by Austroads to deliver the Train the Trainer program and provide the training to eligible individuals.

### ADOPTION AND TRANSITIONAL ARRANGEMENTS

“Stage one outcomes are now being adopted, with transitional arrangements underway by Austroads and individual state and territory agencies. Those agencies are engaging with their industry sectors and will be making separate announcements,” Geoff stated.

Austroads has also progressed into its operational role with the appointment of Patsy Thomas as National TTM Operations Manager to take charge of the day-to-day operations and in particular oversight and audit of ATPs. Chris Koniditsiotis continues as Implementation Manager with overall implementation responsibility and oversight. Patsy is contactable at [pthomas@austrroads.com.au](mailto:pthomas@austrroads.com.au), and Chris can be contacted at [ckoniditsiotis@austrroads.com.au](mailto:ckoniditsiotis@austrroads.com.au).

### AUSTROADS INNOVATIVE TTM DEVICE AND SOLUTION ASSESSMENT SCHEME

The Austroads Innovative TTM Device and Solution Assessment (AITDSA) scheme is now fully operational and available.

AITDSA enables new temporary traffic management devices and solutions to be assessed and recommended for use in Australia and New Zealand.

Assessments are overseen by the AITDSA Panel, which consists of representatives from each Australian and New Zealand road agency. Appointments to the AITDSA Panel are approved by the Austroads Board.

Once approved for use, individual jurisdictions will need to adopt the device or solution. This process recognises the federated Australian environment and the essential preparatory activities required to ensure a jurisdiction is ready to utilise a new device or solution.

“Since commencing operation on 1 July 2022, four innovative TTM devices/solutions have been recommended for use by the AITDSA Panel,” Geoff said.

Details of these innovative TTM devices/solutions are published on the [Austroads website](#) and comprise:

**TriLight** - is a remote-controlled portable traffic signal. It allows traffic controllers to be remotely positioned away from live traffic and provides the ability to actively control traffic from a safe location.

**TriSign** - is a remote-controlled changeable message sign. It overcomes the need for mobile traffic control convoys and workers on foot from high-risk set-up and pack-up functions.

**Gibney Barrier** - is a portable traffic control device. Incorporating a cantilevered boom, it allows traffic controllers to be positioned beyond the road edge line.

**eBOOM** - is a remote controlled, motorised boom barrier. It can be used as an alternative to a traditional Stop/Go or Stop/Slow bat.

“The safety of temporary traffic management environments increases with every new device approved by the AITDSA panel,” Geoff said. “We are happy to announce that four other innovative TTM solutions are currently being assessed - an essential step towards greater access to and the adoption of new temporary traffic management devices and solutions that protect people’s lives.”



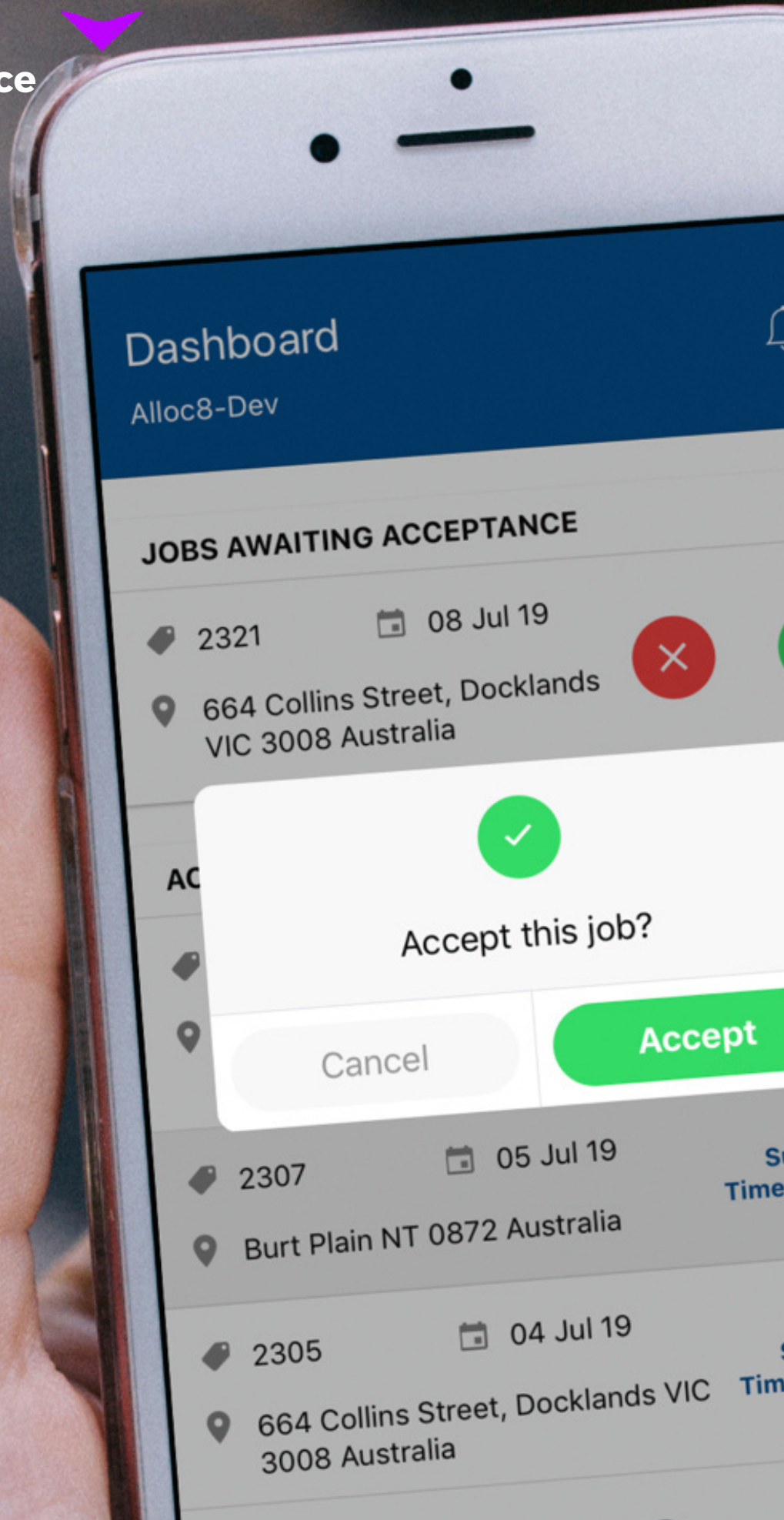
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### **PROTECTING THE BOTTOM LINE**

It is easy to get carried away when you grow your business. As you chase new prospects and increase sales, you may find yourself forgetting about existing customers and clients, stretching yourself too thinly as you target future expansion.

Investing in scheduling technology helps you manage your resources effectively, ensuring that you are able to complete all tasks to a high standard, even as volume and demand increase. As a result, not only will you be able to book more jobs and grow your client base, you'll be

able to ensure that those jobs are getting done the right way. Protecting both ends of your business is crucial to sustainable growth.

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Technology directly supports the planning and forecasting aspects of growing your business. Effective planning and scheduling tools allow your teams to allot resources for upcoming projects and match the right personnel to the right jobs. In addition, an automated functionality will help guide you by suggesting allocation levels and personnel scheduling based on project requirements, effectively streamlining the whole process. Eliminating human data entry and manual processes makes planning more efficient and reduce the potential for errors. Plus, it saves all employees time and energy.

Integration with external systems is also significant here. For example, you may need to check your plans against compliance guidelines or provide reports and risk assessments to regulatory bodies. The technology you invest in should bridge the gap between your systems and those of external agencies and entities in your industry.

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**CHRIS BOYER**

**H**appy New Year! The year 2023 certainly began with a bang for Traffic Management in the Northern Territory! For what is often thought of as a slower time of year has shown no signs of slowing down. The weather has impacted emergency works with an increase of remote patching jobs and call outs. Australia Day also marks the beginning of the year's various events!

The Australia Day Ceremony was held in the Main Hall at Parliament House, Oz Run being the largest free running event in the Territory, brought hundreds down to the Waterfront along with the Smoking Ceremony and The Festival of Us. The Ute Run drew hundreds of people to the streets to watch over 400 vehicles convoy from Hidden Valley Race Track to Noonamah Tavern in support of Variety - The Children's Charity.

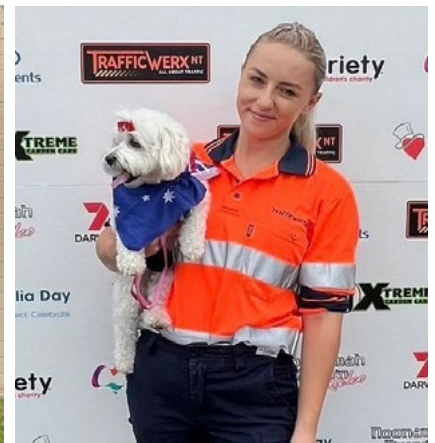
Back in October, the NT hosted yet another outstanding joint occasion. Many people came to the CCF NT and TMAA NT Business Breakfast at the Hilton Hotel to welcome Louise McCormick, a guest speaker, and recently appointed NT Infrastructure Commissioner.

Louise gave a summary of the NT's enabling infrastructure programme, which will support activity and economic growth in the NT over the coming years. In order to coordinate and match infrastructure needs with economic and population growth, Infrastructure NT engages in strategic infrastructure planning and development.

The Beetaloo Basin \$367 million project, the Darwin Regional Water Supply \$2 billion project, and the Network of Regional Logistics Hubs \$440 million project were some of the other major initiatives that Louise emphasised. A brief synopsis of the Middle Arm Sustainable Development Precinct was also given by Louise.

Wishing you all the best for the year ahead.

**Christopher Boyer**  
TMAA NT Chair





DR DAN SULLIVAN

# Being asked to design elements that we are not qualified to deliver!

**A**s many are aware, I was heavily involved with the Austroads Safety at Road Worksite project for many years and led the publication of the First Edition of the Austroads Guide to Temporary Traffic Management. I was also closely involved with Transport and Main Roads (QLD) in the development of training and systems for the Traffic Management Design qualification, assessment, and role.

Since 2020 my business and personal role has moved focus away from the Government side in developing standards and guidelines, to being a practitioner using those same guidelines and standards. I am firmly of the belief that experience developing best practice comes from applying the skills day to day in real world situations.

I have subsequently personally identified several deficiencies in working with the standards and guidelines and the various difficulties that many of you face in meeting the competing demands of clients, road infrastructure managers and the guideline best practice. As an industry we need to maintain a continuous dialogue with those writing and publishing the standards and guidelines to ensure that what is written is practicable and useable.

A recently concerning trend I have noticed involves Traffic Management Designers (TMDs) either being asked to include design elements in their TGS diagrams, or including them as a general practice, for which TMDs are not qualified to design.

As a first example, TMDs have long been required to provide appropriate protection and delineation adjacent to excavations or trenches, based on the depth of the Speed of Traffic, Traffic Volume, Separation from the edge of the Excavation and the Depth of the excavation. This is

**A recently concerning trend I have noticed involves Traffic Management Designers (TMDs) either being asked to include design elements in their TGS diagrams, or including them as a general practice, for which TMDs are not qualified to design.**

tabulated in the AGTTM with recommended treatments involving delineation or road safety barrier systems.

In this recent example, the Road Infrastructure Manager rejected a TGS diagram on the basis that the designer should also consider the stability of the excavation face and include details of the angle of repose and zone of influence. It was even suggested that the TMD should reference the Excavation Work Code of Practice and include in the TGS all relevant elements for the excavation face design.

I consider this request to be ill-informed and directed at the wrong party. As an engineer, holding the TMD qualification, with extensive experience in road design, traffic engineering design and temporary traffic management, I have the capability to design many elements that most TMDs cannot. However, even with this experience, I personally would not consider myself able to design the excavation itself. When determining what I am prepared to sign off, I always consider two primary questions:

**1. What qualification and experience do I have, and do I consider myself competent in designing that item? If I don't, should I get expert advice from someone else?**

**2. What do I control?**

In this particular case I would not expect a TMD to have the relevant expertise in geotechnical engineering to determine the stability of an excavation face and to sign it off, and secondly as a TMD I have no control over the construction processes that the contractor on the site will employ.

**So, how would I respond to this query. I consider the following actions to be appropriate:**

1. Ensure that the design of the excavation face and the determination of all of the appropriate factors, such as zone of influence etc, are undertaken by the contractor using an appropriate qualified and competent individual.
2. Ensure that the contractor provides me (the TMD) with the relevant information for inclusion on my TGS so that I can appropriately design a TGS to accommodate those design parameters.
3. The RIM should direct requests for the information to the appropriate body, being the contractor, rather than insisting that the TMD do all of the work.

In a second example, I was asked to review relatively simple TGS diagrams for a council's sewer maintenance crews. I was somewhat surprised by the extent of each TGS design and realised a lot of detail in the TGS was actually relating to general WHS requirements not related to TTM, and not the responsibility of the TMD. This included full delineation and fencing around every pit that was opened.

The client's response was *"that they relied on the TMD to design what was required to meet the traffic management requirements and had been advised that they required all of these treatments"*. These additional elements included TTM design and notes of WHS exclusion zones around

pits and electrical assets. The client however understood their WHS obligations for these elements but in many cases, e.g. fenced compounds, those WHS obligations were significantly less than what was shown on the TGS. As a result, traffic management was being installed inside a fenced compound where public access could be completely excluded just because the TMD included it within the TGS "just in case a pedestrian wandered into the compound".

In this case, it is important for the TMD to understand the exclusion zone extents. It is not the TMD role to define and include WHS exclusion design elements on the TGS (unless the client specifically provides those and takes responsibility for them). Again, as I am not an expert in these WHS matters, I therefore should not be specifying treatments which are outside of my expertise. The new designs that I prepared included the required TTM devices for the management of traffic (including pedestrians etc) and just a note that other WHS elements needed to comply with the relevant legislation.

In this regard, it is important that all parties recognise the purpose of the TGS, and what it should or should not contain. The AGTTM definition outlines that a Traffic Guidance Scheme is "An arrangement of temporary traffic control devices to warn traffic and guide it around, through or past a worksite or temporary hazard.". Be extension the TGS is NOT a document which includes a range of other construction design or WHS elements or internal construction requirements. At its simplest therefore, I work with a contractor to identify the box (work area) that I need to protect. I then design temporary traffic management to protect that box. What happens within the work area is of little technical relevance to me so long as all work activities remain in their defined areas.

I now take particular care to only include on my TGS those design elements specifically related to the management of traffic. Recent industry discussions have explored this point further and it was generally agreed that a TMD should not be specifying any elements within the works area except where they impact on the adjacent management of traffic. This included for example how many flashing lights are required on plant items that never leave the work site as there is separate WHS requirements for management of plant items within worksites.

We need to be careful that we are not dragged into being asked to design elements that we are not qualified to deliver or which do not belong on a TGS

**The AGTTM definition outlines that a Traffic Guidance Scheme is "An arrangement of temporary traffic control devices to warn traffic and guide it around, through or past a worksite or temporary hazard."**

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## Michael Ferguson

Tasmanian Minister for  
Infrastructure and Transport



Tasmanian  
Government

**A** major flooding event in October damaged many roads across Tasmania and brought large-scale challenges for everyone involved in the road maintenance sector.

The largest single challenge we faced was damage caused to the Cam River bridge in the North West, a key connector for communities west of Burnie to the city and further along the Coast.

Fast-moving flood waters damaged the pier, restricting the bridge to one lane on 20 October.

Teams worked around the clock – quite literally – to repair the damage to the structure and ensure the bridge was able to fully open as quickly as possible.

A reduced speed limit remained in place while monitoring of the bridge's stability continued, as an additional safety precaution to ensure there was no further movement.

Traffic management personnel played a key role in the entire operation. Traffic signals as well as people were deployed at the bridge and adjacent intersections to manage the single lane traffic flow.

Having personnel on site so quickly highlighted the agility of contractors and the Department of State Growth in dealing with emergency situations.

The lane closure saw collaboration between local North West businesses, contractors, consultants, suppliers, bus operators, health and emergency services, schools, and local and state government, and I thank them for their flexibility and adaptability in achieving the best possible outcome for the community.

Extra traffic controllers were brought in at key intersections, including Falmouth Street and East Cam Road, to help highway traffic continue to flow and keep intersections clear and operating appropriately.

Additional measures were put in place to enable smooth flow of traffic, including access for emergency vehicles and public transport. Traffic controllers were positioned

further down the queue to provide priority access for emergency vehicles and buses.

Extra Metro bus services operated each weekday between Wynyard and Burnie. These services and all school bus services across the Cam River Bridge were provided for free during the repair phase as we encouraged commuters to utilise these services to reduce queuing and reduce travel times for everyone.

Unfortunately, I heard reports that some workers – including traffic management personnel – had been subjected to verbal abuse from frustrated motorists. This kind of behaviour is completely unacceptable. We took steps to get the message across to motorists that while we acknowledged the travel time delays and inconvenience caused by the lane closure, our workers are there to keep them safe and must be treated with respect at all times.

The damage to the bridge highlighted why a new Cam River bridge is needed. Construction is already underway on the new bridge, which is designed to be higher, stronger and wider to ensure this situation does not occur again.

The wider lanes will also make it easier to keep traffic moving in the event of a crash or vehicle breakdown on the bridge. The new bridge is expected to be completed by mid next year.

The bridge returned to two-lane operation on 1 November, a remarkable effort from all involved.

The opening followed the installation of additional concrete strengthening between the bridge piers after tests showed the initial repairs needed further support.

I extend my greatest thanks to everyone involved in the repair emergency, including traffic controllers who worked long hours in trying conditions to ensure this critical access route flowed as efficiently as possible.

Along with the entire emergency crew, you ensured the bridge was reopened not a day longer than absolutely necessary.

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- Dr Geoff Allan
- Chris Koniditsiotis



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**TRAFFIC MANAGEMENT**  
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## Hon Sam Farraway MLC

NSW Minister for Regional  
Transport and Roads



It has been a challenging year for road crews, with the continuous rainfall impacting our major highways and local road networks across New South Wales.

From the outset, I would like to recognise the magnificent job crews have done since February in getting our roads opened, ensuring our major upgrades stay on track, and keeping our freight moving. There are many who have stopped work on major projects to help set up diversions for motorists at a moment's notice when key roads have been flooded, allowing our state to remain connected and safe.

The recent weather has caused extensive damage to our roads, and we continue to work hard to make our road and transport network more resilient against mother nature. That is why I was proud to deliver the new \$312.5 million Betterment fund for local government areas in northern NSW. This fund is the first natural disaster funding of its kind that allows councils to apply for assistance to build back their infrastructure to better withstand extreme weather events, rather than building back on a like-for-like basis, which is the current arrangement under natural disaster funding programs.

The Betterment fund is the way of the future and I want to see it made available for all councils permanently across NSW. It is also more economical, with international research showing that for every \$1 spent on mitigation, governments save \$10 on recovery. Upgrades under this program include increasing road heights, better drainage, or in the case of bushfires, managing vegetation on road corridors.

One of the biggest impacts of torrential rain is potholes. I recently announced an initial \$50 million available for regional councils to fill in potholes on council-managed roads. This funding is emergency funding to make our roads safer through the predicted wet summer. Beyond this summer, we will be in a better position to assess our road network in conjunction with councils and ascertain priority roads that need repairing.

Although it has been a trying year, I thank our road crews which have been working around the clock to keep our roads open and our people safe. Have a Merry Christmas and all the best for 2023.

**There are many who have stopped work on major projects to help set up diversions for motorists at a moment's notice when key roads have been flooded, allowing our state to remain connected and safe.**

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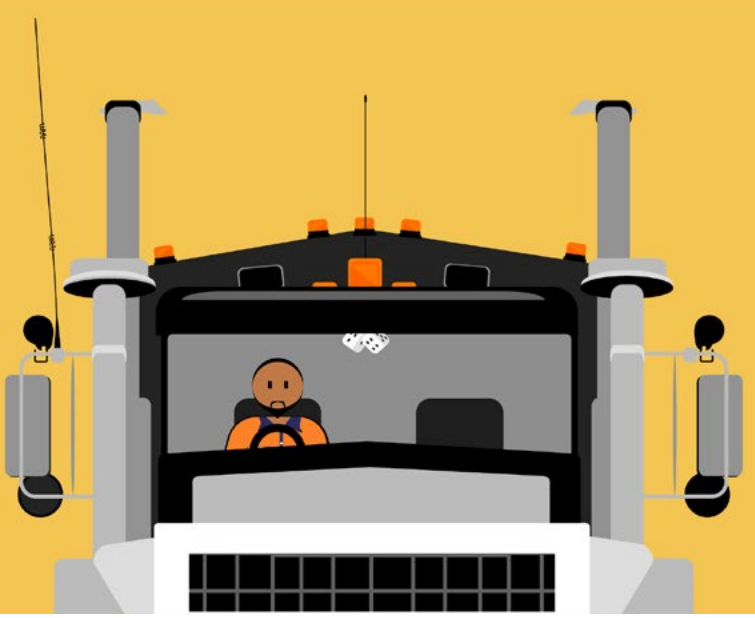
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[nrsp.org.au](http://nrsp.org.au) >> Toolbox Talks >> Heavy Vehicles





## Portable Traffic Signal System eSTOP & eSTOP-M

### Equipment Description

From 1 July 2018, it is proposed that this requirement will be widened to include roads with AADT exceeding 1000 veh/day and approach speed limit (prior to the works occurring) of 80 km/h or faster.

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eSTOP™ has been approved by the Department of Transport and Main Roads and is registered under the Electrical Regulatory Authorities Council.

### Key features.

#### eSTOP

- # Operate from a safe distance (up to 400m with option to increase distance);
- # When paired can be operated with one controller whilst the other takes a break or is on rotation;
- # Can be implemented anywhere a stop/slow baton would normally be used;
- # Fail safe features - ensure no two green lights can be displayed at the same time, low battery, tilt and lantern;
- # Environmentally robust, light weight, three-piece assembly, adjustable height;
- # Small handheld remote controller - rated IP65;
- # Remote controller mimics traffic lantern states in real time;
- # Control up to 2 traffic light units with one controller;
- # Portable carry cases and easy to assemble;
- # Reduces overheads.

#### eSTOP-M

- # Same as eSTOP with a extra feature: It can pair more than 2 units to the HRC - one button can control more than 1 eSTOP unit allowing the lanterns to be placed more than one position. Please do note that the units paired on that same button will change colour simultaneously.

### FEATURES & Inclusions

#### eSTOP

- # 2x Traffic lights per set
- # 2x Adjustable legs
- # 2x Hand held controls
- # 15 hours Battery life (fully charged)
- # Operation & Set up user sheet
- # Durable carry cases
- # Easy assembly

#### eSTOP-M

- # Traffic lights per set \*
- # Adjustable legs \*
- # Hand held controls \*
- # Same features as eSTOP

\* quantity as per client request.

# Please visit: [www.trafquip.com](http://www.trafquip.com) to access the full Terms and Conditions description

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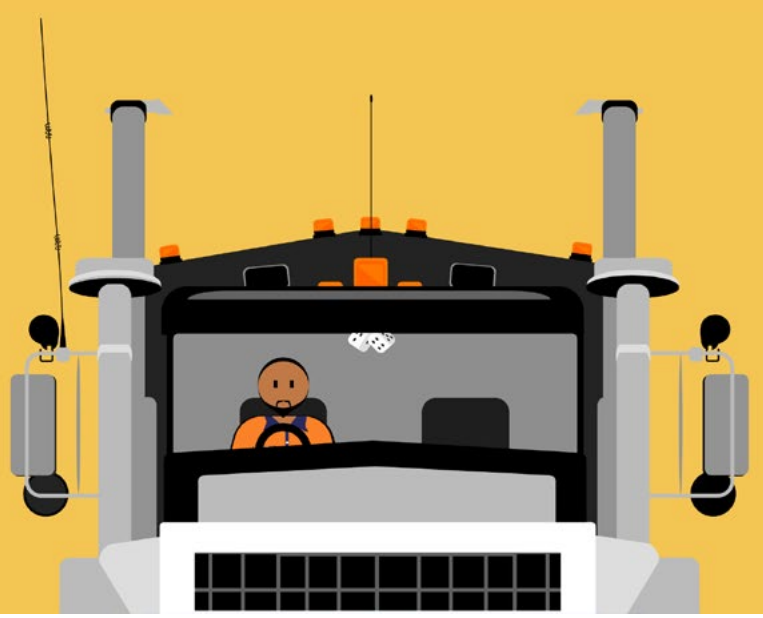
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# NRSPP's Next Heavy Vehicle Toolbox Talk is Out Now!

# MENTAL HEALTH

Driving a heavy vehicle has been described as one of the 'unhealthiest' and 'deadliest' jobs in the country. Increased work hours, shift work, fatigue, irregular shifts, being away from families, and the need for mental alertness contribute to some drivers turning to alcohol and drug use.

Transport is a male dominated industry with about 97% of truck drivers being men. Research shows that men who work in male dominated industries have a higher rate of depression and suicide than other industries



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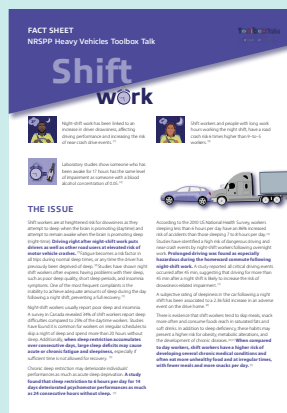
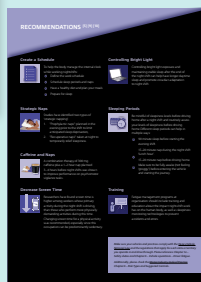
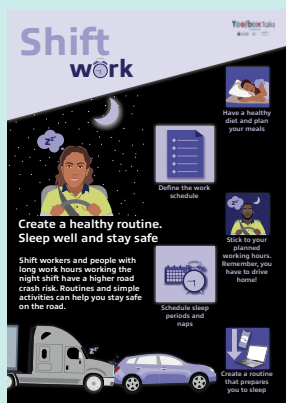
# Shift work

Shift workers are at heightened risk for drowsiness as they attempt to sleep when the brain is promoting (daytime) and attempt to remain awake when the brain is promoting sleep (night-time).

Driving right after night-shift work puts drivers as well as other road users at elevated risk of motor vehicle crashes.

Fatigue becomes a risk factor in all trips during normal sleep times, or any time the driver has previously been deprived of sleep.

Studies have shown night shift workers often express having problems with their sleep, such as poor sleep quality, short sleep periods, and insomnia symptoms.



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Every year in Australia dozens of traffic controllers get injured and, in some cases, people lose their lives while directing traffic as some motorists get distracted and collisions occur.

Traditionally traffic controllers had to rely on traffic wands or stop slow batons to control traffic, these products work but they pose a collision risk as operators have to stand in the middle of the road to operate them.



Queensland Government

Department of Transport and Main Roads

Due to the high numbers of injuries and deaths TMR has introduced new legislation that prohibits the use of batons to control traffic on roads with a speed limit of 80KMPH and over due to the high numbers of incidents and fatalities occurring.

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# The Utility Of Fatigue Affects Us All

## Health effects from lack of sleep:

-  2-3x ↑ risk of dementia & cognitive decline
- 5x ↑ risk of depression
-  2x ↑ risk of heart attack or stroke
- 50% ↑ risk of obesity
-  50% ↑ risk of high blood pressure

## NRSPP Blog | November 2022

Learning from similar organisations about how they manage fatigue and other workplace road safety risks, and going beyond the usual approach and examining a key underlying cause of fatigue.

### *Asleep at the wheel*

Sleep expert Dr Carmel Harrington presented the 'science of sleep', explaining why sleep is important to brain, physical and mental health and our ability to perform.

While Carmel acknowledged there were many elements to managing fatigue, increasing understanding of sleep and how it affects fatigue helped manage fatigue risks, she said.

Policies on fatigue are often aimed at compliance rather than engaging staff in understanding the role quality sleep plays in managing fatigue. The prevailing attitude in the industry is often 'I'm tough' or 'I'll sleep when I'm dead' with not sleeping considered demonstrating commitment to the job.

"Incrementally, without realising it, we've cut back on sleep time – 50 years ago our average sleep was 8.5 hours, now we sleep on average 6.7 hours each weekday, that's a 20% decrease," Carmel said.

"So it's like the food story and exercise story. We didn't know how important exercise was until our incidental exercise was taken away due to easy access to cars and transport. We didn't realise how important food was until, with the easy availability of supermarkets and fast food, we started eating too much junk food."

"As a result, in both cases, public education campaigns were undertaken to educate us

on the importance of good quality exercise and food. Now we've cut back on sleep due to technology, 24/7, increasing business demands and globalisation of the world and we've given up something that we didn't know was basic to health. There is now a need to educate people on the fundamental importance of sleep to our health and wellbeing, and that food, exercise and sleep are our three pillars of health."

### *The network of shared ideas*

Andrew Murphy, from Energy Queensland, which includes Ergon Network and Energex, believes Energy Queensland manages fatigue well, particular for its field workforce, but transferring that to the executive pool and building understanding about sleep's role in fatigue were challenges.

Energy Queensland has a fatigue calculator that gives its 3000+ field workforce an indication of their level of fatigue and Andrew is interested in exploring how fatigue influences driving behaviour and the role technology plays in managing fatigue.

"The most valuable thing I get out of the forum is talking to other people who are having the same issues we are and working together on what they've done and what we're going to do to improve that issue," Andrew said.

[Continue reading the full blog on the NRSPP website](#)

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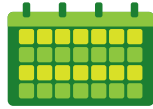


## Introduction

An estimated 1.1 million Australians complete night shifts, which is 9.8% of the workforce <sup>[1]</sup>. Night shift workers are more likely to crash when driving home from shifts, make errors, and become injured at work <sup>[1]</sup>.

## The Issue

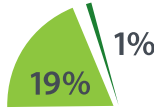
Crash risk increases when completing consecutive night shifts <sup>[2]</sup>.



Night shifts are linked with increased self-reported driving impairments and driver sleepiness <sup>[2]</sup>.



A study found 19% of shift workers reported severe sleepiness compared to 1% of non-shift workers <sup>[2]</sup>.



## Problems Linked to Night Shift Work

### Circadian Misalignment

Night shifts require working when the circadian system is promoting sleep and sleeping when it's promoting wake <sup>[1]</sup>.



### Extended Time Being Awake

Extensive periods of staying awake whilst your need for sleep rises leads to decreased performance and alertness <sup>[1]</sup>.



### Sleep Loss

Catching up on sleep during the day can result in frequent disruptions and insufficient amounts of sleep between shifts <sup>[1]</sup>.



## Recommendations

Resting before driving home after a shift can increase alertness <sup>[3]</sup>. This is crucial because an estimated 1 in 5 crashes are due to fatigue.



Catch a taxi, ride service or public transport home after a late shift <sup>[3]</sup>.



To help the body manage the internal clock while working night shifts:

- Define the work schedule
- Schedule sleep periods and naps
- Have a healthy diet & plan your meals
- Prepare for sleep



Controlling bright light exposure can help you have longer daytime sleep.



A combination therapy of 300 mg caffeine plus a 1–2 hour nap planned 3–4 hours before night shifts was shown to improve performance.



Take part in fatigue management programs to understand the impact of shift work on the human body.





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## NEW FEATURES



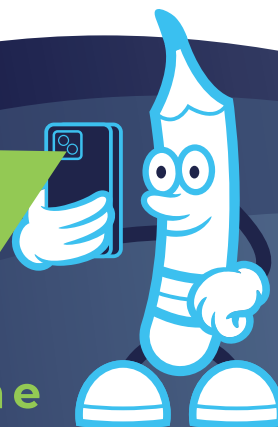
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# Thought Leadership: End-of-year opportunity: Building mental health and the resilience of your people and business

The end of a calendar year is a chance to unwind and recharge. For many though, the pressure of pre-Christmas deadlines, increased traffic congestion and expectations of us over the holiday period can increase stress and worry.

## Managing Challenges

Many of those challenges can't be avoided. However, according to Safety Risk expert Keith Govias, they can be prepared for and managed. Meaning your people – and your organisation – are better placed to return stronger and more resilient for the New Year, and into the future.

“So firstly it's about what are businesses doing to plan for recovery of their people in the second half of December and into January, because you come back and it's almost like you get hit with a sledgehammer again after that end of year break,” Keith says.

“And then it's about challenging how we reflect on what we have learned in the past few years and plan for how we can do it better the year after.

“Often, businesses don't take time to reflect on 'what have we learnt from our mistakes?' 'Can we make this better?' Do we engage with our drivers, our schedulers, with our loaders to ask them what did and didn't work well and make some tweaks.

“This time of year can be very challenging if you don't have family and friends around you or if you are embedded in a lifestyle of loneliness as a long-haul truck driver, that might be quite challenging for you. This is one of the reasons we see many people get on their boat or travel somewhere where you can get away from people.

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**End-of-year opportunity:  
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*“That's the business risk. From an individual perspective, drivers might feel anxiety leading up to having time off over the Christmas period, having to see family or dealing with absence or loneliness.”*

nrsp.org.au  
December 2022 | 1

Read the full Thought Leadership on the NRSP Website

“Show your drivers they are more than just a mechanism that can drive a car or a truck to get to this appointment or that deadline. They are appreciated for the important work they do”

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# Mobile Phone Use in Vehicles - Cradles

Olivia Dobson | Monash University

In all Australian States and Territories, fully licensed car drivers are only permitted to use a phone to make or receive a phone call, use its audio/music functions, or perform a navigational (GPS) or intelligent highway vehicle system function if the phone:

- Is secured in a commercially designed holder fixed to the vehicle, or;
- Can be operated by the driver without touching any part of the phone, and the phone is not resting on any part of the driver's body.

## Besides being a legal requirement, why use a cradle?

Car cradles can be very inexpensive and, when attached to the dashboard or windscreen, can reduce risks associated with reaching for handsets and help minimise eye time off the road by getting the phone up to the eye line level with the road and within easy reach. Research has shown reaching for objects in cars increases crash risk by 4.8-8.8 times for drivers.

## What are the general guidelines for a cradle?

The cradle must reliably hold the phone in all foreseeable driving conditions and must not interfere with any aspect of vehicle operation. This includes consideration of vehicle safety features such as airbags, visibility of vehicle instrumentation inside the vehicle and visibility outside the car. There are a variety of commercially available units, and while most are perfectly suitable and economical, several are unsuitable and can pose significant safety threats.

*Just because it's legal to use a mobile phone whilst in a correctly-placed cradle, doesn't mean it's safe. Substantial research shows that using a mobile phone (whether hand-held, hands-free, or crate held) impairs driving ability by decreasing performance factors such as reaction time, lane-keeping, and abrupt or aggressive braking (see the NRSP's Mobile Phone Use in Vehicles Guide for more information). Using a mobile phone while driving doesn't add up - next time your phone rings or buzzes, ask yourself "should I really answer?"*

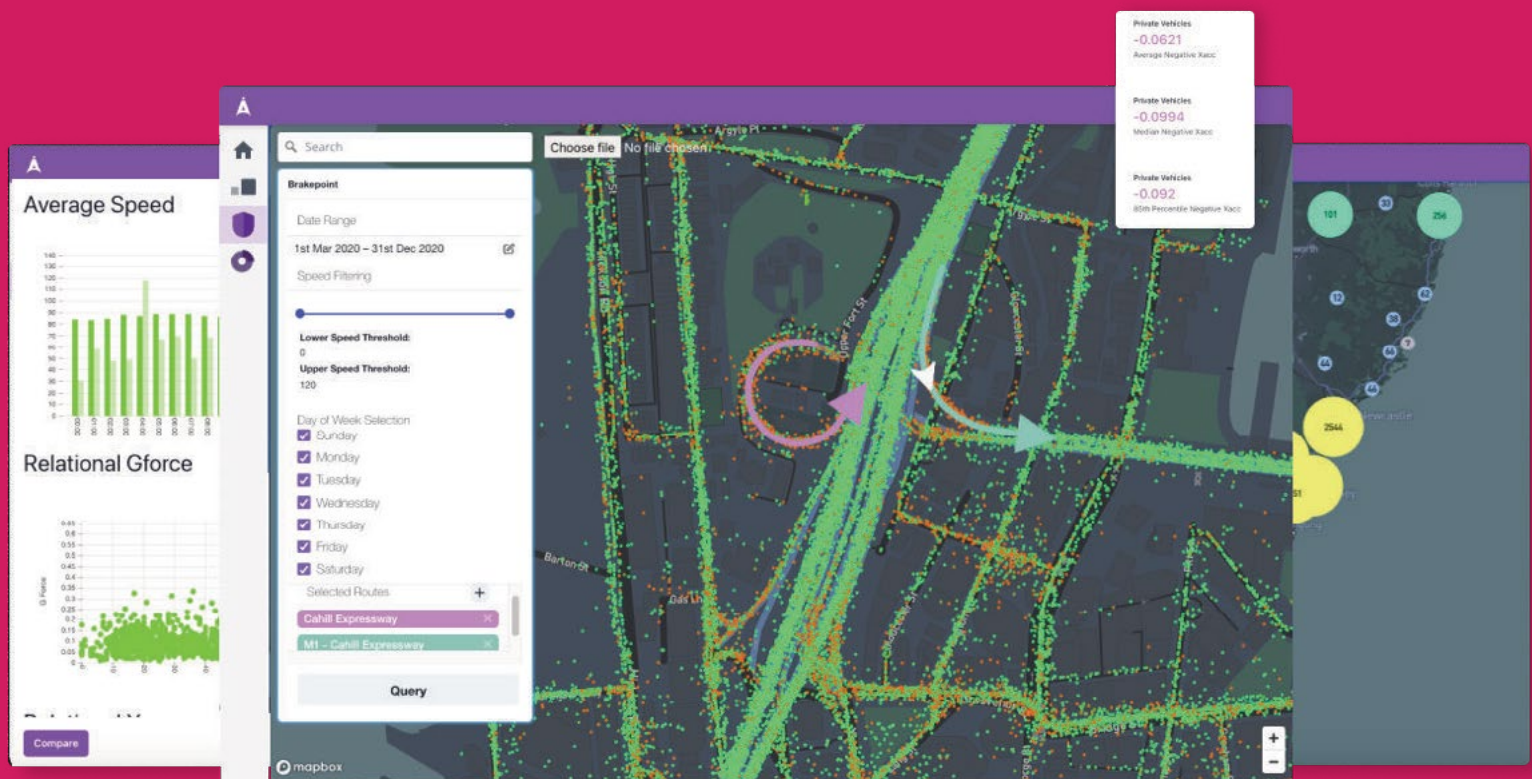
**Even with a cradle, it is still your responsibility to adhere to mobile phone driving laws and play your part in keeping the roads safe.**

### Remember:

- Cradle positioning should prioritise visibility and safe driving ability, not convenience for viewing or using the device!
- Just because your mobile is in a cradle doesn't mean you should still use it in the vehicle. Before making or receiving a call, ensure you as the driver are not increasing your risk for a crash. Ensure you understand the risk, the caller knows you're on the phone, and your eyes and focus remain on the road. If not, call back when you stop.
- Be aware of the specific safety and road rules of your state. For example, in NSW, video calls, texting, emailing, task management, photography, social media, shopping and share economy apps are still prohibited whilst driving, even when using a commercially designed holder.



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## What kind of cradles are recommended?

### Windshield Mount

A windshield-mounted unit can provide a “fixed” mount and are one of the most common types of phone cradles. However, it should be noted that devices secured to the windshield can obscure the driver’s field of view. Obstructions to the driver’s vision can be minimised by considering (Transport for NSW, 2017) ;



#### 1. The size of the device screen

- Large mobile phones or GPS devices can significantly obstruct driver’s vision in most vehicles, particularly smaller vehicles. Drivers of compact cars should only use devices with screens smaller than 5.5 inches, and drivers of larger vehicles should use screens smaller than 6 inches.

#### 2. Position of screen cradle

- Mounting the screen as far down on the windshield will limit obstruction to the driver’s field of view. If practicable, the screen should be mounted towards the centre of the windshield, to the driver’s left (location 1 in Figure 1). Otherwise, another possible location is the right, bottom corner of the windshield (location 2 in Figure 1).
- Care should be taken to ensure the device is not positioned where it could interfere with airbags in a crash.

No more than two devices should be mounted on the windshield, and a gap of at least 150 mm should be kept between the two devices.

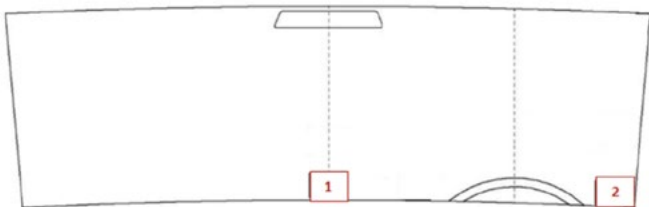


Figure 1. Windshield Mount Positioning

Transport for NSW. (2017, February). Windscreen mounted phones and GPS. NSW Government. <https://roadsafety.transport.nsw.gov.au/downloads/windscreen-mounted-phones-gps.pdf>

### Cup Mount

Especially for vehicles with cup holders towards the front of the centre console, this can be an excellent way to securely and safely mount a phone. It is not recommended for vehicles where such installation places the phone well off beside the driver (requiring the driver to divert their eyesight & focus significantly from the road ahead);

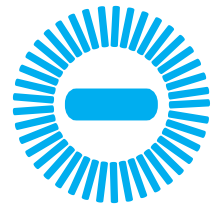


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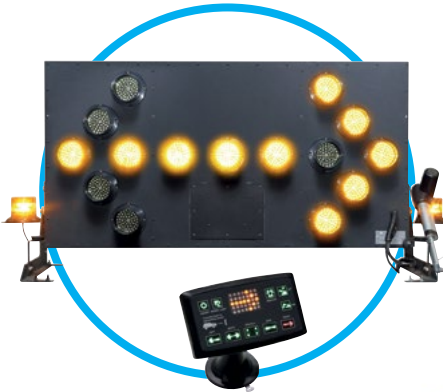
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- Folding leg option also available

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## What kind of cradles are NOT recommended?

### Socket Mount

Socket mount units can vary considerably in how well they “fix” the phone but ultimately they do not do so reliably. To minimise the chances of ending up in a debate with a police officer as to whether or not your phone is “fixed” to the vehicles, these types of cradles are not recommended.



### Steering Wheel Mount

Pouches that mount the phone on the steering wheel can seem reasonable, but they will almost certainly increase the severity of trauma in a crash: airbag performance may be impacted, leading to the phone being embedded in your chest or face.



What would happen to a mobile phone in this situation?

### Vent Mount

These mounts are not recommended. Whether vent mounted cradles are “fixed” is debatable, and losing such a debate with the police could cost you. In addition, vents are almost certainly not designed with this use in mind and any damage to a company vehicle incurred in the use of such a cradle could be placed on the worker’s responsibility to fix.



### Friction Mount

Weighted pads, bean-bags, high-friction dash mats, etc., are not a “fixed” mounting option. They represent a potential distraction when they shift during entirely foreseeable driving manoeuvres and an increased trauma risk when they become airborne in the case of a serious crash.





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