

# TMAA DETOURS

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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?”**

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



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



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ANDREW WHITE



## Getting the TMAA voice out there

The past few months have provided me the opportunity to meet with a variety of people: from our TMAA members, to politicians, transport departments, safety experts and construction industry experts. Discussions in the meetings have centred around our industry's role in keeping workers and the passing public safe, and ensuring this is achieved to the highest standard.

Additionally, discussions also centre around the Austroads projects. Responses to the AGTTM implementation around the country and the launch of the training packages are positive, and there is an overarching understanding of the advantages of harmonised training, practices and operations as best practice for our industry.

It is noteworthy that during most of my meetings with these stakeholders, one of the most common questions I am asked is why signs are out when there is no perceived work being undertaken. My answer is always the same. Many people don't understand the work may not be complete: the grip level has not been achieved on a newly resurfaced road, or the line marking is done but the cat eyes are not yet installed, or the edge of the road is compacted and ready to be sealed but the weather is preventing completion etc. However, sometimes there is the issue that someone has not collected their signs. I strongly encourage the use of signage that explains why the restrictions are still in place. I also encourage following up our clients to see when works are complete to ensure signage collection and/or removal when safe to do so. We will struggle to achieve public compliance if we don't inform the public about why, how and when signs need to be used and remain in place.

In addition to the introductions and meetings outlined above, in the last quarter, I presented at the SA Safety Industry Forum, a group of construction companies and the department for infrastructure and transport. I took the opportunity to present an industry update and our strategies



to improve safety and some of the tools we are using to get there: Austroads AGTTM, & Training, TMAs. Portable traffic control devices, cone trucks and improved signage. I also met with DIPL in June to discuss tender updates. As well, I was invited to attend the CCF NT Earth Awards. It was great to have one of our members receive an award. Congratulations to TrafficWerx for winning the traffic control award.

My meetings continued with senior representatives from the office of Natalie Ward, Minister for Metropolitan Roads of New South Wales. It was a positive meeting and we provided some suggestions for improvement. Still in Sydney I also attended the TMAA NSW Division hosted by national sponsor EquipSuper. It was an outstanding meeting and the collaboration between members and Transport for NSW staff was fantastic to see. Well done to the NSW team.

In July I was privileged to present to an audience of over 400 in a Federal Webinar hosted by the Federal Commissioner for Safety, David Denney. TMAA National Secretary Anthony Simmons also presented at this webinar. Anthony and I provided an overarching introduction to our industry past and present, and the new innovative safety technology being introduced.

More recently on 25 August I met with Nat Openshaw, Chief of Staff at the Office of the Minister for Regional Transport & Roads for New South Wales. I discussed the industry changes and planned projects for regional New South Wales. Projects remain on track albeit with some common issues re labour and materials shortages. Overall, the level of engagement for our Association as your voice has been extraordinary and well received. You can be assured that traffic management is not off anyone's radar.

Also in August, I attended the Australian Fire & Emergency Service Authorities conference in Adelaide. It was eye opening to see how much common equipment is used. Many PPE suppliers with different products to what we generally see, portable accommodation solutions, beacons etc were at this Conference. I would encourage our members to continue to search out new and innovative solutions for our industry. We will be encouraging innovative exhibitors to attend our 2023 conference on 23 & 24 March, at the Gold Coast.



(L-R) Joseph Rosendaal, Andrew White.

Finally, in early September I represented TMAA at the inaugural Roads Australia New Zealand joint industry forum. This visit, as part of our strategic plan, included spending time visiting NZ traffic control businesses, observing their systems of work, equipment used and their processes. The equipment used is quite different to Australia, however the issues around traffic management are much the same. At this event, it was encouraging to hear subjects that are on our radar being discussed: roadworker safety, when traffic management for a project should be discussed, where traffic management should be as part of the tender process. Events such as the Roads Australia joint industry forum, provide opportunity to continue sharing our traffic management story, to share and learn with our NZ colleagues. Thank you to Roads Australia and to Joseph Rosendaal from Road Industry Support Services for showing me around the NZ traffic management industry. This week I will meet with Michael Crawford, Policy Advisor to Minister Catherine King to share our story once again.

Until next issue - stay safe and keep others safe!

**Andrew White**  
TMAA President

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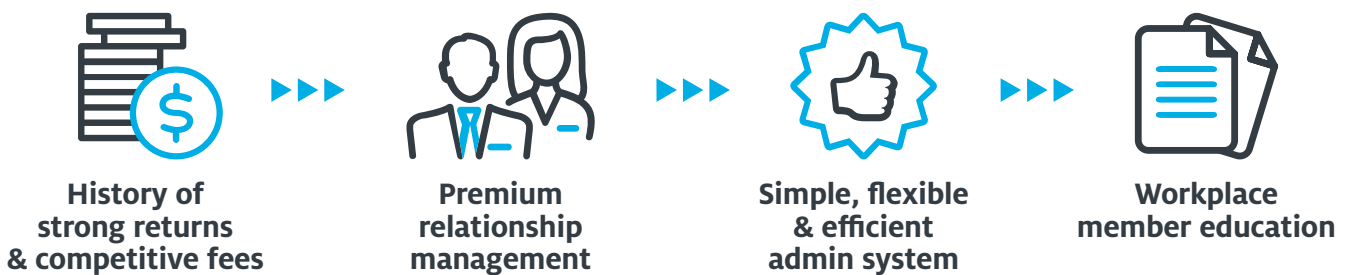


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# Getting ready for retirement

The thought of retirement can be daunting. That's why it's important for your employees to plan ahead as early as possible to support the lifestyle they hope to achieve.

But how do they know where to start? We've outlined how to calculate super predictions and ways to boost their super to get on track for a successful retirement.

## HOW MUCH SUPER?

Most people have a general idea of their super balance and what is to come. Although, many don't know exactly how much super they'll need to retire in a way that will suit their ideal lifestyle.

While everyone's circumstances and spending habits differ, the Association of Superannuation Funds of Australia (ASFA) provides a retirement standard with breakdowns of expenses you might incur depending on your lifestyle:

ASFA Retirement Standard*	Modest lifestyle	Comfortable lifestyle
Single	\$30,063 a year \$575.91 a week	\$47,383 a year \$907.71 a week
Couple	\$43,250 a year \$828.54 a week	\$66,725 a year \$1,278.26 a week

That equates to a superannuation balance of approximately \$640,000 in super for a couple and \$545,000 for individuals. The balance figures assume the person, or couple, owns their own home and is not making any mortgage or rent payments.

While those numbers can provide a great baseline figure, there may be some other things to consider. Retirees benefit from not paying income tax on their retirement income, and may also have age pension entitlements, Part-time work and investment choices may also top up retirement funds, which can extend the life of their super balance.



## RETIREMENT CALCULATORS

Equip's Retirement Calculator can estimate retirement balances with just a few details. It simply requires an age, income, and current super balance to get an approximation of a future balance - and what that might translate to in annual income.

The calculator can include a spouse and has adjustable investment options, additional contributions, retirement age and future income requirements for a more precise outcome.

They can also adjust the parameters to see how simple changes can potentially boost their balance.

## INCREASE YOUR SUPER BALANCE

Regardless of your employees' projected retirement balance, there are always ways for them to boost their super.

The Retirement Calculator shows the impact of different strategies and actions to compare different approaches. Here are a few things to consider:

### Consolidate their super

Consolidating super with a single fund means not paying additional fees. To consolidate or find lost super, they can log into their account and select 'Find My Super' from the drop-down menu or login to their MyGov account.

### Look at your investment options

Members often use their fund's default investment option. If your employee wants to personalise their investment choice to focus on either more high growth or less risky assets, they can log in to their account to change to an option that best suits them.

### Consider salary sacrificing

Salary sacrificing means employees automatically pay some of their pre-tax income into their super. This can have considerable tax advantages and boost their long-term balance. Even small additions to their super can add up. To get started, chat to us to see how we can best support you in setting up contributions for your members.

### Retirement age

People are living for longer, and someone who retires in their early 60s may rely on their super and/or Age Pension for the next 20 to 30 years. Pushing back retirement by a couple of years can make a big difference to their final balance and later income.

Alternatively, they may be able to bring their retirement forward if they discover they're in better financial position than originally thought.

## WE'RE HERE TO HELP

For additional information about retirement and how to plan ahead, your employees can talk to our financial planners\*. The first appointment is available at no additional charge for Equip members.

Otherwise, please reach out to your Relationship Manager, and book in a retirement seminar for your employees.

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LOUISE VAN RISTELL



For our industry, 2022 has been a demanding year, with service delivery each day peppered with recruitment, safety and wellness concerns for our teams. With the Federal Government skills summit being held in Canberra this month, we will be one of many industries asked for feedback re industry growth vs industry readiness, skill shortages and solutions. Rest assured TMAA will be doing all it can to advise and assist government to bring a labour force to market that is so direly needed across traffic management and all our associated industries.

During times unprecedented as these, it is welcome news for many of our members that CCF is assisting with funded recruitment and training for our industry in a number of states. In addition, together we are seeking advice from state and federal government regarding migration and skilled employment as a means to assist the ever growing demand for qualified traffic controllers.

Traffic controllers across the country have also been part of the TMAAs initiative to ensure currency and transparency regarding the upcoming introduction of nationally recognised Austroads traffic management training, something the TMAA and Austroads have been working towards for over six years.

TMAA, working with Road Authorities in each state/territory seeks to ensure the seamless introduction of the standardised training and cross border recognition for our traffic controllers, from entry level to design.

Training will be a key focus of the TMAA Conference, now confirmed for 23 & 24 March, 2023, Gold Coast Queensland. We will host an array of keynote speakers and industry experts and as well as plenary sessions, we will be providing an industry leaders breakfast and a traffic controller masterclass. More details will be available via our website, social media and EDMs in the coming weeks.

The TMAA Conference 2023 is one of many upcoming TMAA events, with a plethora of industry breakfasts, training days, webinars, golf days and end of year functions all on the agenda for our members and stakeholders across the next quarter. Check <https://tmaa.asn.au/upcoming-events/> to register for these events.

I have had the pleasure of attending and speaking at two events for our associated Organisations, both here in Australia and across the ditch in New Zealand. My thanks to the Roadmarking Industry Association of Australia (RIAA) and the Aotearoa Temporary Traffic Management Association (ATTMA) for this opportunity and for being







part of our group of collaborative organisations. I also had the pleasure of representing the TMAA (along with TMAA Vice President John Cassel) at the Minister Mark Bailey launch of a world first speed camera pilot held in Brisbane in August. Minister Bailey and TMR have launched the pilot which will provide vital intelligence regarding motorists and heavy vehicles speeding through worksites and school zones. As always we applaud additional safety for all those who work on and use our roads and this pilot is drawing much interest from around the country. The TMAA has worked closely for many months to assist TMR with the operational and implementational use of this camera and

the pilot will commence on sites in September. My thanks to all the TMAA members involved with this pilot for their commitment to safety for the industry.

As the latter part of this year draws to a close I would like to thank our members for their ongoing support of the Association and its strategic direction of collaboration and advocacy, TMAA - The Voice of Traffic Management in Australia.

**Louise Van Ristell**  
**CHIEF EXECUTIVE OFFICER**

## FOCUSING ON ROAD WORK ZONE SAFETY

In much the same manner as A1 Roadlines' 50-year history ties in so closely with the evolution of the line marking industry across Australia, it also parallels many major developments in road work zone safety and traffic management across Australia. Hardly surprisingly, considering that the company was directly responsible for the development and/or introduction of a wide range of traffic management and work zone safety solutions – many of which have gone on to become standard features of road work zones to this day.

“When we started in the 1970s, safety measures at most road work zones generally consisted of no more than a red traffic cone at each end of the job – often without even a flagman to control traffic,” Karl Hohendorf said. “And even though there was significantly less traffic on the roads back then, we soon realised just how dangerous it was for road maintenance and road marking crews to be out on the roads exposed to passing traffic.”

Needless to say, witnessing the working conditions and safety risks ‘first-hand’ during their road marking operations became the primary catalyst for development of A1 Roadlines’ traffic management and work zone safety product range.

One of the first products to be developed was a set of portable traffic control lights for work zones. Believed to be some of the earliest lights of their type in Australia, the first model of A1’s portable traffic light system featured a red and a green pole-mounted light, fitted to a ‘wheel-barrow’ type enclosure with a 12v battery.

As ‘basic’ as these may seem when compared

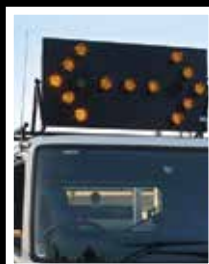
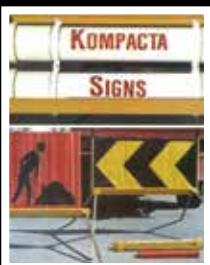
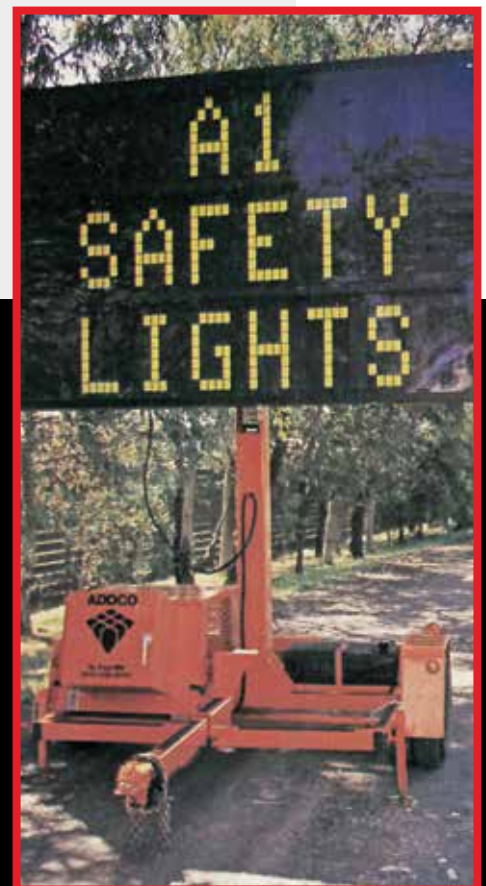
to what’s available today, these cable-connected, battery operated lights represented the latest in safety technology, with their introduction widely considered somewhat of a ‘watershed’ moment in road work zone safety.

Indeed, these new ‘state-of-the-art’ portable traffic lights even led to major changes in both the Australian Standard and state specifications for traffic lights. This happened when questions were raised as to whether or not the lights were compliant with the traffic light Standard of the day, when they started being used at a site in Melbourne. When the ensuing investigations revealed that the Standard of the day only applied to fixed traffic lights, it was decided that the new lights were indeed beneficial, and as such the Standard should be amended to incorporate both fixed and portable traffic lights.

Building on the success of the portable traffic lights, A1 Roadlines went on to expand its road work zone safety offering to include an array of products, including directional arrow boards for vehicles, equipment and roadside applications, portable flexible warning and traffic control signs, variable message boards, traffic speed detection signs and, most recently, the world-renowned Scorpion® II MASH TL-2 and TL-3 Truck Mounted Attenuators (TMAs).



YEARS  
• 1972 –





**ARS  
2022 •**

## SUCCESS THROUGH INNOVATION

While there are clearly many contributing factors in A1 Roadlines' 50-year success story, there can be no doubt that one of the key factors in the company's success, is its focus on innovation.

Whether as a result of its ongoing commitment to R&D and continual improvements to its own product range, or working with international suppliers to source the latest in high performance products and materials, A1's focus has always been firmly set on the delivering high quality, innovative products that maximise safety, productivity and performance.

"When I first started out in the 1970s, a lot of the technology that now features in many of our products hadn't been invented yet," Karl said. "And it's not just about equipment controllers, or wireless communications for traffic signals or VMS signs, even things that we all take for granted such as LED lights weren't available at the time."

"Our first traffic lights and flashing arrow boards all used incandescent globes, while our first trailer-mounted Variable Message Sign (VMS) used a mechanical display board

with individual 'flip disk' panels to provide three rows with eight characters on each row," he added. "You had to be very efficient with your messaging back then!"

Be that as it may, A1 has always strived to include the latest available technologies across its entire product offering. From the introduction of computer-controlled programmable line marking units and high performance marking materials, including the latest in Thermoplastic pavement markings, through to full colour, remote programmable digital Variable Message Signs, radar-based speed detection signs, and solar powered traffic signals & signs, A1 Roadlines' focus on innovation has played a major role in keeping it at the forefront of both the road marking and traffic management equipment industries for 50 years.

It was a tradition that started with the company's founder Karl Hohendorf back in 1972 and is being continued by Karl's daughter Janine Bartholomew, who joined the company in 1989 and was appointed as A1 Roadlines Pty Ltd's Director and General Manager in 2020.

Importantly, as well as maintaining its focus on innovation, quality products and customer service, A1 Roadlines is also continuing its long history as a successful Australian family-owned business. Indeed, A1 Roadlines is now a '3rd Generation' family business.

Janine was the first of Karl's children to join the business in 1989, followed by her brothers Tim (who was with the company from 1992 to 2018) and Simon who joined the company in 1994. Now, with Karl's granddaughter Annalise (Janine's daughter) also working in the business, A1 Roadlines looks set to continue for the next 50 years at least.



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# Traffic Controller of the Year



Ciara Griffin has had her best foot forward since being named **Traffic Controller of the year 2021**. She has been working diligently to honour the award and is very excited to show the country she's earned it. It's the busy dry season, and Ciara has worked around the clock on numerous projects.

Recently, she's been running a 3-person crew on the Tiger Brennan Drive and Berrimah overpass construction project. Each day is busy with many complex lane closures to implement each day and training staff on the contract. As a supervisor, Ciara makes an excellent leader. Whether it's as a helping hand on a lane closure, or a re-vamp of an entire site, Ciara's WZ1 Certification is being put to good use.

Ciara has also been throwing her wand into the ring for weekend work and public events. It takes a lot to commit your weekends to your work, and it's this kind of dedication that is so highly respected in the industry. Ciara has had a well-deserved holiday in the month of August and travelled overseas to her family in Ireland.

Ciara is set to return to work in September and is looking forward to all the upcoming large scale outback work, another year of adventures.

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# 2022

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DAN CROWLEY

I would like to thank everyone in the TMAA QLD for appointing me as your incoming Chair. I would like to thank outgoing Chair, Andrew Clements, for his effort and passion for the industry and look forward to building on his good work.

As many would know I was the founding President of the TMAA over a decade ago and am proud of the work individuals and the collective group have done to place the association at the forefront of the industry.

The TMAA QLD has continued its excellent working relationship with the Department of Transport & Main Roads (DTMR), in driving the implementation of the Road Behaviour Monitoring System (RBMS) which was launched by the Qld Transport Minister Mark Bailey in August for a September pilot. Essentially it is a highly transportable mobile radar for short term work sites and school zones.

TMAA and DTMR recently hosted its first Traffic Controller Forum webinar with over 150 industry participants, providing valuable insight on current and future traffic control requirements.

Toowoomba City Council is also working with industry and in August provided an update on Council specific and general industry requirements. These Government interactions with industry definitely strengthen our overall working relationship and understanding of sometimes complex requirements and processes.

Qld Road Safety Week was held from 22 - 26 August and TMAA was involved in the launch. The TMAA QLD Industry Breakfast with Transport Minister Mark Bailey was held on 1 September 2022 and again showed the close relationship we have with government in our state.

A reminder we are hosting in collaboration with TMR a Townsville regional industry update on 13 October and in Brisbane the TMAA QLD Golf Day on 14 October.

I look forward to working with all TMAA QLD members in driving the association's strategic plan and ensuring we are at the forefront of the Qld Traffic industry.

Regards

**Dan Crowley**  
TMAA QLD Chair





# World-first trial set to start

**N**ew speed camera technology will target speeding drivers in school zones and roadworks across Queensland in a world-first road safety initiative.

At the launch of Road Safety Week (22 to 26 August), Transport and Main Roads Minister Mark Bailey said the new cameras would go live next month (September).

"I'm pleased to announce that new cameras will target speeding drivers in both school and roadworks zones to keep Queensland kids and workers safe," Mr Bailey said.

"I don't want to see another roadworker killed or someone's child badly injured on their way to school just because of the recklessness of a speeding driver.

"These cameras will pop up in high-risk locations next month so I am giving Queenslanders fair warning that these can be anywhere, anytime.

"It's vital we do everything we can to keep the vulnerable in our community safe on our roads and these cameras will help to achieve that."

Mr Bailey said the initiative reflects the theme of this year's Queensland Road Safety Week, Road safety starts with me, highlighting every road user has a role to play in keeping themselves and others safe while on or near our roads.

"For the eighth year, we're partnering with Queensland Police Service to celebrate the many ways Queenslanders can help to make our roads safer every day," he said.

"Every day, across the road network, yellow is used for safety reminders such as our warning signs, high-visibility workwear and even our learner driver plates.

"We're asking Queenslanders to 'wear and share yellow' to show their support for road safety by wearing an item of yellow



clothing, hosting a yellow event, or sharing a safety message on social media."

Superintendent Janelle Andrews said speeding was one of the leading causes of fatalities and serious injuries on Queensland's roads.

"Speeding is one of the leading causes of fatalities and serious injuries on Queensland's roads," Superintendent Janelle Andrews said.

"During 2021 there were 74 fatalities as the result of crashes involving speeding motorists, representing almost 27 per cent of Queensland road fatalities.

"Thousands more road users are seriously injured in crashes.

"Speed kills and there is no apology for enforcing speed limits in school zones and roadworks sites.

"No one wants to carry the guilt of the death or injury of a child walking to or from school, or a roadworker simply carrying out their job.

"These new speed cameras force drivers to slow down in order to

avoid a fine or incur demerit points, there is no penalty for doing the right thing."

TMR Director-General Neil Scales said the cameras were different for roadworks sites and school zones.

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

"We asked the contractor to design and build the solar-powered roadworks speed cameras to sit on top of a mobile platform to allow for manoeuvrability around a work site.

"At school zones, the cameras will be installed in specially designed, stationary school zone signs but can be moved around as needed."

Traffic Management Association of Australia (TMAA) Chief Executive Officer Louise Van Ristell welcomed the pilot and said it would provide significant data regarding the number of drivers who continue to disregard speed reductions around worksites and pose a dangerous threat to traffic controllers and roadworkers.

"I would like to thank Mr Bailey for launching this pilot and taking up the baton to make worksites safe for all, as speed is a key element in the day-to-day danger faced by our industry and those we protect on roads and all worksites," Ms Van Ristell said.

This new enforcement technology is part of the Camera Detected Offence Program. Camera fines are used to fund important road safety initiatives and education across Queensland.

Mr Bailey also reminded drivers about increased penalties which came into effect on 1 July.

"In line with our tough stance on road safety, we have increased penalties," Mr Bailey said.

"Now if you speed 1-10km/h over the limit you will be fined \$287 and one demerit point, and between 11-20km/h the fine is \$431 and three demerit points.

"Slowing to the speed limit during designated times in school zones is the best thing you can do for the students moving around you, and for your bank balance and driving record."

**For more information about road safety around schools visit [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)**

**More information about Queensland Road Safety Week 2022 is available online at [streetsmarts.initiatives.qld.gov.au/qrs-2022/](https://streetsmarts.initiatives.qld.gov.au/qrs-2022/).**

## Get ready to move over and slow down for emergency workers

**N**ew road rules requiring motorists to move over and slow down will come into effect next month to keep emergency response workers safe.

Transport and Main Roads Minister Mark Bailey said the rules are aimed at keeping first responders safe on the roadside.

"Our emergency service and first responders do an incredible job, and they play a critical role in roadside incidents," Mr Bailey said.

"The rule is simple - if you see flashing lights at the roadside, move over and slow down.

"We know many people already do it, but this change makes it clear that you must do it to keep the people helping in an incident safe from harm."

The new rule applies to ambulances, police cars, fire trucks, and transport enforcement vehicles, as well as breakdown assistance providers such as RACQ, tow trucks and assistance vehicles.

"An education campaign will run to make sure people are aware of the changes, which will come into effect from 16 September (2022)," Mr Bailey said.

"It is no accident that we are making this announcement during Queensland Road Safety Week.



"Every day, every Queensland road user has a role to play in keeping themselves and each other safe - and that includes keeping our emergency response workers safe as they care for others.

"During Queensland Road Safety Week, we're reminding Queenslanders that their behaviour on the road has an impact and that road safety starts with all of us."

Queensland Road Safety Week is celebrated from 22 to 26 August, in partnership with Queensland Police Service, and more information is available on the StreetSmarts website ([streetsmarts.initiatives.qld.gov.au/qrs-2022/](https://streetsmarts.initiatives.qld.gov.au/qrs-2022/)).

Mr Bailey extended his thanks to RACQ for their role in creating awareness of the need for this rule.

"RACQ has worked alongside the Queensland Government to advocate for this change," he said.

RACQ Group Executive - Assistance, Glenn Toms said the Club congratulated the Queensland Government on the vital road safety rule.

"We have been advocating for this change since 2017, with 90 percent of our members in favour of making this lifesaving road rule a reality, so we are incredibly pleased the Government is taking action," Mr Toms said.

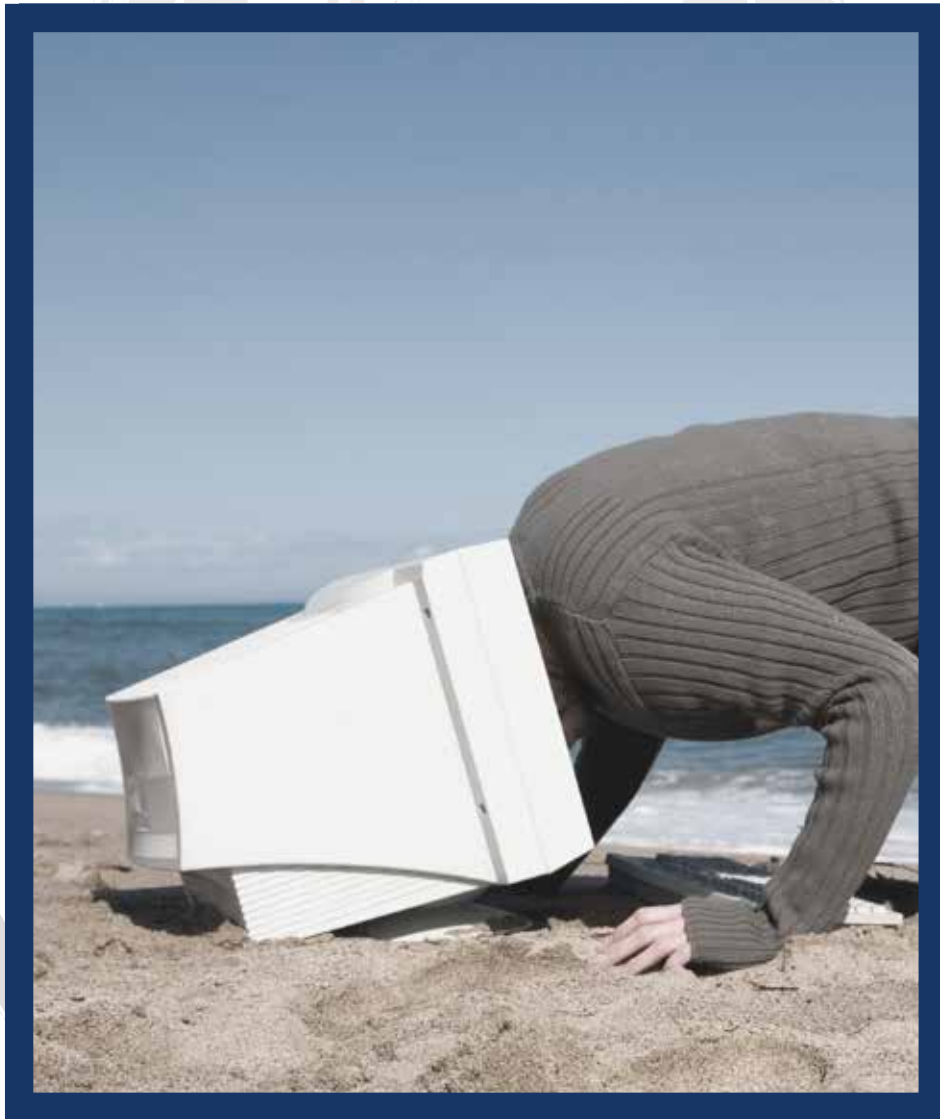
"Emergency responders, including our roadside crews, put their lives on the line each and every day by working in high-risk and often high-speed environments to rescue stranded motorists, but one wrong move by a passing driver could end in tragedy.

"This new rule will require Queenslanders to change the way they drive around roadside incidents to give responders a safe space to do their job - so they can continue to help the people they're there to protect, and ensure everyone gets home safely."

The penalty for not moving over and slowing down will be \$432 and three demerit points - enforceable by the Queensland Police Service.

**More information about road safety initiatives can be found at <https://streetsmarts.initiatives.qld.gov.au/>**

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# CCFQLD and TMAA Delivering New Entrants to Industry

## Civil Train's Intro 2 Civil (Traffic) Program Provides Job Opportunities to New Entrants to Industry through Quality Training

The Intro 2 Civil program provides skills and experiences to individuals who are new entrants to industry to further build their job readiness and prepare them to transition into a career in the industry. The program aims to:

- Expose students to the Traffic Control Industry
- Provide access to valuable industry-led structured workplace learning
- Link job ready candidates with industry employers and job vacancies

Since December 2021, Civil Train have been delivering the Intro 2 Civil - Traffic Control program to new starters to the industry. Civil Train has been successfully delivering this program throughout areas including Mackay, Pittsworth, Hervey Bay, Sunshine Coast, Gold Coast, Caboolture, Bundaberg and Brisbane.

As part of this program the participants undertake a Certificate II in Resources and Infrastructure Work Preparation (RII20120), Prepare to Work Safely in the Construction Industry course (CPCCWHS001), and Control Traffic with Stop-Slow Bat course (RIIWHS205E).

- CPCCWHS1001 Prepare to work safely in the construction industry
- RIIWHS205E Control traffic with stop-slow bat
- RIIWHS201E Work safety and follow WHS policies and procedures
- RIICOM201E Communicate in the workplace
- RIIRIS201E Conduct local risk control
- RIIENV201E Identify and assess environmental and heritage concerns
- RIISAM201E Handle resources and infrastructure materials and safely dispose of nontoxic materials
- RIIVEH201E Operate a light vehicle
- RIICCM201E Carry Out Measurement and Calculations

Undertaking these units provides a well-rounded experience to candidates and gives them additional skills to assist their transition into employment. The training compliments the skills requirements with an understanding of how they can be most productive on site.

Civil Train delivers the program over 6 days in-class. All participants are required to participate 20-hour work placement before completing a final assessment on a live site. By successfully completing the placement and assessment, participants can then finalise their application to become a licenced traffic controller with the Department of Transport and Main Roads.

Below is a testimonial from one of the participants Attalia who was successfully employed with Traffic Control Innovations (TCI) following her completion of the program:

*"I'm currently working on a casual basis for Traffic Control Innovations, and I can see myself working for them for the foreseeable future, however I also have a keen interest in psychology and may attend university in the future to obtain a degree in psychological sciences."*

*"My experience with Civil Train was honestly amazing and better than what I expected. The trainers were friendly but still professional, and were very helpful throughout the course. Civil Train provided a great learning environment due to the amount of one-on-one support from trainers and organisers. The process was super quick and easy, and I finished the whole course in just 3 weeks. My interim license came a few days after I finished my course and Civil Train provided me with a job the very next day. I would definitely rate my experience with them a solid 10/10, and have already recommended the course to two other people."*

Civil Train also deliver a range of courses such as:

- RIIWHS205E Control traffic with stop-slow bat (and refresher)
- RIIWHS302E Implement Traffic Management Plan
- RIIWHS204E - Work safely at Heights
- RIIWHS202E - Enter and Work in Confined Spaces

**And many more courses and qualifications including higher level skill Qualifications. Please see our website for more information [civiltrainqld.com/](http://civiltrainqld.com/)**

If you or someone you know would like an opportunity to participate in the program or employ one of our qualified graduates or even undertake one of our many courses, please contact Civil Train.

**Phone: 1300 CCF QLD**

**Email: [civiltrain@ccfqld.com](mailto:civiltrain@ccfqld.com)**





# Built for Business

**G** geared for reliability, durability and efficiency, the Isuzu D-MAX ute has long been the backbone of Australian fleets and businesses that prioritise safety, payload and towing capacity, and dependability. Engineered with purpose—to keep your business moving—each D-MAX 1-tonne ute is equipped to handle for your business—from site inspections, to hauling heavy loads in the tray on the property, all the way to towing your work trailers.

Sporting a host of updates and refinements based on feedback received from customers, the latest incarnation of the D-MAX range is Isuzu's most advanced and capable ute to date.

Safety comes standard on all models, from the entry-level SX to the top-spec X-TERRAIN; with standardised safety and driver assistance technology included as part of Isuzu's Intelligent Driver Assistance System (IDAS), available across all models. With extensive localised testing and validation, Isuzu engineers have finely calibrated the IDAS camera system 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 standardised 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 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, small-capacity 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.



Isuzu's 1.9-litre turbo-diesel engine is available exclusively in the D-MAX SX Single Cab Chassis 4x2, 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 4JJ3-TCX generates 140kW of power and 450Nm of torque at a low 1600-2600rpm—making for improved drivability, effortless load carrying performance and confident towing of up to 3.5-tonnes.

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.

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).

**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.**



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ANTHONY SIMMONS

As usual, we were pleased to welcome participation from key stakeholders at our meeting on 3 August - Department of Transport (DoT), Major Road Projects Victoria, and our Supplier Members.

DoT provided an update on the issues being progressed as part of the Traffic Management Reform Program:

## AGTTM & CODE OF PRACTICE IMPLEMENTATION

The Code of Practice is now with the Minister for the incorporation of the AGTTM. Following further stakeholder consultation, the Code will be gazetted at a time to be confirmed. There will be a six-month transition period to allow all of industry to become familiar with the AGTTM (publicly available on VicRoads website) and new Code.

## TEMPORARY TRAFFIC MANAGEMENT ACCREDITATION PROGRAM

DoT strongly encouraged members to make their applications for accreditation as soon as possible. At the time of the meeting DoT had received 24 applications of which 6 applicants had successfully completed the process. Whilst the application forms and accompanying guidelines were being updated, members were advised to submit their applications now using the current forms.

## NEW NATIONAL TRAFFIC TRAINING - REGISTERED TRAINING ORGANISATIONS (RTOS) FRAMEWORK

DoT was currently developing Victorian specific supplementary training materials (an addendum to the national training materials which relate only to the New Code) for TCs and traffic designers; and these should be available by September.

## PERMITS SELF SERVICE PORTAL - ONEVIEW

DoT was aiming for this to go live on 13 October 2022. Traffic management companies would be contacted prior to that time to ensure that all their contact information was correct. A pilot - using live MOAs - was planned for September and members interested in participating were invited to contact DoT. Traffic Management Reform Phase 2 funding would be available to improve the portal in the future.

A number of MOA issues raised by TMAA on behalf of members were addressed by DoT and discussed with members.

## DELAYS IN MOAS APPROVAL

DoT acknowledged slight delays in MOA processing since the centralisation of processes. DoT noted this was mainly due to submission errors and responses from companies. DoT was working through meeting with individual companies to explain the processes and noted the need for companies to reply to the email sent to the company by DoT. DoT indicated that it was happy to meet members who would like to discuss the processes. DoT was also looking at increasing flexibility by staff recruitment. To avoid any issues arising from the introduction of the Self-Service Portal there would be a dedicated industry contact to assist businesses.

## BLANKET MOAS SLOWDOWN IN ISSUING

With centralisation of processes there were Blanket MOAs sitting in one system and some in One View. The issue of Blanket MOAs previously approved by the regions had led to the need to ensure that everything was correct including appropriate risk assessments when renewing/ extending under the new system. DoT noted that some of these had a large number (up to 150+) of TGSs and TMPs attached to them. DoT reminded members that Blanket MOAs can only be applied for on behalf of government or council works.

## BLANKET MOAS GUIDANCE NOTE

DoT had reviewed the draft Guidance Note in light of the centralisation of processes and needed to make some changes to reflect regional MOAs. An internal workshop would be held in August to review the Note to ensure that the Guidance Note covered the whole State; and would be followed by a mock court in September. The new draft would potentially be available in September for industry feedback. DoT confirmed that Department of Justice works fall under government work.

## GOLF DAY

This will be our first golf day since 2019 so we are expecting a large attendance from members and suppliers.

The event will be held on Friday 14 October 2022 at Gardiners Run Golf Course, Lilydale.

**Anthony Simmons**  
TMAA VIC Chair



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# Traffic Management

## Reform program

Keeping workers and drivers safe on our roads

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Department of Transport

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# TRAFFIC MANAGEMENT HEADING IN THE RIGHT DIRECTION IN VICTORIA

As those in the industry would be aware, the TMR program is made up of a range of initiatives to better support the safety of the traffic management workers and create a more consistent approach to traffic management across Victoria. Importantly, it provides the extra support needed to promote safety on the road network and reduce unnecessary congestion and delays around worksites.

Through the TMR program, we're making changes to how traffic management activities are planned and delivered. To create a more consistent and safety-focused approach we're implementing a range of initiatives including introducing a new temporary traffic management accreditation program. The new accreditation program, introduced in February this year, replaces the previous temporary traffic management prequalification scheme.

We are excited to report the new permits self-service portal is being launched in October this year. Prequalified traffic management companies will have been contacted to start setting up accounts to minimise any delays in getting MoA permits authorised.

With nationally consistent training methods and a harmonisation process to make it easier to apply for MoA and consent permits, the TMR program also supports the \$340 million Smarter Roads program, which is rolling out improvements across the network to make journeys smoother, smarter and safer. Both programs are working together to keep people and goods moving on the road network.

You can get more information by visiting [www.vicroads.vic.gov.au/tmr](https://www.vicroads.vic.gov.au/tmr). There, you can sign up for a newsletter to receive the latest updates, information session details and links to support materials when they are released. If you have questions, email the team at [tmr.support@transport.vic.gov.au](mailto:tmr.support@transport.vic.gov.au)

Here's to a safer environment for road workers, clarity for industry, and less congestion around road works.



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# ARE YOUR WORKERS TRAINED TO THE HIGHEST STANDARD?



CCF Victoria is working to keep all traffic management workers and the community safe!

**JOE NAPOLI**

CCF Victoria Program Lead – Training

**T**raffic workers engage in a wide range of works from the use of Truck Mounted Attenuators, deploying portable traffic lights to setting up variable message signs, all of which require a minimum level of knowledge and skills to be completed safely.

Traffic controllers are a vital component of the construction process from the initial planning of works to the completion of works, and help to ensure that workers, the public and assets are kept safe, while projects and the community continue moving forward.

With the sheer volume of major projects and construction works being completed now across the state, it has become even more critical for traffic industry workers to be given the opportunity to complete training and build on their skills. In addition, it has become equally important for employers to provide more opportunity to new employees and entrants to the industry, helping them attain their full potential within the traffic management industry.

For a long-time traffic control was considered one of those jobs done by people who had limited options for employment... a way of working that did not require a minimum education level or specific skills, but rather someone that can place cones or bollards at the right distance and signs in the right position.

The construction industry has evolved since these times and now has a strong focus on safety and understands the importance of training to build capabilities and skills. A Traffic Controller with the correct training and encouragement can attain highly skilled positions within an organisation, leading to various career opportunities down the track.

The introduction of the Traffic Management Reform proposes harmonising the industry and setting continuity through training and development of future traffic workers. Registered Training organisations like the Civil Contractors Federation (CCF) will be focusing on becoming Approved Training Providers to be able to expand on the delivery of quality training to the industry.

Harm minimisation is at the heart of CCF, and through

our training we focus on ensuring students have a strong understanding of the safety aspects of the job, as well as ensure they, themselves, their co-workers and the public are also safe. Traffic management workers have the opportunity to pursue further support to build their skills and remain current with the industry themselves however, with these reforms it would be good to see an onus on the employers and the Department of Transport to ensure they provide continuous professional development and currency for the traffic workers.

The Civil Contractors Federation has always prided itself as being an industry leader in training ensuring that we meet the highest standards. Training with CCF Victoria means that when students leave, they are job ready for this industry that employs thousands of people from a diverse range of backgrounds and industry sectors.

To see a full list of all the available training courses in Traffic Management as well as other courses on offer, please visit [www.ccfvic.com.au/training](http://www.ccfvic.com.au/training) or phone (03) 9588 7600.



**SARAH**



# UN WORLD DAY OF REMEMBRANCE



## Showing solidarity with our TCs and Championing Road Safety

Sunday 20th November is United Nations World Day of Remembrance for Road Victims (#WDR). It is a very important day because it gives us the opportunity to remember and honour those who have been killed or seriously injured on our roads. It is especially important for the traffic management industry because sometimes, in spite of our efforts, some of our workers suffer serious injury from drivers not doing the right thing. And sometimes, they never get home at all.

I am sure we all remember the horrific story of the two traffic controllers, who were involved in a hit-run crash last November in Carrum Downs Victoria. These two traffic controllers were setting up their worksite when a reckless driver sped through the reduced speed zone, crashing into the two men, killing Timmy Rakei and seriously injuring his work mate, Shaun Kilmartin.

As you all know I got brought into road safety space because my daughter, Sarah Frazer, was killed in a totally preventable road crash back in February 2012. Just like the crash that killed Sarah, the crash that killed Timmy and seriously injured Shaun, was totally avoidable. It was not an accident ... a so called "Act of God" ... we know what causes them and as a community, we know what to do to stop these crashes from happening. We need to get our communities to slow down and give our vulnerable the space they need to be safe. But we need to lead that community involvement.

Our industry puts thousands of workers out in harm's way every day and while we put in place strict safety procedures to protect our road workers, we have to rely on passing drivers and riders doing the right thing and actively protecting our TCs.

But we also have a responsibility to actively campaign for the safety of these workers and to use

days such as UN World Day of Remembrance as a key moment, not only to get the road safety message out to the public, but to also show our workers that we stand in solidarity with them.

Standing with those who have been injured, as well as the families of the of those who have been killed, demonstrates that you take what happened on our roads and highways very seriously. Standing in solidarity also means that you truly care. So let's ensure that world day of remembrance does focus on those workers, their families and all who loved them.

But we need to do more than this... our industry players need to be seen as "agents of change".

How do you show that you are a Road Safety Champion?

The protection of your workers' health and safety is at the centre of everything you do and this should be reinforced by publicly demonstrating your road safety advocacy... but how do you show that that you are not just an advocate but a road safety champion?

In February 2012 my own beautiful daughter Sarah Frazer was tragically killed by a distracted truck driver in a completely avoidable road crash. I did not realise it at the time but I was just one of the thousands of parents, partners, families and friends who would suffer the loss of someone they loved that year.

Having to deal with the shock of her death, then identifying her body and then burying my beautiful 23 year old daughter the following week, remains the saddest things I have ever done... yet out of such unspeakable tragedy, a remarkable thing would happen... and my beautiful daughter would leave an extraordinary legacy that would influence road safety across our nation.

# FOR ROAD VICTIMS

Because Sarah's favourite colour was yellow, I tied a yellow ribbon to the aerial of our car. We had also asked those who would attend the funeral and wake to wear yellow. Both were just simple gestures but I did not recognise how powerful they would become.

As we drove to the cemetery that day, we noticed that yellow ribbons were tied to passing cars and trucks as a way for those drivers to show they stood with us. And over the next few months as our family started campaigning for both improved infrastructure and driver behaviour, the use of that yellow ribbon and the colour yellow as a road safety symbol, grew substantially.

By May 2012 we had created our first NSW road safety event, Yellow Ribbon (Road Safety) Week with the motto "Drive So Others Survive!". The following year, Queensland Motorways (now Transurban) offered to light the Gateway Bridges in yellow for our May event, and in doing so the Week became national. Within the next few years, Yellow Ribbon National Road Safety Week would not only be supported by the Commonwealth, and every State and Territory Government, but by local government, corporates, unions, the education sector and the general community.

Sarah's yellow ribbon, and the colour yellow, are now used across our nation by organisations to show they are road safety advocates... and we are proud that these symbols are now seen internationally. I believe the support is growing because the symbolism provides two fundamentally positive things. It shows that:

- i. Those who display their yellow ribbons, stand with those affected by road trauma; and
- ii. These champions are seen as publicly advocating for improved outcomes, so that everyone can get home safe!

With UN World Day of Remembrance for Road Victims just two months away, this is the time to plan on how to both remember those who have been killed and injured on our roads, (especially our road workers), and also how you can publicly show your road safety credentials!

**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)**



So as you think about how you want to show the public that you are a champion, here are a couple of simple ideas that you may wish to consider:

- Hold a toolbox to remember people like Timmy and Shaun, and talk about how we need to change the way the public drives past worksites;
- Publicly show your advocacy by displaying yellow ribbons on your trucks and cars, and not just your work vehicles but your private ones as well; and
- Take an image of your toolbox talk and/or putting ribbons or yellow ribbon "Drive So Others Survive!" reflective stickers on your vehicles, then post the images on social media with the tags #DriveSOS and #WDR.

Let's honour those lost on our roads, stand in solidarity with their bereaved loved ones and show those who have been seriously injured that we will make a difference for them.

And in using our road safety symbols, let's remind our community that "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)





# Improving road work safety.

The visibility in work zones is critical in helping drivers safely navigate through unfamiliar and potentially hazardous road work zones.



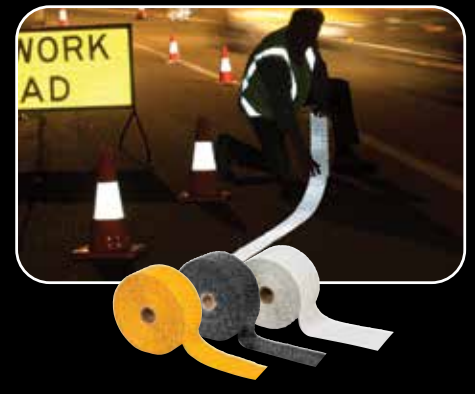
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MAX LINE



It has been a busy quarter for TMAA in WA. Back on 8 June Stephen O'Dwyer and myself were invited to speak at the WA Transport Work Safety Forum around innovation, technology and the commitment to development within the industry. The event was held by the Civil Contractors Federation, Main Roads Western Australia and the Public Transport Authority at the Perth Exhibition and Convention Centre. It was great to see such a large turnout to an event dedicated to the safety and wellbeing of transport workers.

As we are all aware the introduction of PTCD's on MRWA assets has come into effect in WA as of 1 July 2022 and must be used as the method of traffic control for roads with:

- a permanent speed limit of 90 km/h or more and over 2,000 vpd OR
- a permanent speed limit of 70 km/h or more and over 10,000 vpd

Speaking to a number of hire companies within WA there are units available. As we are sitting on the horizon of what looks like a busy season, I would suggest try and secure them as early as possible. The other announcement around equipment mandates from MRWA is the push to introduce the Variable Speed Feedback Signs in early 2023. This will be greatly received by the industry to introduce and mandate use of a traffic calming device onsite.

In late July WALGA arranged a workshop with MRWA and TMAA to speak on how to improve the interaction with traffic management companies across LGA's. Being the first of hopefully many it was great to see key stakeholders come together to discuss improvements for the future. I am very interested to see how this space develops.

A topic I would like to bring attention to is the use of Advance Warning Vehicles. Back in July one of our Western Australian members had a strike on the Mitchell Freeway with a runaway vehicle impacting the Light Vehicle displaying an advance warning message while the driver was inside the vehicle. TMAA along with MRWA and the company impacted in the event discussed ways to improve safety for workers on roads and suggested removing advance warning drivers where safe to eliminate the further risk.

I would like to say thank you to everyone involved with TMAA over the last quarter and look forward to continuing in the seat of Chair for TMAA WA for a further 12 months.

**Max Line**  
**TMAA WA Chair**



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# ► TMAA SA CHAIR'S REPORT



STEFAN WEBB



## THANK YOU

On behalf of the TMAA (SA) I would like to thank Matthew Wright for his contribution and commitment to the position of Chair for the past twelve months. Matthew has done a great job over the period to ensure that our local association has had a voice and that member's key issues were addressed. Thank you, Matthew.

## INTRODUCTION

My name is Stefan Webb and I have been involved within the industry for the past fifteen years. I held the position of Chair in South Australia some years ago so have an understanding of the position description and what is involved. I do note that the TMAA as a whole has made tremendous progression over recent years and is a great advocate for traffic controller safety and industry improvements. Collaboration of Associations has also increased significantly, which is fantastic to see.

Late last year my business partner and I took the plunge and created our own local South Australian company called Fast Lane Traffic. With our knowledge and passion, we hope to be a part of an ever-evolving industry that can bring about some positive outcomes for traffic controllers, operations staff and business owners alike.

I look forward to representing our local Division over the coming period and to strengthening old relationships and creating new ones.

## CURRENT SA WORKLOAD

Over recent months we have seen some new projects commence in the South of Adelaide. The duplication of Main South Road from Seaford to Aldinga and the duplication of Victor Harbor Road from Seaford to McLaren Vale will bring about major safety upgrades for local residents of the area as well as the throng of tourists that frequent the Fleurieu Peninsula on a regular basis. I, for

one, am looking forward to the finished product. Other longer-term projects are continuing around the state with more to come to market in the not too distant future. With both the Federal and State elections out of the way, we are hopeful that both Labor Governments can work together for the benefit of South Australia and its infrastructure pipeline.

On Wednesday 31 August the annual Construction Sector Industry Briefing was held at the Adelaide Convention Centre. This briefing included a run down of current projects, near future works, and projects coming to market. It was a great opportunity for members to be exposed to the forward plan for South Australia's infrastructure and construction sectors.

## NOVEMBER NATIONAL MEETING

The TMAA (SA) is very much looking forward to hosting the TMAA National Meeting on 10 November, 2022. It is always a great opportunity to catch up with the National Board and for local SA members to gain a clearer picture of how the national structure works. Activities usually culminate with a meeting and lunch, followed by a Board dinner with a Government Dignitary.

## STRATEGY PLAN FOR SA

Currently the TMAA (SA) is working on a strategy plan for the next twelve months. We are looking to create a working group to build a picture of what our local members want to achieve via the association. South Australia is going through change whereby the adoption of the AGTTM is occurring 'bit by bit' via incorporation into the SA Code of Practice. It is important for all parties to understand the changes and provide a consistent approach to the adoption and regulation of the changes. Couple this with the proposed national pre-qualification scheme and the new training

packages, there is a lot of 'new' information to digest and implement. The TMAA (SA) would like to be at the forefront of these changes and be able to assist members when required.

## ONGOING MEETING PARTICIPATION

The TMAA (SA) would like to acknowledge all of our sponsors and associate members for their contribution to our industry. Without your support I don't think we would be able to function as we do and provide the voice that our members deserve. Thank you very much! A big shout out must also go to Mel Eckberg and the Civil Contractors Federation for providing us a space to host our monthly meetings.

That being said, I would like to thank all members for their contributions across the years and to also ask for your continued support and involvement within the association. I believe that the complexity and red tape of traffic control as we know it will only increase with time, and together we can work towards understanding the changes and providing solutions to members.

It is also critically important to involve yourself with our association initiatives such as incident reporting and the reporting of non-compliant sites. Collectively this information can be pushed back onto the regulator(s) to show them what is actually happening on South Australian road worksites in the hope of holding companies to account and in turn improving industry standards.

Thank you and I look forward to catching up soon.

Stay Safe.

**Stefan Webb**  
**TMAA SA CHAIR**

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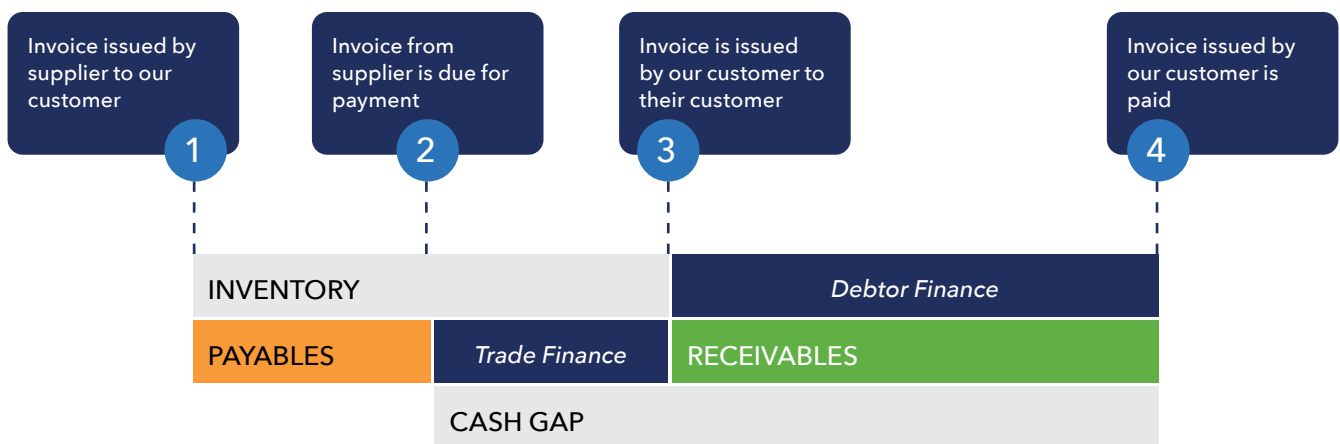
# It's all in the timing - managing the cash gap with a line of credit facility

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In accounting terms, this is known as the cash conversion cycle. The 3 key contributors are:

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# National Harmonisation of Temporary Traffic Management Practice **UPDATE**

Geoff Allan,  
Austroads  
Chief Executive



**A**ustroads, the association of Australian and New Zealand governments roads and traffic agencies, is working with all Australian state and territory transport agencies and local government to harmonise temporary traffic management practice across the country.

Austroads Chief Executive, Geoff Allan, said the work to harmonise practice across all agencies is significant.

"We are now well progressed to the extent that Stage 1 of the three-staged implementation project is effectively nearing completion and we are underway with Stage 2. Given the magnitude of the changes, Austroads is working carefully and closely with its members to ensure their consideration, adoption, and transitional arrangements for the Stage 1 outputs and outcomes are met," Geoff said.

## **BENEFIT COST ANALYSIS ESTIMATES JUST 5% CRASH REDUCTION NEEDED FOR NATIONAL IMPLEMENTATION TO BREAKEVEN**

The Austroads members' implementation of the national harmonisation of temporary traffic management practice fundamentally aims to improve safety at roadside worksites. The initiative was evaluated using a breakeven analysis which estimates the rate of crash reduction that would be required to cover the proposal's public sector and industry costs.

Drawing on crash data supplied by state and territory agencies the analysis estimated that nationally at roadside worksites there are annually:

- 18 fatal crashes
- 245 serious injury crashes, and
- 530 minor injury crashes.

"Over 10 years the total cost of those crashes is estimated to be \$3.2 billion," Geoff said.

Implementing the initiative will result in costs of around \$156 million spread across road transport agencies, Austroads, registered training organisations, traffic management companies and individuals.

The analysis estimates the initiative would need to achieve a crash reduction at roadside worksites of only 5% to effectively breakeven. This is equivalent to:

- 0.8 fewer fatal crashes per year
- 11.7 fewer serious injury crashes per year, and
- 25.4 fewer minor injury crashes per year.

For more details, download the Austroads report [National Harmonisation of Temporary Traffic Management Practice: Benefit Cost Analysis](#).

## **AUSTROADS INNOVATIVE TTM DEVICE AND SOLUTION ASSESSMENT (AITDSA) IS ACCEPTING APPLICATIONS**

The Austroads Innovative TTM Device and Solution Assessment (AITDSA) is now fully operational and the panel is assessing the first round of temporary traffic management devices and solutions submitted for recommended use by Austroads member agencies.



Australian and New Zealand agencies will need to adopt the device or solution following AITDSA's recommendation for use. This process recognises the federated Australian environment and importantly the preparatory activities required to ensure a jurisdiction is ready to use a new device or solution. Austroads will ensure that, where necessary, approved devices and solutions are included in updates to the Austroads [Guide to Temporary Traffic](#)

Management, national training material, and other supporting collateral.

“The benefit of having an AITDSA panel representing all Austroads members has already resulted in significant progress with industry submissions received and progressing. We look forward to announcing these devices and solutions,” Geoff said.



### AUSTROADS DRAFT TTM NATIONAL TRAINING MATERIAL WELL RECEIVED

The Austroads TTM national training material for the traffic controller (TC1 and TC2) and traffic management implementer (TMI1, TMI2, and TMI3) suites have been made available to industry stakeholders for review.

More than 65 industry stakeholders, including registered training organisations and traffic management companies, have reviewed the training material. Review responses and general comments have been encouraging and will inform the final development of the material and overall program.

The material for the traffic management designer suite (TMD1, TMD2 and TMD3) will soon be released to the industry for review.

The Austroads TTM national training material comprises a full suite of documents for each of the eight skill sets including:

- training and assessment strategy
- mapping document (content and assessment mapped)
- trainer guide
- presentation material with speaker notes
- theory assessment learner
- theory assessment assessor
- learner logbook/workplace practical assessment.

### STAGE 2 IMPLEMENTATION UNDERWAY

Stage 2 of the implementation is underway and will:

- provide consistent TTM practice delivery, providing for a new prequalification of traffic management companies
- provide Austroads with the information needed to procure its TTM IT registry system
- assist each participating agency in its adoption and transition pathway.

For further information please contact Chris Koniditsiotis, TTM Implementation Manager [ckoniditsiotis@austrroads.com.au](mailto:ckoniditsiotis@austrroads.com.au)



AUSTROADS STRATEGIC PLAN 2020-2024

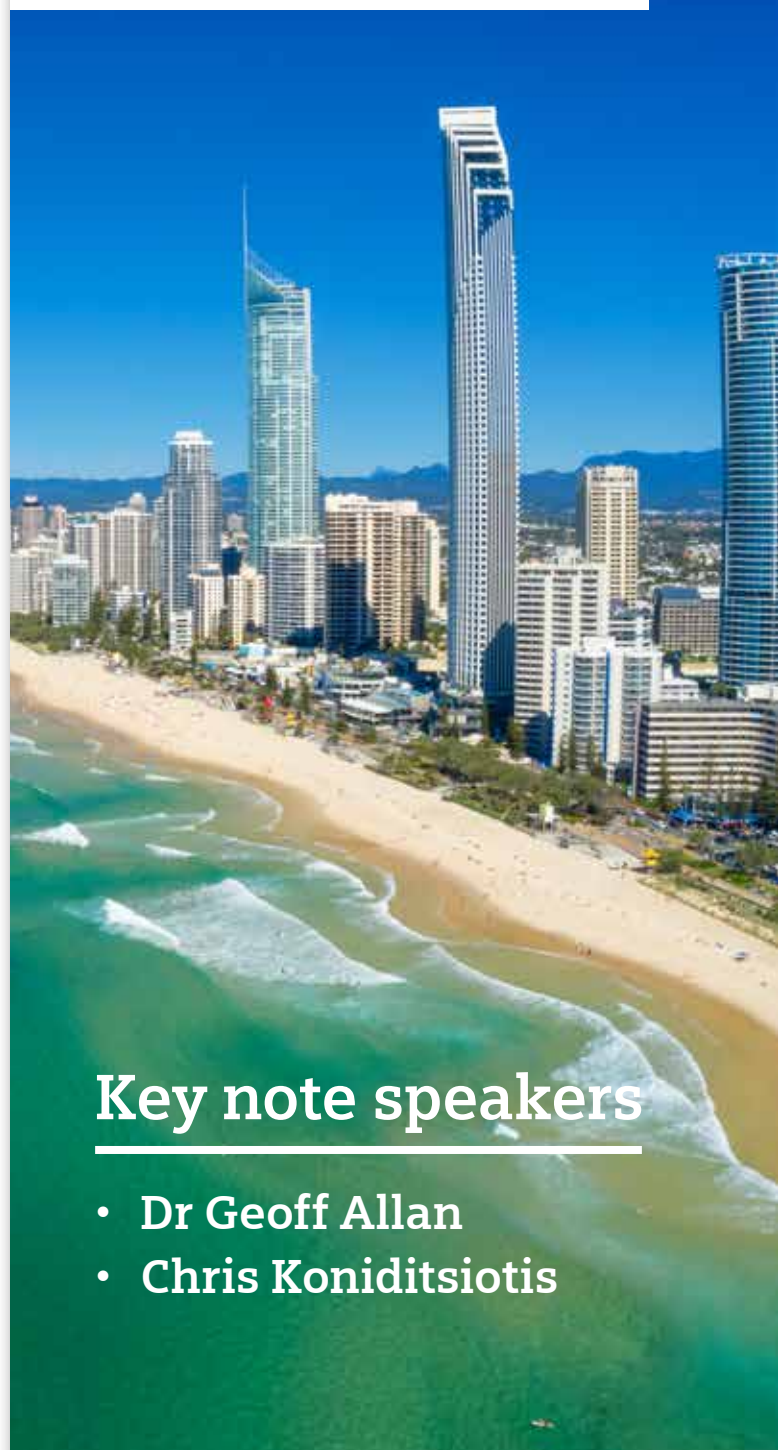


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# TMAA Conference 2023

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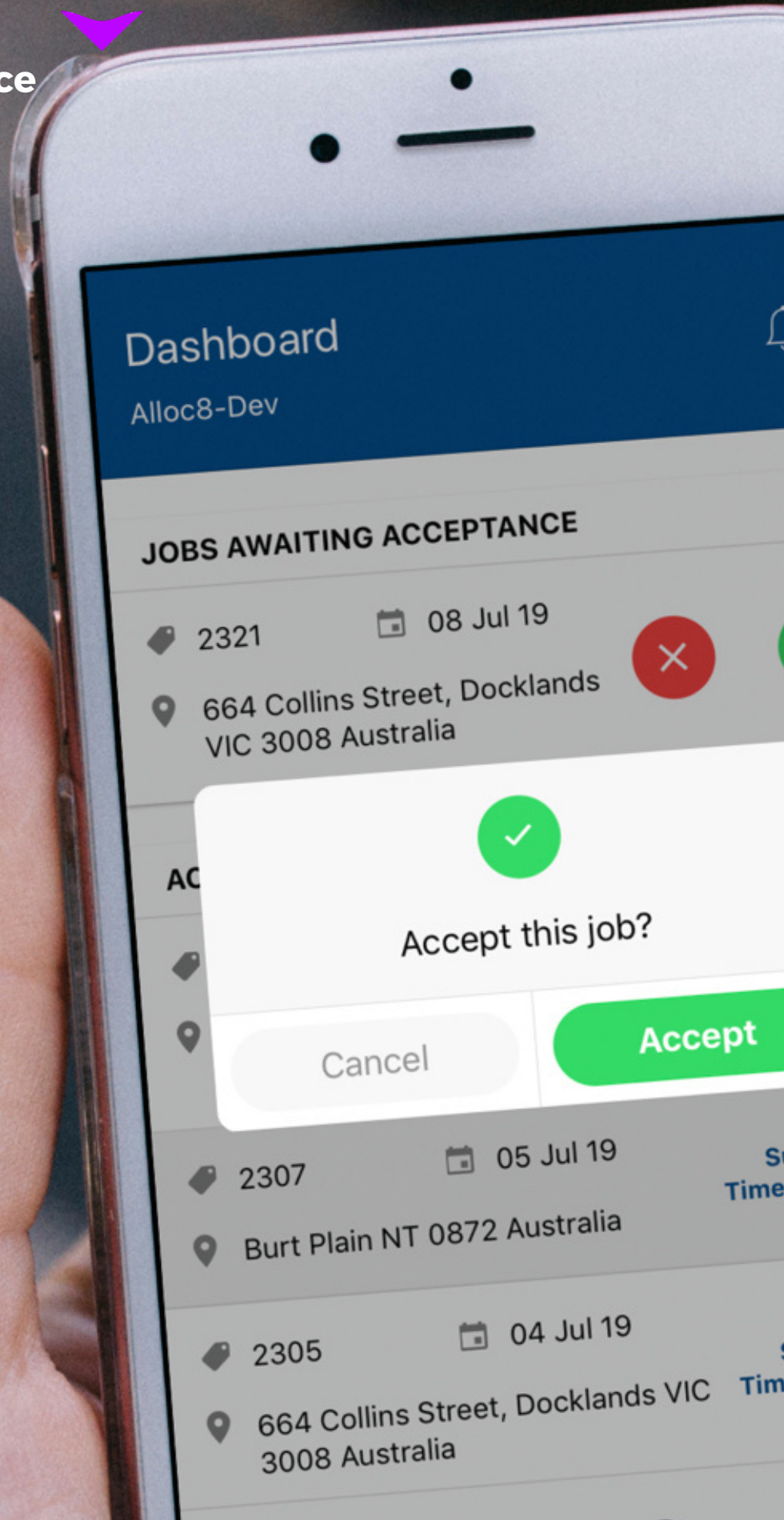


## Key note speakers

- Dr Geoff Allan
- Chris Koniditsiotis

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Technology has always been a critical aspect of business operations. These are the solutions that make life and work easier. They help you do more and be more for your customers, partners, and stakeholders. Now more than ever, tech solutions are guiding businesses as they expand and evolve. It's time to invest in the future of your business with planning and scheduling technology.

### **YOUR ROADMAP TO GROWTH AND DEVELOPMENT**

Of course, growth and development do not happen by chance. Instead, they require a clear and well-defined pathway for the future. This is where data can help – data will formulate your roadmap and build your vision for the future.

How does this influence your investment in technology? Well, you certainly need solutions that can collect both internal and external data, but your tech infrastructure has to go beyond this. Your business depends upon solutions that can bring a wide range of sources together and utilise integration to ensure all teams and tools work with up-to-the-minute datasets. This real-time flow of knowledge will help you understand the next steps for your company.

### **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.

### **THE PRACTICALITIES OF PLANNING AND FORECASTING**

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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# ▶ TMAA NT CHAIR'S REPORT



CHRIS BOYER

It has been an eventful Dry Season for TMAA NT! As we progress through August, like the rest of the year, the increased volume of traffic is apparent to all traffic controllers and road workers in the Northern Territory. We welcome the flock of tourists who grace our various industries with their presence. The Top End has been busy with all the public events that come with the dry season. Traffic controllers have been part of numerous events, working around the clock to keep the City of Darwin Safe during several festivals.

The Civil Contractors Federation NT Earth awards were hosted in May, and for the second year running, there was an NT Traffic Management Project of the Year Award. The President of the TMAA, Andrew White also attended the event. There were strong nominations from all companies in the Northern Territory. It was a fantastic evening of social networking with the Top End's construction businesses. Trafficwerx were honoured to receive the award for the second year running!

Dr Dan Sullivan delivered another Industry and contractor workshop on 8 September, and our industry was thrilled to be a part of another educative session. Dan is driven to improve safety for everyone at road work sites, and dedicated two separate workshops for practical TTM for lower risk works including low speeds and low volumes and compliance with WHS. Thanks to CCF NT for another great joint venture.

The TMAA NT Division has a close relationship with the Department, and this has allowed changes to move quickly and be embraced without too much pain. DIPL have advised that they aim to navigate towards complying with the new AS1742.3 2019 next year.

Our next event is on 13 October, breakfast with Louise McCormick, Infrastructure Commissioner for the NT. We are in the peak of busy season with numerous civil construction projects. The future of the NT looks promising with large construction projects and federal Government funding.

**Christopher Boyer**  
TMAA NT Chair





DR DAN SULLIVAN

# TTM Traffic Management Workshops

I was delighted to spend a week in Darwin again this month visiting a number of contractors and discussing the issues that the industry is facing around temporary traffic management. While in Darwin, I collaborated with TMAA and the CCF NT to offer two workshops on topics relating to Temporary Traffic Management.

More than 30 people registered for each of the two workshops which were held in central Darwin. A really pleasing element of the workshop was the attendance by staff from DIPL, a range of Contractors and a number of TTM companies. This led to some good conversations and sharing of information which can only lead to better outcomes.

## PRACTICAL TTM FOR LOWER RISK ROADS

Since the publication of the new national Guidelines and Standards in late 2019, there have been a lot of comments from the TTM industry, from local governments and from many smaller contractors about the compliance burden for TTM works in lower risk environments.

Over the past couple of years, I and a number of other practitioners have been working through this issue to establish what practical TTM would look like for lower risk works. This includes both low volume and low speed roads. In this workshop the topics covered included;

### 1 The TMP for low risk works

The Austroads Guides outline that

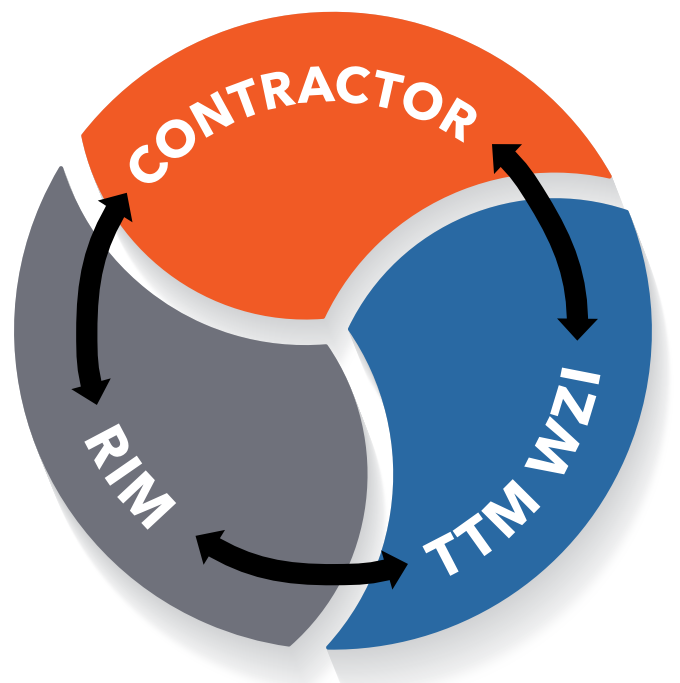
*“The level of planning required is dependent on the level of risk associated with the works. It is important to first conduct a risk assessment in accordance with the guidance, and identify risks associated with the works”*

*“A TMP must be developed for every project to address the identified risks. The length and complexity of the TMP is proportionate to the level of risk associated with the works”*

Templates for TMPs for lower risk roads with low traffic volumes and lower speeds provide the most appropriate means to capture all of the TMP requirements while not needing the time consuming preparation of a large TMP.

### 2 Risk management tools for low risk works

TMAA has previously invested in the development of a Risk Template tool that can be used to readily evaluate the majority of risks evident at most work sites. Further development of this and similar tools



### ROLE OF THE CONTRACTOR

The role of all parties in the TTM environment are not substantially different to that in place for many years. However, there is a rising understanding of the accountability and responsibility that rests with all parties since these roles have been clarified.

What started at a session focussed on the civil contractors however evolved as it proved impossible to describe the role of the contractor without considering the role of all of the key parties that interact with the Contractor.

Therefore, this workshop also outlined a range of elements for the role of the RIM and the Designer (WZ1 in the NT).

The takeaways from the discussion and presentation on the various roles included;

- Contractors need to be informed buyers of TTM services to maximise the opportunity for safe and compliant outcomes
- Contractors need to own the TTM strategy outlined in the TMP
- The need for the Contractor, RIM and Designer all to interact closely and communicate to identify opportunities and risks which could substantially alter the optimal TTM treatments
- An understanding that responsibilities cannot be delegated away and that everyone must work closely together to achieve the right outcomes
- The advantages of early engagement with TTM providers to assist in shaping the best constructability process

**Dan Sullivan**  
 Founding Director,  
 Solutions in Transport



now provide a ready checklist format which allows users to quickly identify only those items that apply at a site and therefore only deal with those specific risks. Importantly, these tools also ensure that a record of all risks is maintained providing traceable documentation.

### 3 TGS techniques for low risk works

**Residential Streets** - One of the less well known methods for TTM are the allowed practices with reduced signs and devices, and the ability to operate a shuttle flow in residential streets without Traffic Controllers.

**Short Term Low Impact Works** - are particularly useful for all those activities which can be undertaken on the road in a short timeframe, or which are located off the road surface. In fact for maintenance and construction works off the road, these practices can be used for extended periods so long as road and path surfaces are returned to unimpeded condition during afterhours periods.

**Generic TGS** - tools consisting either of a limited set of drawings or wider tools with thousands of options can all provide opportunities to apply these TGS for maintenance or simpler construction works.

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# TTM Conference 2022 – 26-28 July Waikato, Aotearoa New Zealand

**W**e are excited to share the news that the TTM Conference finally got to go ahead and thrilled to be able to say all feedback so far has been awesome!

The original date of November 2021, with a delay to May 2022, finally landed on a fixture for July 2022. A very tough time for Exhibitors, Sponsors and organiser's (including the very special army of family and friends that help all of the above be involved!) to be able to commit to the event with the uncertainties leading up to finally going ahead.

Getting the right folks, entities and supporters together to support their direct and indirect industry's partners is an extraordinary example of people doing their very best selves, no matter the circumstances!

Sponsors need to ensure that the parts of the event they are making possible are balanced properly to ensure the investment of hard-earned profit comes back fairly in the form of recognition for their gracious support of the wider industry and without whom a conference can be a very dim affair.

It is important to note specifically the massive support that comes from Exhibitors. These are generally the supply end of industry, without whom we wouldn't be able to do the work we do. For any exhibitor, the commitment to support a conference also comes with the need to work through the logistics of moving product from many places around the country - TWICE!!!

Having the tools of trade available for those who work in and around TTM to touch, see and use in person has such a massive impact on the planning and decision-making end of Temporary Traffic Management. If we don't know what we have available, we don't include it in our thinking! If we are not up to date with tools and technology, we may not be doing the best we can for ourselves, our colleagues and the road users we affect in our work.

With decisions made, and the massive support offered - TTM Conference 2022 was on it's way - and going ahead! So, conference we did!

The Sir Don Rowlands Centre and Rob Waddell Lodge were the key spaces inhabited for the more than two hundred and fifty people attending and supporting the conference. Situated on the lakes edge of scenic Lake Karapiro, with



stunning views of Maungatautari (Sanctuary Mountain), it was a beautiful setting for us to come together and further bond as an industry.

For the better part of three days, we enjoyed the congregation of many old and many more new friends. A diverse program started discussions that will last for long after the event. We were treated to special events, including the live crash simulation of a vehicle hitting VICTA (Very Important Crash Test Apparatus) in the position of a traffic controller by a reasonably modern car at normal suburban speed and be able to understand the forensic results of such an impact through the course of the conference.

So much seemed to be packed in, it is almost easy to forget the exquisite catering provided by a local catering company, who also served approximately 1100 barista quality coffees!

As things closed out and the program came to an end, it started to become obvious how much had been achieved. A huge amount of work had been done to introduce people from all aspects of the industry and share relevant messaging from speakers and presenters that are making massive strides and everyday differences to the work that we do.

Following what is being recognised as an excellent conference event, we are already in the work of getting all the feedback and embedding the conference that people are already asking to have confirmed for next year!

As the conference continues to mature, there will be ongoing outputs including the publishing of recorded versions of presentations, and through some of the common social platforms there will be some fun staff shared that captures some of the highlights of the 2022 event.

It looks likely that while the backside of our winter can be a little cooler, wetter and generally not provide much sun-tanning opportunity, it is a great part of the year for the TTM and roading industry to gather with workloads slightly lower in the lead-up to the construction season a couple of months after.

So, roughly at the same time of year, with an expanded and exciting program to get stuck into and some exciting "special events" coming into focus - we look forward to an awesome event in a little under twelve months.

Organiser's will of endeavor to keep the costs for attendance as affordable as possible - to date maintaining one of the most reasonable cost structures in the professional industry conference circuit in the country!

By the time this article is published it is expected that the 2023 TTM Conference will be announced with the opportunity to think ahead and plan for attending with the benefit of lots of notice. There are already discussions happening with quite a few people across Australia who are indicating an interest in being able to come over and see how it is done in little old Aotearoa New Zealand!

There will be heaps of information coming out as quickly as is possible to make sure that while it may not be so much "bigger", that it continues to get better and better in terms of providing industry with a forum to share knowledge, to launch product and to build on innovations that make our industry more effective.

To remain connected, feel free to visit the ATTMA website and look out for the soon to be live TTM Conference 2023 website (2022 site is still live too!). You can visit here - [attma.org.nz/](http://attma.org.nz/)

We all would love to have some of our colleagues and peers from Australia come and enjoy this most exciting occasion

next year! TMAA will have links as they are available also, and can be visited at [tmaa.asn.au](http://tmaa.asn.au)

Presenters and speakers will be invited to provide abstracts and the conference would welcome the opportunity for more international speakers to be involved! Those that have supported the first two events have been very well received, and our people really appreciate learning from those operating TTM around Australia.

See you soon!

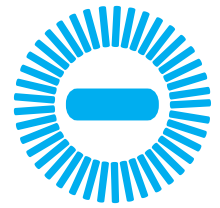


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# ► TMAA TAS CHAIR'S REPORT



PETER DIXON

Even though the year is flying by, I would like to take this opportunity, albeit a little late to congratulate CCF Tas for hosting yet another successful Earth awards. It is good to see all the interesting and challenging projects that have been closed out in the last year and be able to engage with the teams and stakeholders that keep our industry pumping.

I would also like to pass on my congratulations to TMAA Member Stornoway for taking home the Safety at Roadworks award this year.

Unprecedented industrial growth in Tasmania has had a dramatic effect on our traffic volumes. We are seeing this every day with peak hour congestion; the network impact of our temporary works and, unfortunately, crash statistics. I am writing this following a fatal crash which increased the number of deaths on our roads this year to date to 39. To put that number in perspective, in the last 10 years the highest annual road tolls were 38 in 2020 and 36 in 2016.

This highlights the important role that TMAA, and its member companies, have to ensure best practice is undertaken on all road works so that our workers get to go home at the end of the day.

We are currently two years into the Tasmanian Government's four year Towards Zero Action Plan, which has seen millions invested into safer infrastructure, driver education and, enforcement technologies and strategies. We are very lucky with the support we receive from Tasmania Police enforcing temporary speed zones, and are anticipating the new speed enforcement technologies and driver training initiatives to be utilized to keep our work sites safe.

The annual CCF relaunch event of the TMAA Your Speed Is Our Safety Campaign was a great success. It is incredibly gratifying to see the ongoing commitment and Support of the Minister and CCF with the campaign, born from the TMAA and NT and TAS government funding. The campaign is aimed at keeping workers protected while doing their jobs on and near the road.

At our August meeting, we welcomed participation from multiple new Local Governments and look forward to an ongoing relationship as we navigate the transition into Harmonised Temporary Traffic Management.

**Peter Dixon**  
**TMAA TAS Chair**



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# Michael Ferguson

Tasmanian Minister for  
Infrastructure and Transport



The Tasmanian Government has a strong commitment to innovation and safety in the building and maintenance of the State road network.

It was my pleasure to present the Safety at Roadworks award at the Civil Contractors Federation's Earth Awards held in August, recognising the importance of supporting and encouraging safe working practices in often challenging circumstances.

Road projects are always complex and come with a unique set of challenges, but making sure our workers on-site, and road users, are safe is the number one priority.

The Safety at Roadworks award celebrates and encourages safe working practices and I was pleased to announce at the awards function that the Tasmanian Government will continue to sponsor the award for the next three years.

**The 2022 award was won by Stornoway, who have shown leadership in promoting safe working practices and displaying excellent safety management in carrying out their work during 2021-22, including ongoing maintenance for the State road network in the South and North East regions.**



Of particular note was its work on the Tasman Highway at Paradise Gorge in the middle of last year.

This was a challenging and very hazardous project that required collaborating with many other contractors in situations of extreme risk, to remove a threat to road users, repair the road and reopen this key highway as soon as possible, while at the same time monitoring and maintaining the Wielangta gravel road to provide a safe alternative access.

Stornoway's team maintained a safe work environment and are worthy winners of the Safety at Roadworks Award.

At a time of unprecedented activity, I'm sure it was no easy task for the judges to select the award winners from so many worthy projects.

This level of activity is due to the Tasmanian Government's record investment in infrastructure - currently \$5.6 billion over the next four years.

This, in turn, is having important flow-on benefits throughout the Tasmanian community as we continue to strengthen our economy by building the infrastructure that our growing state needs.

In response to increasing demands on the State road network, the Tasmanian Government has increased the state allocation for infrastructure maintenance across the forward estimates.

A total of \$98 million was allocated in the 2022-23 Budget for maintenance.

This is an increase of \$19.3 million on the previous forward estimate for the 2022-23 year, and maintenance funding will increase by an average of \$21 million a year until 2025-26.

Maintenance expenditure over the forward estimates represents a major and sustained increase that will provide a more resilient road network - and a solid pipeline of work for everyone in the industry.



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2022 Your Speed Is Our Safety campaign launch R-L : Peter Dixon TMAA Tas President, Tasmanian Deputy Premier Michael Ferguson, Lara Alexander MP, CCF Tas CEO Andrew Winch

# CCF Tasmania welcomes new CEO Andrew Winch

Civil Contractors Federation Tasmania is pleased to announce the appointment of Andrew Winch as their new Chief Executive Officer for Tasmania.

CCF President Bill Abbott says they are thrilled to have Andrew's expertise as a part of the CCF team.

"As an experienced CEO and General Manager, Mr Winch comes in with enthusiasm and a wealth of experience within the business industry."

"I am delighted to step into this new position and look forward to working closely with the highly skilled and dedicated staff, contractors, and members who continue to represent the state's civil construction industry."

At the 2022 launch of the 'Your Speed Is Our Safety' campaign Mr Winch said he's excited about the opportunity to work with TMAA and the Tasmanian Government on this very important initiative.

"The number one priority of the Civil Contractors Federation and its members is workplace safety."

"It might be different to where most other people work, but the roads are our office," Mr Winch said. Our aim is to make sure that everyone who goes to work on our roads will return home safe."

"Our members do everything they can to keep their employees and contractors safe on the roads, but unfortunately some drivers put lives at risk. Sometimes drivers just aren't paying attention."

Mr Winch said "I understand it can be frustrating driving through road works but it's the safety of road workers and other road users that's at risk.

"The CCF would like to thank the Tasmanian Government for continuing to support this vital campaign."

**"It might be different to where most other people work, but the roads are our office," Mr Winch said.**



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TYNAN DIAZ

On 29 June, 2022 we were pleasantly hosted by Nathan Bell & the Equip Super Team at their offices in Sydney CBD. On behalf of the TMAA NSW Division I would like to thank Nathan & Equip Super for their hospitality & enabling TMAA NSW to ensure its largest attended meeting in recent years.

With over 45 people in attendance, it was a fantastic to see our members, associate organizations, suppliers, our TMAA President Andrew White, and our guests coming together to view and discuss two key issues that were presented by:

**PRABAKA SIVA | TRANSPORT FOR NSW  
DIRECTOR OF NETWORK ACCESS & CUSTOMER  
JOURNEY MANAGEMENT.**

Presentation clarified the new OPLINC portal & distribution information - A new online system that will be used by members to obtain road occupancy permits more efficiently using algorithms.

An invitation was extended to members to attend the Traffic Management Centre and pilot the new system. Some of our members were eager to participate and we are equally keen to hear the feedback from Prabaka Siva on the results, along with the "Go Live" date which we will be sure to share in the coming weeks.

**CRAIG WALKER | TRANSPORT FOR NSW SENIOR  
TEMPORARY WORKS INTERFACE MANAGER**

Presentation gathered information and feedback on OFI in the current TCAWS 6.1, and what the next issue (TCAWS 6.2) sets out to achieve i.e.; Improvements to the use of

Truck Mounted Attenuators & Use of PTCs based on user data & feedback. Craig attended our August Meeting to provide further updates on the two online workshops that were presented in July for industry to also participate. Transport is edging closer to commencing development of the next issue and have asked for our members to please share information that will assist in the next stage of this important project.

Data Transport for NSW have requested:

- Incident & near miss data relating to PTCs & TMAs
- Successful corrective controls EG Delineation.
- Example Traffic Guidance Schemes.
- Operational positioning of TMAs & Traffic Controller positioning.

This data can be shared to: [standards@transport.nsw.gov.au](mailto:standards@transport.nsw.gov.au)

Unfortunately, our inaugural Golf Day was rescheduled due to inclement weather once again in July.

**I'm pleased to announce that the Golf Day is confirmed at Massey Park Golf Club October 7th 2022.** I know many of us are looking forward to good weather and a successful day on the course.

TMAA NSW Division is now working closely and collaboratively with Transport to improve road worker safety and industry best practices. We see this as a huge feat for our division & we encourage ALL members to ensure attendance at our next meeting - Meeting details to be confirmed.

Thank you,

**Tynan Diaz**  
TMAA NSW Chair

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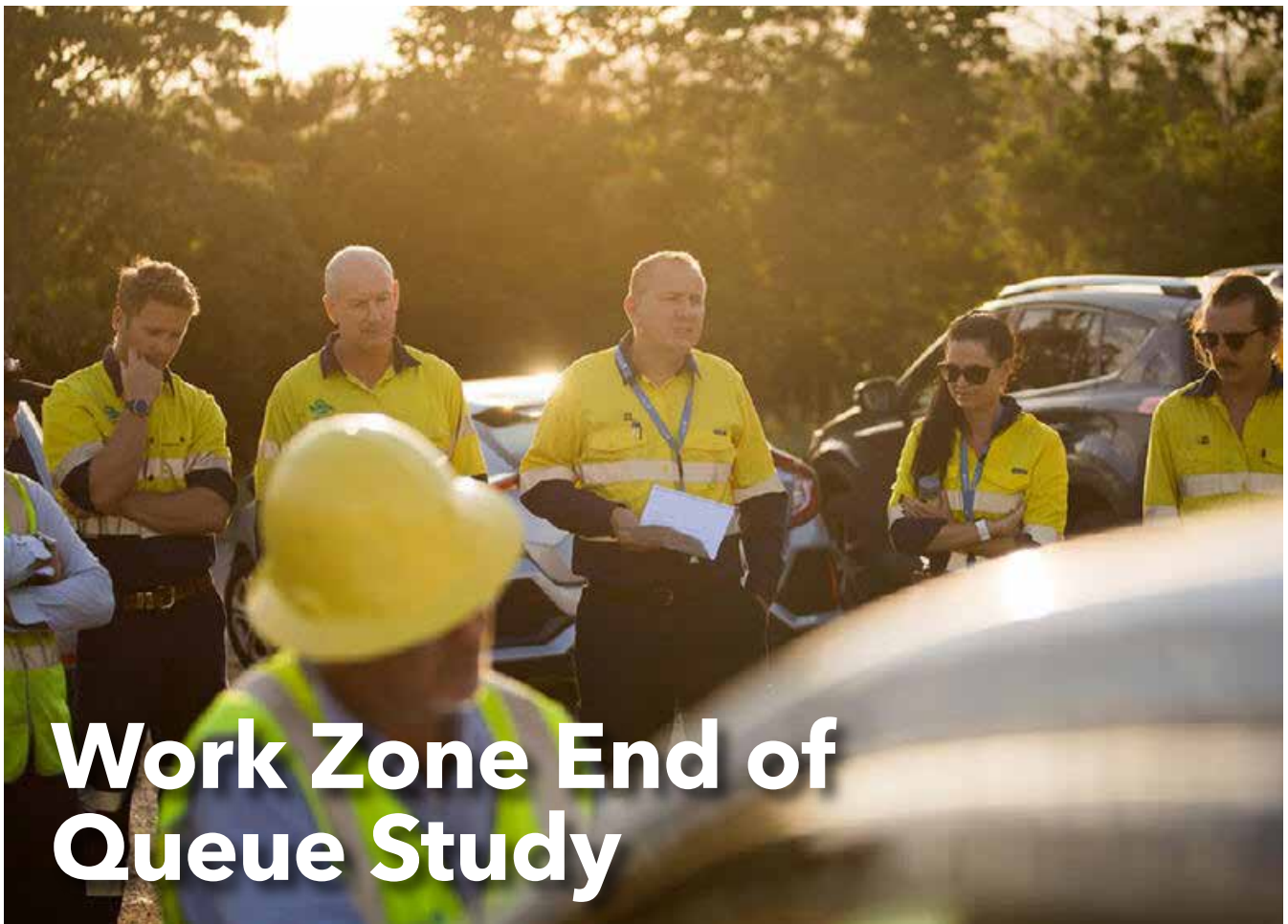


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# Work Zone End of Queue Study

**Research designed to understand which traffic control measures are most effective in reducing the frequency / occurrence / severity of injuries at end of queue road work sites. The research will be undertaken by Deakin University.**

## BACKGROUND

Transport for NSW is partnering with Deakin University on this research. The research is designed to develop an evidence base to understand which traffic control measures are most effective in reducing the frequency / occurrence / severity of injuries at end of queue road work sites.

Road works pose significant risks to roadworkers and motorists alike. While the risks are recognised by agencies involved in road construction and maintenance activities, significant work is needed to develop strategies to mitigate these risks at Australian roadwork sites.

Existing research from Australia and international jurisdictions show that rear end crashes at advance warning areas, particularly at end of queue situations, are one of the major types of crashes at roadwork sites. In an Australian Road Research Board study conducted in 2018 all reported crashes in NSW between 2013 and 2017 were analysed by crash type and location. Considering the crash data by location (ie. roadwork zone or other), 40% of crashes related to roadwork zones were rear-end crashes.

Delving further into the degree and impact of crashes related to roadwork zones tended to be higher severity

crashes compared to crashes occurring in other locations. This may be in part related to a greater percentage of crashes related to roadwork zones occurring on rural roads, with higher speed limits, and thus higher impact speeds (Australian Road Research Board, 2019). As the end of queue locations can vary depending on traffic volumes and number of vehicles stopped in a queue, researchers and practitioners have developed, tested, and evaluated a range of treatment options.

## OBJECTIVES

Findings of this project will provide valuable insights for making roadwork sites safer for motorists and road workers alike.

## UPDATES

Further updates will be provided as this project progresses.

This research is being delivered in partnership with iMOVE CRC and supported by the Cooperative Research Centres program, an Australian Government initiative.

## Reference:

Australian Road Research Board. (2019). 'Rear-end crashes in roadwork zones'. Unpublished.

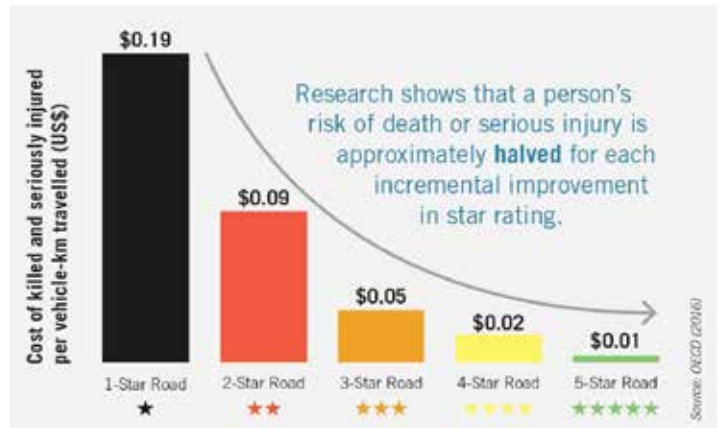


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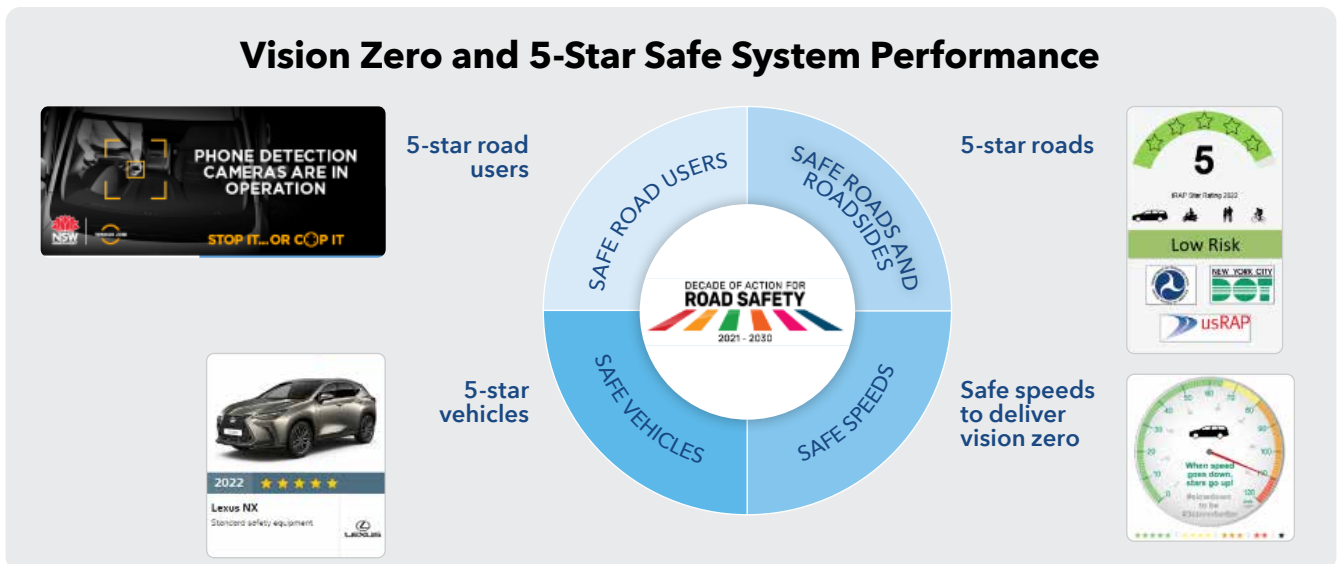
**Existing research from Australia and international jurisdictions show that rear end crashes at advance warning areas, particularly at end of queue situations, are one of the major types of crashes at roadwork sites.**

# Can we create 5-Star worksites on the way to a Vision Zero 5-Star road network?

At the recent first-ever United Nations High Level Meeting on Road Safety, Heads of State and Transport Ministers committed to the SDG target to halve road deaths and injuries by 2030 and the implementation of the Global Plan for the Decade of Action for Road Safety 2021-2030 that includes targets for 3-star or better roads worldwide. Globally 109 countries are now using the iRAP Star Rating and Investment Planning tools to guide investments with over US\$80 billion of road investment made safer.



Within Australia the AusRAP programme is hosted by Austroads and the national target is for 80% of travel on 3-star or better roads with a range of national, state and local road investment being mobilised to achieve the target. The traffic management community are playing a critical role as these life-saving projects are built along remote, rural and urban roads across the country.



Looking beyond 2030, if we can ultimately achieve 5-star road users, in 5-star modes of transport on 5-star roads we may finally remove death and injury from our public road networks. Many countries, including Australia, have now set Vision Zero by 2050 goals and local targets for Vision Zero by 2030 at high value areas including schools, CBDs and managed motorways.



We all want Vision Zero at worksites as well, where the safety and welfare of workers in and out of vehicles, as well as the travelling public is guaranteed. iRAP has been working with partners worldwide to explore the potential of Star Rating of worksites where the Vehicle Star Rating is used to measure the safety for people in worksite vehicles, as well as assessing the Pedestrian Star Rating to provide an objective level of safety provided for workers and the public who are outside of a vehicle. This approach can potentially be applied for major roadworks as well as temporary roadworks including median and vegetation maintenance .

The free iRAP Star Rating Demonstrator provides a quick and easy way to explore the objective safety on an existing road, at a worksite or for a proposed traffic management layout or road design. The ability to have an objective measure of the safety performance of a range of options and operating conditions can help inform discussions and decision making for all road-related projects. While more research and development and field testing is needed to refine any aspects that are specific to worksites the initial pilot projects have proved valuable.

As an example, a worksite that has an excavation alongside the travel lane, medium road condition and skid resistance, moderate curvature with the realignment of traffic through the worksite, good delineation, no lighting, good sight distance, no pedestrian / worker facilities and no intersections has the following Star Rating for each road user group - with workers outside of vehicles represented as pedestrians.

The first image below has the worksite as above with a Speed Limit of 40km/h and actual speeds of 40km/h. Hopefully the new TMR roadworks speed cameras can ensure that is always the case - but even with this level of compliance there is more to be done with the worksite layout to ensure workers are provided with at least a 3-star or better work environment.

The second image shows the same worksite with speeds through the site of 50km/h. Suddenly any workers outside

of the vehicle are exposed to a 1-star workplace. Cyclists and motorcyclists using the site have a 2-star experience and people in vehicles move from a 4-star journey through the worksite to a 3-star level. The Star Rating Demonstrator does need some care and attention in how it is used, and practitioners are encouraged to undertake the iRAP training to fully understand the coding of attributes, the models and how they are applied.

iRAP facilitates a range of global Innovation Partnerships that include new initiatives including AiRAP (the use of artificial intelligence and machine learning to increase the scale and availability of iRAP data), CycleRAP (that provides an assessment tool specifically formulated for the needs of micro-mobility users and off-road facilities such as cycle lanes); and Social Impact Investment (connecting the beneficiaries of reduced road trauma with the safe system solutions). A new Innovation Partnership that fully investigates and develops a Star Rating for Roadworks building on the existing iRAP models and pilot studies is an opportunity for the future and TMAA partners are very welcome to share their ideas and experience to shape that concept.

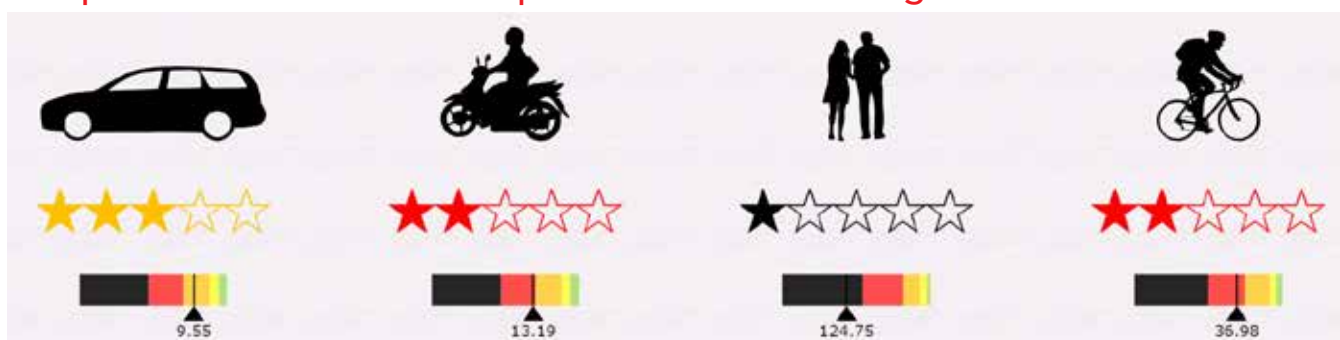
As an example of the Innovation Partnerships, the iRAP Impact Investment initiative is mobilising innovative public private partnerships worldwide that accelerate the financing of 3-star or better roads for all road users. Building on large-scale success in Brazil, iRAP is working with the World Bank, European Investment Bank, Asian Development Bank, the Millennium Challenge Corporation and Africa50 amongst others to unlock the win-win investment in 3-star or better safer roads that will save lives, save money and create jobs. A Footpaths for Africa Impact Investment and new Road Safety Bonds that can be mobilised alongside climate financing are just some of the opportunities being worked on by iRAP to scale life-saving impact worldwide.

Together we can create a world free of high-risk roads for all road users - and we will need a world free of high-risk worksites to make it happen!

## Sample worksite with vehicle speeds of 40km/h through the site



## Sample worksite with vehicle speeds of 50km/h through the site



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## TIPES - Portaboom

**P**ortaboom - the device which helped redefine traffic control best practice, removing Traffic Controllers from the live carriageway - has shown its faith in the Transport Infrastructure Product Evaluation Scheme (TIPES) by renewing its certificate for another three years.

The Australian Road Research Board's TIPES is a national scheme for innovative transport construction product certification endorsed by State and Territory road agencies, allowing a single approval for innovative road infrastructure products to cut through the red tape.

Traffic & Access Solutions' (TAS) Portaboom became the first traffic control device to receive certification under TIPES in 2016. The advantages accrued led to the organisation renewing the certification for three years to 2019 and the success story continues, with TAS taking no time at all in deciding to seek a further three years' coverage.

TIPES Governance Manager Mark Steidle expressed his pleasure that TAS reached the decision to again seek renewal of Portaboom's certificate, and that the decision for TIPES to agree to renewal was made easier by the quality of the product and its reception by users. "This shows faith in the process and value of the certificate," Mr Steidle said.

"While a full re-evaluation was not needed given the product has retained its original capabilities and usage, we have also received nothing but positive feedback on the safety benefits and operation of the device from road agencies or private sector customers. The device is worthy of the TIPES renewal."

One of TAS' founding directors Mr Robert Cazzolli remains pleased that the company went through the process, firmly believing that it was a crucial step in the product successfully entering and flourishing in the Australian market.

"Fortunately we saw the value of the TIPES process very early on," Mr Cazzolli said.

"Even preparing the application helped us understand more about our product, the needs of our clients, and the challenges of the working environment.

"TAS have substantially increased the number of Portaboom units now operating on numerous state and local roads, mitigating the very real risks to traffic controllers associated with being located in live traffic lanes when operating STOP/SLOW bats."

TIPES is a rigorous product certification approach which covers innovative products in all sectors of the transport industry.



Further information relating to the TIPES scheme, which covers a wide range of products (pavement materials - including recycled materials, traffic management devices and ITS) can be obtained from the ARRB website ([www.arrb.com.au/tipes](http://www.arrb.com.au/tipes)) or from Paul Hillier at [paul.hillier@arrb.com.au](mailto:paul.hillier@arrb.com.au) or 0416 120 478.

For more information about Traffic & Access Solutions' Portaboom, [click here](#)

# Life savers, not cash cows



*Some newspapers would like you to believe that speed cameras are part of a wider “war on motorists” and not an important tool for improving road safety. Independent research here in the UK proves that they are a major contributor to road safety*

**S**peeding is an issue everywhere. I learned that it’s clearly something that you have to deal with in Australia on my very first day in your wonderful country back in 2007. To ease myself into the climate and get over the crippling jet lag, I took a trip to the Sydney Cricket Ground and watched the “Speedblitz Blues”. It immediately brought home to me that speeding must be a serious issue if it needed a high profile campaign linked to your national summer sport.

It’s the same here, but for a long time newspapers have moaned about speed cameras, suggesting people who get caught are somehow unlucky, instead of irresponsible. However now things are changing with much more positive coverage and calls from residents to get technology installed to curb speeding where they live.

Average speed, or point to point, enforcement cameras have been a feature on the UK’s roads for more than 20 years. The technology uses highly accurate Automatic Number Plate Recognition (ANPR) cameras to calculate speeds of vehicles over set distances. As vehicles pass fixed points on the road, the time taken between those points is calculated and then compared with how long it should take if the vehicle was driving at the speed limit. Vehicles taking less time can therefore be shown to be travelling too fast.

Anecdotal evidence here suggests that drivers approve of this technology as a fair way to ensure people stick to the limit over a stretch of road. Now analysis of road collision statistics by the independent transport safety and road user behaviour consultancy Agilysis, shows that Jenoptik’s average speed cameras have contributed to casualty reduction by halving the number of crashes where someone was either killed or seriously injured. In real terms, these figures equate to the UK benefiting from a reduction of more than 100 fatal or serious crashes every year.

## **LOWERING THE AVERAGE**

Agilysis analysed 194 UK sites where Jenoptik’s SPECS average speed cameras have been installed as a permanent measure. Of these, 120 sites had at least 12 months’ worth of post-installation data, with analysis demonstrating a statistically significant reduction on fatal and serious collisions. Comparing accident data before and after the installation shows that Fatal and Serious Collisions (FSC) reduced by 50 per cent on those stretches of road; annualised figures fell from 259 before SPECS average speed schemes were introduced to 129 afterwards.

The consultants took official collision data from the Department for Transport and compared the three years before with post-installation data, mapping the locations of collisions against the stretches of road with Jenoptik SPECS camera enforcement installed.

Installing Average Speed Cameras does not guarantee

these benefits; a scheme will only be effective if it is designed, applied and operated with a clear understanding for the technology, the local environment and the casualty reduction objectives, and that motorists are well aware the cameras are there so they can adjust their driving behaviour accordingly.

### **MORE THAN JUST SPEED**

Proven ANPR cameras can also be used alongside other technology to spot dangerous driving behaviour beyond speeding. Jenoptik has run a successful trial on a road in England using an automated machine vision technology system which spots when people are using their phones whilst driving, or driving while not wearing a seatbelt. The solution uses Artificial Intelligence to analyse photographs of people as they pass the camera and any potential offences flagged up are then verified by a human.

In the trial, 15,000 cases of mobile phone misuse were recorded in a six-month period. Stopping to think about this for a moment, around 200 people a day were spotted driving past a fixed-point camera illegally using their phone. The trial did not monitor all lanes so the real number is likely to be much higher. Extrapolate this to the whole road network, and it is clear that the problem of mobile phone use at the wheel is extremely significant, and that technology will be vital in reducing it.

Enforcement technology does not only deliver road safety benefits. Here in the UK we have a number of schemes where speed limits are reduced in order to slow down traffic and deliver a smoother traffic flow, meaning fewer emissions. However, these tend to work best when these new speed limits are enforced, because compliance is typically best when road users perceive that they are being monitored, adjusting their behaviours accordingly.

### **A BREATH OF FRESH AIR**

A series of enforcement schemes specifically chosen with air quality in mind have therefore been switched on across four sites in Wales. Since emissions-related 50 mph (80 km/h) speed limits were introduced on some Welsh roads in 2018, nitrogen dioxide levels in those areas have fallen by up to 47%, helping to protect people from serious illness as well as playing a part in tackling the climate emergency. The Welsh Government is now maximising those benefits by enforcing the limits using bright green Jenoptik SPECS average speed cameras. The green sunshields are part of the clear communication around the purpose of the scheme; a factor that helps to deliver compliance.

The Welsh Government believes the cameras will help Wales go “further and faster” in cutting emissions because while the restrictions introduced on its most polluted stretches of roads are working, compliance with these limits is essential if it is to achieve the reductions we need to make in the shortest possible time.

As the introduction suggested, automatic enforcement systems have often been accused of being part of a “war on motorists”. I don’t accept that. They are part of a war on dangerous driving. That is a war that the authorities in the UK might just be starting to win.

**Paul Hutton**  
Managing Director



Analysis of road collision statistics by the independent transport safety and road user behaviour consultancy Agilysis, shows that SPECS average speed cameras have contributed to casualty reduction by halving the number of serious collisions.





## 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.

The first TYPE 1 APPROVED portable traffic light system. The eSTOP™ has undergone extensive testing and development and is designed to remove traffic controllers away from the hazard zone.

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.

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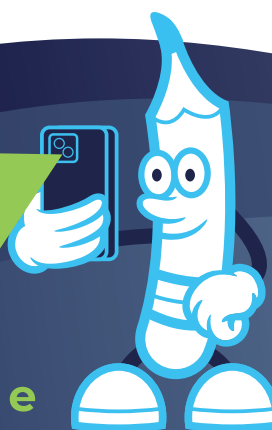
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The PTL range has been developed to comply with Australian Uniform Traffic Control and TMR standards that become mandatory in Queensland from 1 August 2021.



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# Q&A: Are There Business And Safety Benefits From Eco-Safe Driving?

## The Question

Is there a business case for eco-safe driving? How do organisations implement it? And what other methods are used to promote and measure workplace road safety and emissions for mobile workers?

Many organisations have three ways to manage the mobility of their workforce:

- Efficiency – to reduce costs
- Safety – to protect workers and the community
- Environment/sustainability — to lower emissions, and potentially achieve net zero.

However these are often managed in silos, when in fact they are linked and support each other, meaning many organisations are missing out on the combined benefits.

This Q&A explores the key question of: How do organisations implement eco-safe driving and what other measures do they take to achieve net zero emissions and other related benefits for their mobile workers?

## Key Outcomes

- Eco-safe driving reduces cost for fleets, promotes safety, and is sustainable for the environment.
- The common method of promoting eco-safe driving is through education and creating awareness of its benefits to workers, fleets, and the environment.
- Technology like telematics, in vehicle monitoring systems and ecometers can be adopted to modify driver behaviour to engage in more eco-safe practices.
- Use of technology is limited and there is a need to maximise its usage for data collection and surveillance.
- Electric and hybrid vehicles compensate for up-front cost and limitations in monitoring driving behaviour by improving safety and contributing to achieving net zero.
- Effective eco-safe driving enhances service delivery, improves an organisation's reputation and helps reduce operating costs.

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- Effective eco-safe driving enhances service delivery, improves an organisation's reputation and helps reduce operating costs.
- Different approaches to promoting eco-safe driving are related and collective use leads to better outcomes.

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**A systems-based approach**

No organisation operates in a vacuum. Instead, its people and day-to-day business functions draw on many internal and external elements. In Australia, policy system priorities, for example, underpin our approach to road safety at a Federal, State and local level?

Road safety is good business for companies. When viewed as an investment rather than a cost, safe and sustainable driving provides significant savings in running and maintenance expenses. In fact, a symposium on eco-safe driving with workplace professionals identified several factors that reduce costs, with the top three — smooth driving, starting stops and reducing speed — identified as reducing fuel costs by between a quarter and a third (see fig. 2)

Element of Eco-Driving	Potential Fuel Cost %
Smooth Driving	77%
Safe Driving	60%
Safety	50%
Driver Speed	100%

Fig. 2 Element of Eco-Driving and potential fuel saving cost

**Triple bottom line model**

All these elements of eco-driving are related to driving behaviour. When individuals and organisations adopt the elements of eco-driving and improve their driving behaviour, it leads to Economic, Environmental and Social benefits for the company and the community.

**Economic:** This implies that for eco-safe driving to be well adopted by fleets, it must be economical.

**Environment:** This model also believes that practicing eco-safe driving will be environmentally friendly, promoting sustainability benefits.

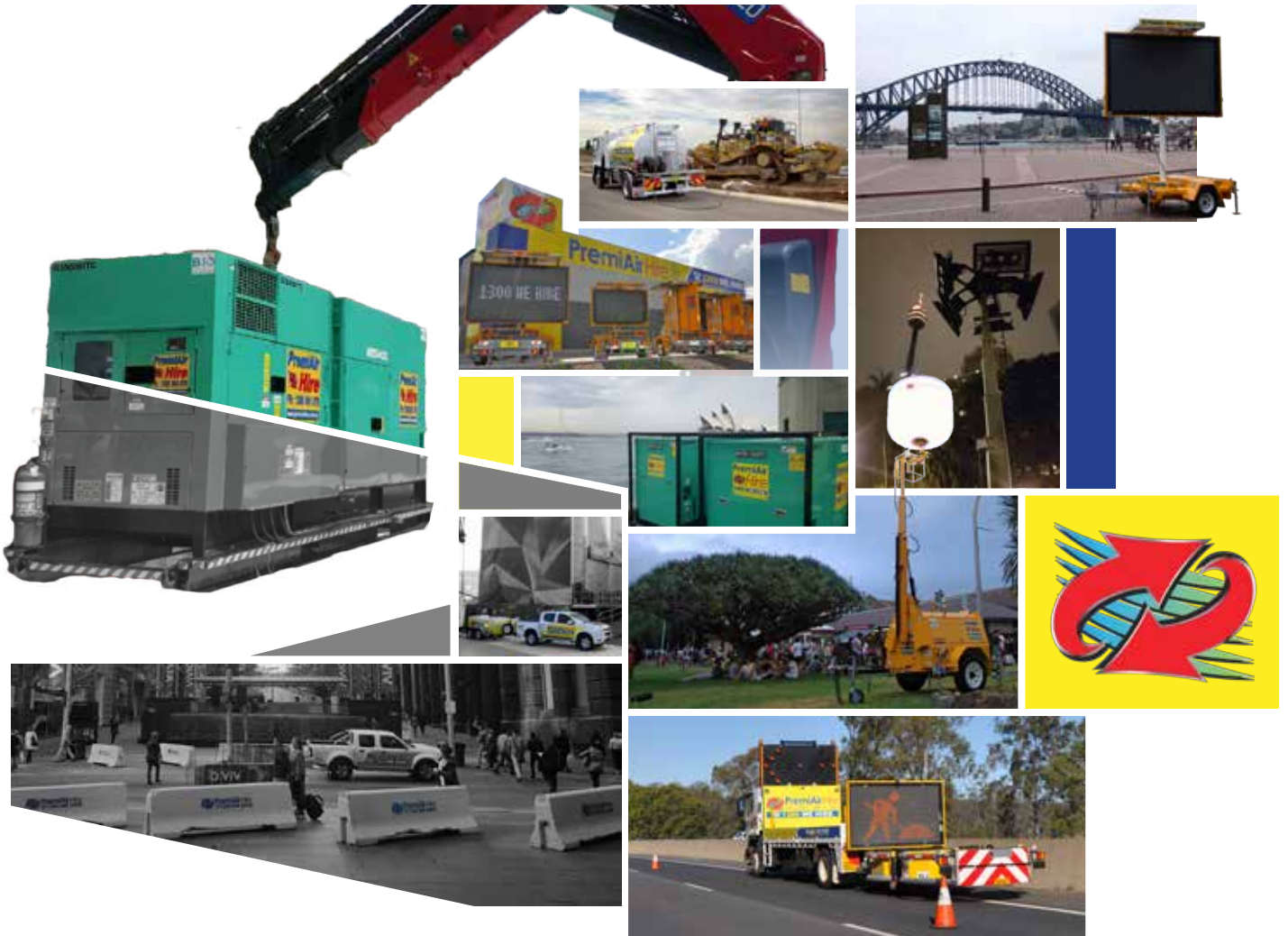
**Social:** Eco-driving most also benefit fleet drivers, grey fleets, large fleets, and small fleets.

Fig. 3 Triple Bottom Line Model

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# Eco-safe driving: Fuelling economic, environmental and safety benefits



## NRSPP Blog | June 2022

Anyone who has been to the bowser in recent months knows how sharply fuel prices have increased. And anyone who operates a vehicle, whether their personal car or managing a large heavy vehicle fleet, knows that keeping vehicles running can be an expensive exercise.

In fact, fuel, insurance and service, maintenance and repair costs alone account for around half of fleet operating costs.

One effective, immediate and easily-implemented way individuals and organisations can minimise rising vehicle operating costs, while also improving safety for drivers and other road users, is eco-safe driving.

In a nutshell, eco-safe driving practices simultaneously improve road safety while reducing vehicle emissions and other environmental impacts.

The business case for organisations is two-fold. The flow-on effects of eco-safe driving bring bottom-line benefits by reducing fuel, maintenance and other operating costs. And strong environmental and safety performance bring reputational benefits, putting businesses in a stronger position to attract customers and compete for contracts.

### *It's what we aspire to anyway*

For example, not speeding or simply slowing down reduces fuel use, lowering emissions and the fuel bill at the same time, while reducing crash risk and the severity of consequences if crashes do happen.

Similarly, reducing or eliminating harsh braking and driving smoothly simultaneously improves the maintenance and repair bottom line and environmental performance.

Research shows that reducing excessive speed, smooth driving and trip planning alone can cut fuel use by up to a third – and the resulting safety and reputational benefits are obvious.

Beyond immediate measures to improve driver behaviour, organisations are also increasing the mix of hybrid and electric vehicles in their fleet and utilising technological solutions to bring eco-safe driving strategies to the fore.

### *Real-world industry experiences*

Several organisations share their practical experiences with eco-safe driving, and its financial and other impact, in the recent NRSPP Q&A: Are there business and safety benefits from eco-safe driving?

The Q&A highlights practical tips on the most effective eco-safe driving practices, ranging from removing clutter in vehicles to updating fleet composition, and how they can often instantly and easily be introduced by organisations, such as using gamification principles or available software.

Importantly, the Q&A combines findings from research with real-world examples via interviews with industry operators outlining the eco-safe driving practices they have implemented, why and how, and direct and indirect impacts.

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## Introduction

Fatigue management for truck drivers is an important element of keeping our roads safe. While the mining industry has largely implemented a range of fatigue management strategies, truck drivers on our roads could be at risk. A new world first study into fatigue in heavy vehicle shifts has revealed some startling revelations.

The National Transport Commission (NTC) and the Cooperative Research Centre for Alertness, Safety and Productivity (Alertness CRC) has released the results of a world-first study into heavy vehicle driver fatigue.

The two-year scientific study evaluated alertness monitoring technology and the impacts of work shifts on driver alertness. It analysed shift start time, the number of consecutive shifts, shift length, shift rotation, rest breaks and their likely impact on driver drowsiness and fatigue.



## Research

Spokesperson and Theme Leader for the Alertness CRC Associate Professor Mark Howard said the research involved a study of more than

# 300



heavy vehicle driver shifts both in-vehicle and in a laboratory, as well as,

# 150,000

samples of retrospective data.

The fatigue management for truck drivers study also confirmed the scientific link between

## Alertness



and

## Drowsiness



patterns associated with specific work shifts for heavy vehicle driving. NTC Chief Executive Officer Dr Gillian Miles said these findings will inform future fatigue policy as part of the NTC-led review of the Heavy Vehicle National Law (HVNL).

*'We found that slow eye and eyelid movements, longer blink duration and prolonged eye closure are reliable predictors of drowsiness and fatigue', Associate Professor Howard said.*

*'This is critical new evidence that will ultimately help to decrease heavy vehicle fatigue risk at a time when the nation's freight task is expected to double by 2030', Dr Miles said.*

## Fatigue management tips for truck drivers: What the research says

Greatest alertness levels can be achieved under current standard driving hours for shifts starting between 6 am – 8 am, including all rest breaks.

The greatest risk of an increase in drowsiness occurs:

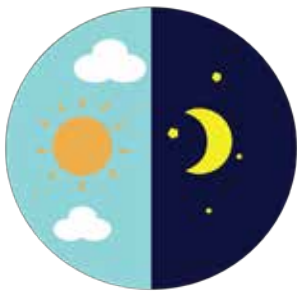


of day driving when a driver starts a shift before 9 am.



of night driving (when a driver starts a shift in the afternoon or evening).

When driving an early shift that starts after midnight and before 6 am.

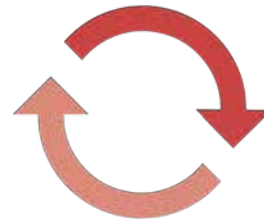


During the first **1-2** night shifts a driver undertakes and during long night shift sequences.

After **5** consecutive shifts when driving again for over **13** hours.



When a driver undertakes a backward shift rotation (from an evening, back to the afternoon, or an afternoon back to a morning start).



After long shift sequences of more than

# 7 shifts.

During nose-to-tail shifts where a seven-hour break only enables five hours of sleep – a duration previously associated with a three-fold increased risk for motor vehicle accidents.



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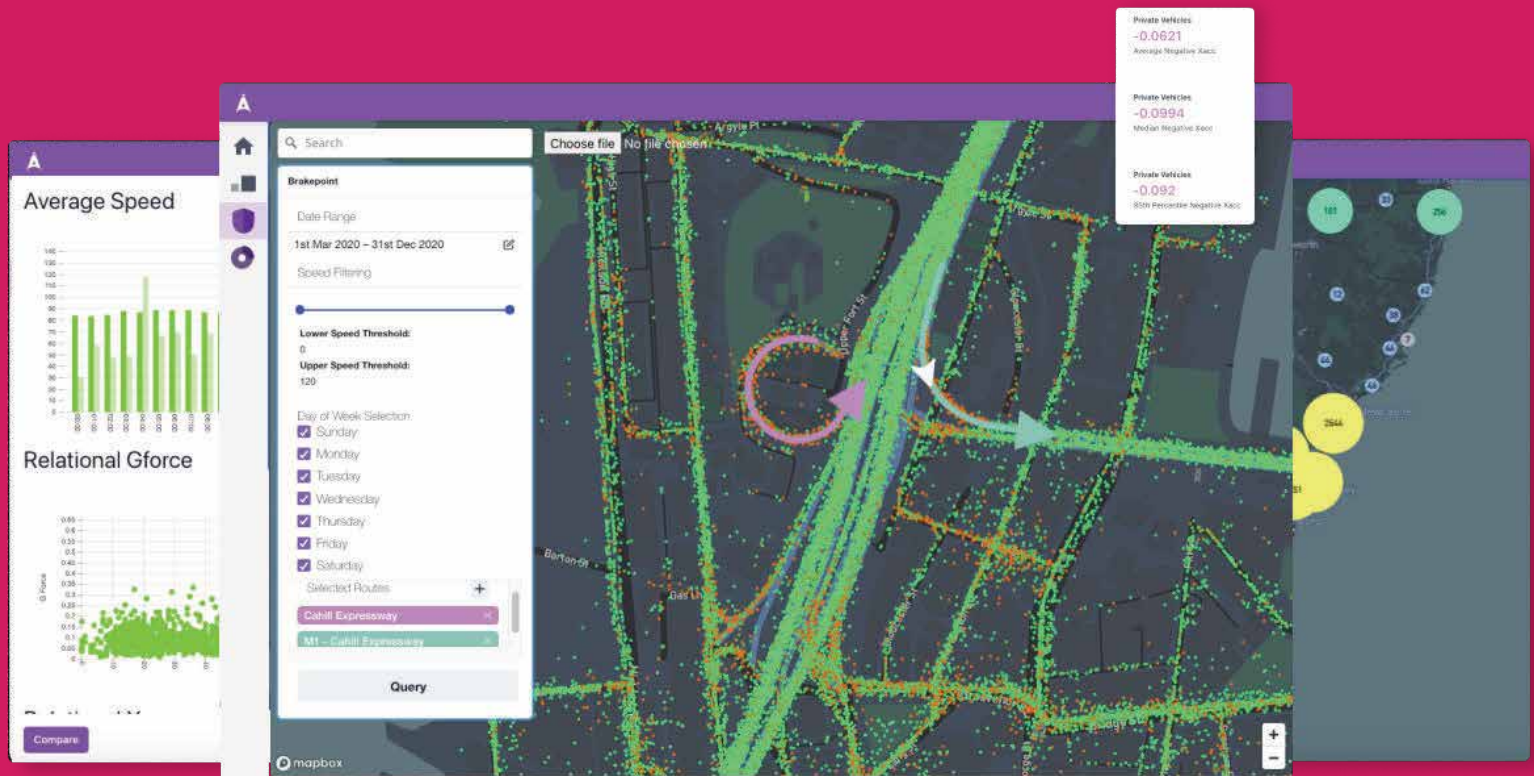
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# LOAD management

Loading a vehicle inappropriately by overloading it or not securing the load properly, can result in serious injuries to vehicle occupants or other road users, as well as cause road incidents, such as rollovers.

Simple and recurrent actions while driving, such as changes in speed, taking a steep road or turning a corner can cause the load to shift. This requires checking load restraints before the journey starts, but also during each break.



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

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NRSP's Next Heavy Vehicle Toolbox Talk is Out Now!

# PRE-START INSPECTION

As with any other work equipment, vehicles wear out and are exposed to environmental factors daily. One of the most efficient methods to identify small problems before turning into major incidents, is through pre-start inspections. They also support, safe journeys, low maintenance costs, and operational benefits [1]. Pre-start checks set you up for success on the road.

Due to constant repetition, pre-start checks may seem non-necessary and even irrelevant, based on a false sense of safety. Thinking 'because it was OK yesterday and the day before, it will be today too', is not true.



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



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LDC equipment is proud to be a member of HRIA. We are fully 100%Australian owned and operated and we believe in supporting other locally owned Australian businesses within our supply chain.

Our director founded our company with the vision of helping traffic management and civil construction companies create safer worksite environments for their staff and general public.



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.

LDC Equipment fully supports this legislation as this falls in line with our philosophy of using the latest technology to create products that reduce hazards and increase operator safety.



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## Introduction

Roundabouts manage the traffic flow at intersections and better aligns with safe system principles than other forms of intersections<sup>[1]</sup>. The construction of roundabouts has been found to reduce the number of injury accidents between 45-87% in Australia<sup>[2]</sup>.

## Encourage Safe Behaviour

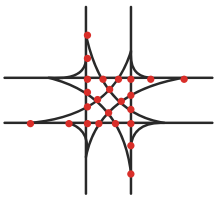
Roundabouts encourage safe behaviour in several ways<sup>[3,4]</sup>:



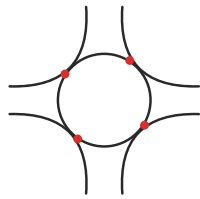
Road users reduce their speed to navigate the circulatory roadway



As a result of a reduced speed, drivers have more time to react and respond to potentially dangerous situations



24 conflict points



4 conflict points

They reduce the number of conflict points compared to four-way intersections

## The Dangers

Despite the proven safety benefits of roundabouts, crashes can and do occur.



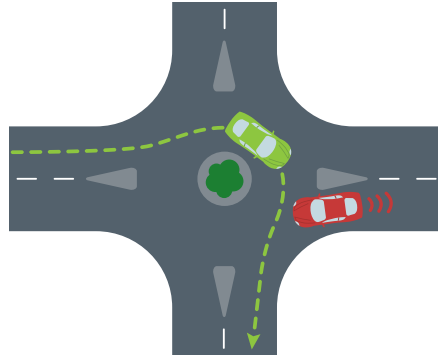
Drivers are required to remain alert and perform several driving tasks in a complex environment with many rules<sup>[5]</sup>.



Research shows that, compared to signalled intersections, driver stress levels more than double when navigating a roundabout<sup>[6]</sup>.

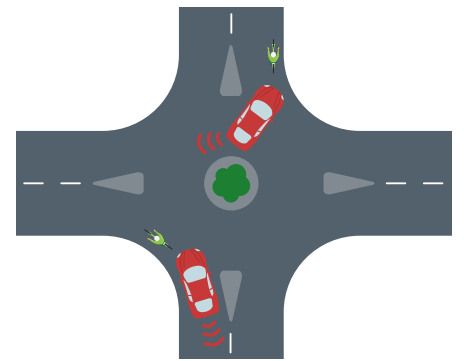
## Speed in Roundabouts

Unsafe speeds are one of the top contributing factors to incidents on roundabouts<sup>[7]</sup>.



Entry collisions have been found to be one of the most frequent type of incident on roundabouts, with a high speed of approach contributing to a substantial portion of these incidents<sup>[4,8,9]</sup>.

High vehicle speed at also poses a significant risk to cyclists, particularly for entry and exit points<sup>[10]</sup>.



## Safety Tips

While engineering solutions can encourage lower speeds<sup>[8,14]</sup>, drivers can take simple steps to ensure they keep themselves and others safe whilst navigating roundabouts<sup>[15,16]</sup>:



Always stay alert to upcoming roundabouts to allow sufficient time to respond.



Reduce your speed in anticipation of the roundabout.



Slow down or stop when approaching a roundabout, ensuring you give way.



Wait at the entry to a roundabout until you can safely merge with the traffic.



Never stop or change lanes in a roundabout.



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