

TMAA DETOURS

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TRAFFIC MANAGEMENT
ASSOCIATION OF AUSTRALIA



Infrastructure Recovery

THIS ISSUE

- Barnaby Joyce Deputy Prime Minister
- Assistant Minister Scott Buchholz
- Minister Corey Wingard
- Minister Mark Bailey
- Minister Michael Ferguson
- Minister Paul Toole
- WA Update
- SARAH Group
- EO Update
- Presidents Report
- Infrastructure Australia
- Chair Reports

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INSURANCE PROGRAM REVIEW**





STEPHEN O'DWYER

Welcome to the September edition of Detours. With the ongoing lockdowns in NSW and VIC the tone has changed somewhat from the buoyancy earlier in the year. The pipeline of work is still there. The projects are still to be completed. But, there is a significant slowdown against most forecasts. It's also becoming evident that continued work on many of these sites will ultimately see the introduction of No Jab No Work policies bringing more complexity to the issues. TMAA has been working with our partners at PerformHR to provide guidance on some of the HR & IR navigations to take place over the coming months. Please reach out or attend one of their Webinars if you need advice or assistance.

The Roads Australia Road Worker Safety Working Group has started to gather momentum again. The Working Group has recommitted to a solid agenda including working with key stakeholders on current procurement of traffic management and our industry image and profile. With both Government and key buyers of traffic management as part of this group, the opportunity for boots on the ground conversation opens the door to real change. This working group meets again during September.

TMAA, as part of a major collaboration with AfPA, RA, SARAH, and AustStab, has jointly supported the introduction of speed cameras at road work sites. In an open letter signed by all the Associations we have highlighted the risky behaviour of drivers through worksites and that this behaviour has not changed. To curb speeding once and for all we have requested the support of all stakeholders to assist in bringing speed enforcement to worksites.

In January this year I was invited to represent the traffic management industry on the Regional Roadworks Signage Review in WA. Over the past eight months the review committee has met regularly and last week the review was submitted to the Minister, and she has tabled it in Parliament. It's recommended that industry in WA download it and familiarise themselves with the recommendations as the Minister is keen to see them implemented. All the reports can be found at www.mysaytransport.wa.gov.au/regional-roadworks-signage-review

Thank you for your continued support of the Association and hopefully I will be able to catch up with you at a State/Territory event at some point this year or early next year.

Stephen O'Dwyer
TMAA President



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Super Stapling: are you ready?

Australia's superannuation system is considered one of the world's best. It was ranked 4th in the world by the 2020 Mercer CFA Institute Global Pension Index, coming in behind The Netherlands, Denmark and Israel.

But there's always room for improvement. For example, many Australians still have multiple super accounts, which has been an area of concern for the industry.

Introduced as part of the Your Future, Your Super reforms, the new stapling legislation that comes into effect on 1 November 2021 aims to fix that problem - and employers are required to play a key part.

WHAT IS STAPLING?

'Stapling' means your new employees will automatically retain their existing super fund when they start their employment with you, unless they choose another fund.

Their stapled super account will then follow them for the duration of their career and whenever they change jobs, their new employer will be required to pay their contributions into that stapled fund.

WHY THE CHANGE?

Stapling is only one aspect of the Your Future, Your Super reforms designed to help bolster the retirement savings of Australians, and is joined by three other new measures:

- A new YourSuper comparison tool to see how default MySuper products compare.
- A super fund's duty to act "in the best financial interest of their members," is now a legal obligation.
- Underperforming super funds will be 'named and shamed'.

Specifically, stapling aims to reduce the chance of employees accumulating multiple super accounts after moving from one job to another. Having more than one super account can be costly to employees, as it can mean retirement savings are eroded by paying multiple sets of fees and insurance premiums.

WHAT ARE MY OBLIGATIONS AS AN EMPLOYER?

As an employer, you will play a key role in super stapling and how you onboard new employees will change.

From 1 November 2021, you will need to undertake a stapled fund search if the new employee doesn't give you a completed Standard Choice Form nominating their chosen fund. The stapled fund search can be done by logging into the ATO online services and entering the employee's details. If a stapled fund exists, super contributions must be paid into that fund.

If the ATO advises that there is no stapled super fund for an employee and they haven't chosen a fund by completing the Standard Choice Form, you will be able to make contributions to your default super fund.

ONBOARDING CHECKLIST FROM 1 NOVEMBER 2021

- Offer Standard Choice Form when onboarding new starters and encourage them to consider which fund is right for them. If they complete the form, you will need to make super contributions into their fund of choice.
- Complete a stapled fund search via the ATO if your new employee doesn't choose their own super fund.
- Pay contributions into the stapled fund. If a stapled fund doesn't exist, pay their super contributions into your default fund (or the fund named in the employee's EBA).

WILL MY EXISTING EMPLOYEES BE AFFECTED?

Your existing employees will not be affected by these changes during their employment with you. You will need to continue to pay their super contributions into the same super fund that you currently do.

CAN MY NEW EMPLOYEES CHOOSE A DIFFERENT FUND TO THEIR STAPLED ONE?

New employees will still be able to elect their own choice of super fund,

including the employer's default fund, by completing the Standard Choice Form - regardless of whether they already have a stapled account.

In this instance, employers are not required to complete a stapled fund search.

DO EMPLOYERS STILL NEED TO HAVE A DEFAULT SUPER FUND?

You will still need to have a default fund option available to new employees who aren't already a member of a super fund and don't choose a fund of their own. In this instance, you will need to create an account with your default fund to pay their super contributions to.

CAN I CHANGE MY DEFAULT SUPER FUND?

Yes, employers can still change their default super fund arrangements.

In most cases, employees would need to consent to rollover their existing balance across to any new fund. Contributions would be required to continue being directed to an employee's existing account if the account is a 'stapled' account, or where the employee has made a choice of fund.

However, you will be able to pay contributions into your new default fund for employees who commence their employment with you after 1 November 2021 where they do not have a stapled fund or complete a Standard Choice Form; or if they elect to have their contributions paid into your default fund.

WE'RE HERE TO HELP

Whether you're already an Equip employer or not, we're here to help you navigate these changes. If you have any questions regarding stapling and the Your Future, Your Super reforms feel free to contact us.

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JOIN US FOR TMAA's 10 YEAR ANNIVERSARY CELEBRATIONS
FROM OCTOBER AND THROUGHOUT NOVEMBER 2021.

CHECK THE TMAA EVENTS PAGE FOR FURTHER DETAILS ACROSS
THE SECOND HALF OF THE YEAR.

THE TMAA'S MISSION

*"TO LEAD, UNIFY AND ACHIEVE BEST PRACTICE WITHIN
THE TRAFFIC MANAGEMENT INDUSTRY ON BEHALF OF ALL MEMBERS."*

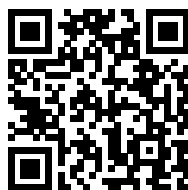
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TMAA 2021 UPCOMING EVENTS



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tmaa.asn.au/upcoming-events/



LOUISE VAN RISTELL

ABOUT FACE

With the changing face of COVID severely impacting both New South Wales and Victorian construction and infrastructure works in the last month, an about face is in the pipeline once the country starts to open up as vaccination rates increase. This means, again, more safety risks for our industry on any type of site, and I seek your vigilance to keep your teams safe as they progress the works promised by Federal and State/Territory Governments.

And there is more progress on which I am happy to report this month. My thanks to Chris Koniditsiotis (Austroads) for reaching out to us and hosting a workshop with myself and the TMAA Board on the Pre-qualification and Training Project for our industry. Rest assured the session was productive and the project is gaining momentum with stages set in motion and further industry consultation for the TMAA on behalf of its members and our industry. I will provide further updates as they come to hand, but this is a pivotal piece of information for the industry.

Our industry struggles to find statistics and data that is traffic management specific. To this end, I am preparing a white paper which we will share with members once completed. This flows on directly from the ARRB survey (now in its second year) which is providing a vehicle for TMAA and our industry to collect and collate relevant traffic management industry data for use with government and key stakeholders. I thank you all for your continued input into this annual survey.

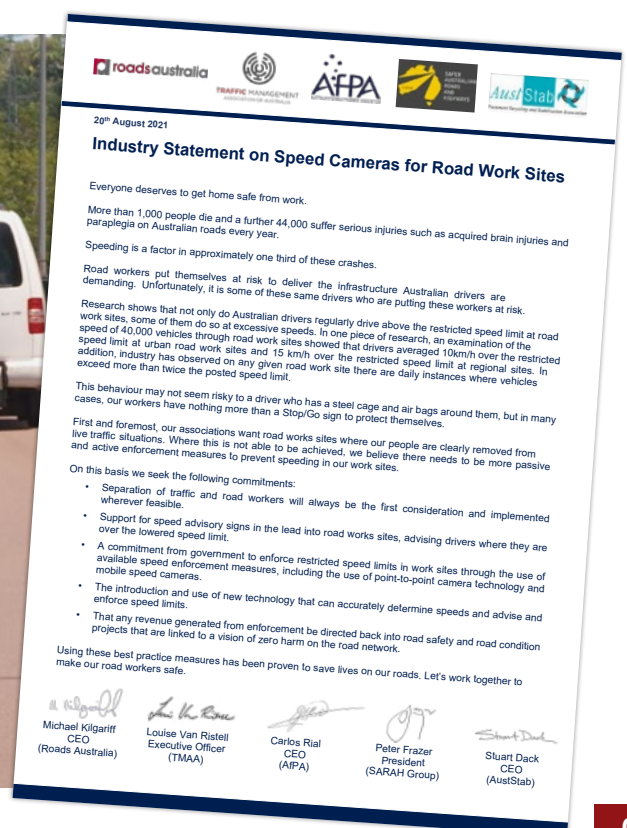
TMAAs successful Your Speed is Our Safety Campaign graced our screens and socials again during September in a timely statement to the public to slow down. While the campaign was airing, the ink was barely dry on a joint statement I had signed for our industry, along with AfPA, RA, AustStab and SARAH, seeking government support to provide surveillance cameras on roadwork sites. QLD's Minister for Transport Mark Bailey was quick to trial and promote this, and we await responses from the New South Wales and Western Australian governments where this is also being advocated.

Surveying the end of year, I am delighted to announce most TMAA Divisions are currently planning their TMAA 10th anniversary dinner/lunch events to celebrate our 10 years as the Voice of the Traffic Management industry. I encourage you to bring your teams to celebrate. Members with 10 year tenure will receive something special but all members will receive a small memento.

In a decade that has seen this industry grow from strength to strength, sometimes through devastating hardship, we have emerged as one of COVIDs survivors, restoring faith in the recovery process while assisting on the frontline. What an about face for our industry in the 10 years of our Association.

Stay safe and well.

Louise Van Ristell
TMAA Executive Officer



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Getting on with delivering our record infrastructure commitment

Barnaby Joyce,

Deputy Prime Minister and
Minister for Infrastructure,
Transport and Regional
Development



A lot has changed since I last held the roles of Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development.

What hasn't changed is my appetite to deliver for towns and communities across the country, and those who call them home.

Having returned to the roles in June this year, my determination to build the infrastructure Australians need and deserve is as strong as ever.

Highway upgrades, safety improvements to local roads, better and more efficient rail networks – you name it, we are getting on with the job.

Our record \$110 billion, 10-year infrastructure pipeline is making this possible, with more than 220 major projects currently being delivered. This pipeline will support 100,000 jobs, underscoring the importance of our infrastructure investment to Australia's economic recovery from the COVID-19 pandemic.

In the 2021-22 Federal Budget we reaffirmed our commitment to delivering with \$15.2 billion in new and additional funding for infrastructure projects. These projects alone will support an estimated 30,000 direct and indirect jobs.

All states and territories are set to benefit from our 2021-22 Budget commitments.

In New South Wales, we are investing \$3.8 billion in a range of projects, including to the East and West sections of the Great Western Highway between Katoomba to Lithgow, the Princes Highway Corridor near–Jervis Bay, the intersection of the Princes Motorway and Mount Ousley road, and the intersection of the M5 Motorway, Moorebank Avenue and the Hume Highway.

In South Australia, our \$3.4 billion commitment will help deliver projects including the Truro Bypass, Stage 2 of the Augusta Highway duplication and Stage 2 of the Heysen Tunnel refit and upgrade.

In Victoria, we are investing \$3.4 billion in projects including a new Melbourne Intermodal Terminal and work on the Pakenham Roads, Monash Roads, Hall Road, Western Port Highway, Dairy Supply Chain Roads and Mallacoota-Genoa Road.

In Queensland, our \$2 billion commitment will fund work on the Inland Freight Route, Cairns Western Arterial Road duplication, Gold Coast Rail Line capacity improvements and provide additional funding for the Bruce Highway Upgrade Program.

In Western Australia, we have committed \$1.6 billion for projects including METRONET, Great Eastern Highway upgrades and WA Agricultural Supply Chain improvements.

In Tasmania, our investment of \$377.2 million will support work on projects including upgrades on the Midland Highway, Bass Highway Safety and Freight Efficiency upgrades, Algona Road Graded Separated interchange and Kingston Bypass duplication.

In the Northern Territory, we are committing \$323.6 million towards the NT Gas Industry Roads upgrade and NT National Highway upgrades.

In the ACT, our \$186.2 million commitment will help fund several projects, including the extension of the Canberra Light Rail (Stage 2A) and duplication of the remaining sections of William Hovell Drive.

Importantly, the Government's infrastructure commitment will also support smaller scale projects to help local communities bounce back from the impacts of COVID-19.

We are providing additional funding to extend two very successful initiatives—\$1 billion for the now \$3 billion Road Safety Program will see it run to 2022-23, and \$1 billion for the Local Roads and Community Infrastructure Program will bring its total funding to \$2.5 billion.

One life lost on our roads is one too many, which is why we are backing initiatives to ensure motorists and their passengers reach their destination safely every time they get in the car.

The Government announced the Local Roads and Community Infrastructure Program in May 2020 to help support local councils to deliver priority local road and community infrastructure projects and support jobs during COVID.

The first phase of the program received \$500 million funding which was topped up with a further \$1 billion in the 2020-21 Budget.

The program has had strong community support and local government backing, and has already delivered a range of great projects including upgrades to local roads, bike paths, playgrounds and improved accessibility to public facilities.

Over the first two phases, more than 5,900 projects nominated by local councils have been approved under the program.

Councils will be able to access the additional \$1 billion funding from 1 January 2022. We have also extended the program to 30 June 2023.

It is expected the third phase of this initiative will support an estimated 3,500 jobs over the life of the projects, bringing the overall number of jobs supported by the program to around 9,000.

The traffic management sector will continue to be busy as these projects—big and small—are rolled out across the nation. And getting the safety message out there to help keep workers safe will be more important than ever.

One great way we can do this is by ensuring the TMAA's powerful 'Your Speed is Our Safety' campaign—which drives home the devastating impact of unsafe driving and speeding at roadwork sites—appears on as many screens and devices as possible.

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



With the Austroads Safety Barrier Assessment Panel (ASBAP) 'Transition to MASH' final transition date of 31st December 2020 looming large, there's never been a more important time for equipment purchasers to ask the critical question: "Is it MASH Approved?"

When it comes to **Scorpion® TMA's**, the answer is a resounding **YES** – for BOTH TL-2 and TL-3 attenuator.

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

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



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ROSI UPDATE

BOOSTING ROAD SAFETY FUNDING

In my June column in *Detours* I spread the good news that the Morrison Government had committed an additional \$1 billion to a second tranche of the successful Road Safety Program in our May Budget.

As Assistant Minister for Road Safety and Freight Transport I'm driving the roll-out of this program and am very pleased with how quickly we are getting substantial spending out into the field.

I know every dollar spent on upgrading regional and rural roads is a dollar well spent, as nothing is more important than ensuring all road users make it home after every road trip.

With the pandemic continuing to impact our jobs, economy and livelihoods, it is vital we continue to prioritise the roll-out of projects that not only improve road safety and save lives, but also support employment in regional communities.

Investments in projects under the Road Safety Program (RSP) are key to underpinning a safer, stronger road network in the bush.

In New South Wales, an additional 141 projects were announced as part of Tranche 2 of the RSP, estimated to support around 1000 jobs. Funding for the additional projects brings the Australian Government's contribution to over \$420 million through the life of the \$3 billion Program.

In my home state of Queensland, we are still seeing unacceptable levels of deaths on our roads. New projects announced in Queensland will focus on better rest facilities, road widening to reduce the risk of head-on crashes, intersection upgrades, new barriers, extra street lighting and overtaking lanes, audio tactile line-marking and wide centre line treatments on high-risk roads across the state.

Locations include Dawson Highway, Capricorn Highway and Palmerston Highway. Joint funding for this round of projects totals \$174.7 million, and will support approximately 535 jobs over the life of the projects.

In Western Australia, joint funding of \$100 million will support 69 road safety projects for completion during the 2021-22 financial year.

This brings the Australian Government's total commitment to WA to over \$230 million through the \$3 billion Program. The new projects being rolled out across the state will support around 470 jobs, bringing much-needed opportunities to the regions.

Thirteen new road safety projects spanning 570 kilometres

will be fast-tracked across South Australia, thanks to a \$52.7 million package to enable upgrades to be completed in the 2021-22 financial year.

This announcement builds on the \$104.6 million in joint funding already announced under the Road Safety Program in January this year to support the accelerated delivery of 15 road safety projects in the state.

The second round of funding in South Australia will support around 570 jobs over the life of the projects.

An additional \$56 million investment in road safety in Victoria will fund another 29 projects, bringing the total investment in 2021 through the Road Safety Program to more than \$300 million.

The bulk of this investment is being targeted in regional areas, including the installation of flexible safety barriers and rumble strips. This will help lower the risk of the two most significant causes of deaths on regional Victorian roads - head-on and run-off-road crashes.

Of the extra funding, almost \$49 million will be invested in regional Victoria to deliver 18 road safety projects, with the remaining funds directed toward traffic calming, safer pedestrian access and electronic speed limit signs at schools and other high traffic pedestrian areas in metropolitan Melbourne.

The initial \$245 million investment in the Road Safety Program is already delivering results with more than 59 projects in regional Victoria delivered.

Importantly, the RSP's 'use it or lose it' provisions require states and territories to use their notionally allocated funds within a timeframe, or the funds can be reallocated to projects in other jurisdictions.

Making our roads safer forms part of our governments' shared vision to reduce deaths and serious injuries on our roads and move towards achieving vision zero - that is zero deaths or serious injuries on our roads by 2050.

We are also investing significantly in other life-saving road safety initiatives including the Black Spot Program, Targeted Road Safety Works and Road Safety Innovation Fund.

This additional funding complements that work, resulting in an even greater roll out of improved infrastructure and roads right across the nation.

The Hon. Scott Buchholz MP
Federal Member for Wright
Assistant Minister for Road Safety
and Freight Transport

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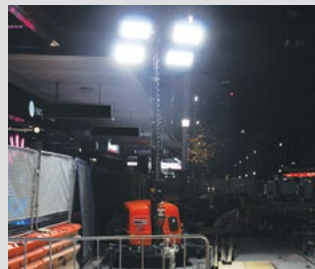
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MASH-Rated Safety Barriers Now Available

The latest range of safety barriers is making life easier for tradies and contractors who need to set up a safe work zone around traffic.

Vehicle accidents in the Australian construction industry caused an average of 251 incidents annually between 2013 and 2017, according to SafeWork Australia.

Construction sites are dangerous enough, but those working near a public road must also have appropriate temporary traffic management measures to ensure the safety of road users.

From January 1 next year, Austroads has specified that all safety barriers must be rated according to the Manual for Assessing Safety Hardware (MASH) guidelines or their equivalent.

The MASH rating is only given after extensive testing shows that a vehicle hitting a barrier will finish in line with the traffic flow rather than off the road or in the work zone. It's a guarantee of safety for both the driver and workers.

LO-RO BARRIERS APPROVED FOR A RANGE OF APPLICATIONS

Lo-Ro water-filled cable barriers stocked by Kennards Hire have been tested to MASH TL-1 and TL-2 and found to offer the best TL-2 deflection in their class at just 3.6 metres.

The barrier modules are designed to collapse and rupture when they're hit, absorbing the impact of a vehicle.

Importantly, in late 2019 Austroads upgraded their rating from 50km/h to 70km/h, which means they can be used in many more situations involving road works, protection of work zones and traffic management.

They are now approved for use to 70km/h by roads and transport departments in New South Wales, Victoria, Queensland and Western Australia.

Daniel Wiegold, from Kennards Hire's

traffic management team, said the new barriers have been very popular with tradies and contractors.

"The low deflection reduces the clear zone requirement and provides an additional margin of safety for workers in the work zone."

LIGHTWEIGHT, PORTABLE SAFETY BARRIERS

Apart from improved safety rating, the great benefit is their light weight and portability. When they're empty, they weigh just 73kg, so two operators can easily offload them and lift them into position.

Daniel said the low deflection rating reduces the minimum length of barrier, which saves money and installation time, and the moulded-in stacking lugs make them easy to store and transport.

"You can transport 40 of the Lo-Ro barriers on a truck where you might only be able to transport 10 concrete barriers," he said.

The free-standing barriers don't require anchoring and can be used on concrete, asphalt, gravel and dirt surfaces. They feature three galvanised cables for rigidity and interlocking knuckles between modules to minimise penetration into the work zone.

The water-filled SLED terminal approved for use with the Lo-Ro modules has also attained the TL-2 MASH rating. It comes with directional signage and is designed to cushion the impact of a head-on crash.

The modules are filled from a water tanker truck and there's a central drain hole at the bottom of each module for easy emptying.

Once filled, they weigh in at a hefty 726kg. They are "short and stout" for maximum stability. The low profile - just 876mm high - also means they don't obstruct vision in urban areas.

Lo-Ro water-filled barriers are available in red and white, making them highly visible to motorists.

WHY HIRE SAFETY BARRIERS?

Hiring bollards and barriers makes sense for contractors who only need them occasionally.

It saves a large capital outlay and it's much easier to ring someone to deliver barriers and other equipment to a work site, and collect them once the job is finished, than it is to find suitable storage between jobs.

Hiring also relieves tradies and contractors of the dreaded compliance burden, including keeping service records.

For Kennards Hire, that's not just a matter of ticking boxes.

"Our reputation depends on ensuring our traffic management equipment is compliant," Daniel said.

All Kennards Hire equipment is certified to Australian standards and checked and serviced before every hire.

But equipment hire is only a part of the business. Kennards Hire's traffic management team can offer advice and solutions based on many years of experience in the industry.

As Daniel puts it, "We're in the business of solving problems."

"Kennards Hire is constantly innovating and refreshing our range of equipment and services so our customers can concentrate on getting the job done."

The hire process is streamlined through the Kennards Hire Trade Easy service promise.

Equipment can be swapped or serviced on-site in the event of a breakdown or changing project requirements. Customers can call ahead and the branch will have equipment clean, serviced and ready to load up.

Every job is different, so talk to the experienced traffic management team at Kennards Hire or head to the website for the latest in traffic management equipment, including barricades and barriers.

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YOUR SPEED IS OUR SAFETY DURING COVID 19 AND BEYOND

The Your Speed is Our Safety Campaign funded by the Office of Road Safety, will be airing in 2021. Please share our social media links and the videos with your colleagues and stakeholders to promote the safety, and slow down message.

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

Please share them as a story set in order.

Spread the safety message



Australian Government
Office of Road Safety

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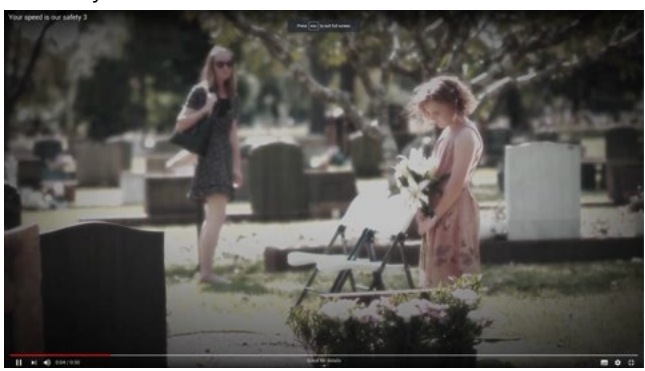
Your Speed is Our Safety – Videos



PART 1 youtu.be/QLwXOtrMsCg




PART 2 youtu.be/0WGSBA4L0W4




PART 3 youtu.be/4yzkIYJ1p4M


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ANDREW CLEMENTS

DRIVING COMPLIANCE & MEMBER SERVICES

As we approach the mandated date for implementation of the QGTTM and AGTTM in Queensland, TMAA QLD, has provided training for compliance and safety for these introductions across the state for our members, non-members, and councils. It is a tribute to the relationship building with the LGAQ that councils across the state have sought out TMAA to deliver this training. LGAQ's Lead - Transport and Logistics, Robert Chow said, "Thank you to TMAA for providing beneficial training to assist LG officers in better understanding the upcoming changes through the AGTTM. I am looking forward to our continued collaboration on shared issues and opportunities."

These training sessions have been face to face in Cairns, Townsville, Rockhampton, Bundaberg, Toowoomba and Brisbane and in webinar form for Cloncurry and Mt Isa. We are seeking input from members to ascertain if we require any additional extension training sessions in October and November, so please contact our office at tmaa@tmaa.asn.au if you are interested in expansion or additional sessions.

TMAA QLD has been lucky enough to hold events and meetings face to face during the pandemic, due to Queensland's ability to stay relatively open within the state during COVID. The latest in a series of events over the year was a breakfast at the Queensland Cricketer's Club, with guest speakers iRAP CEO Rob McInerney and Chair for Infrastructure (Brisbane City Council) Andrew Wines. These speakers spoke of star rated safety and project progress across the south east and provided a snapshot of future logistics for the region.

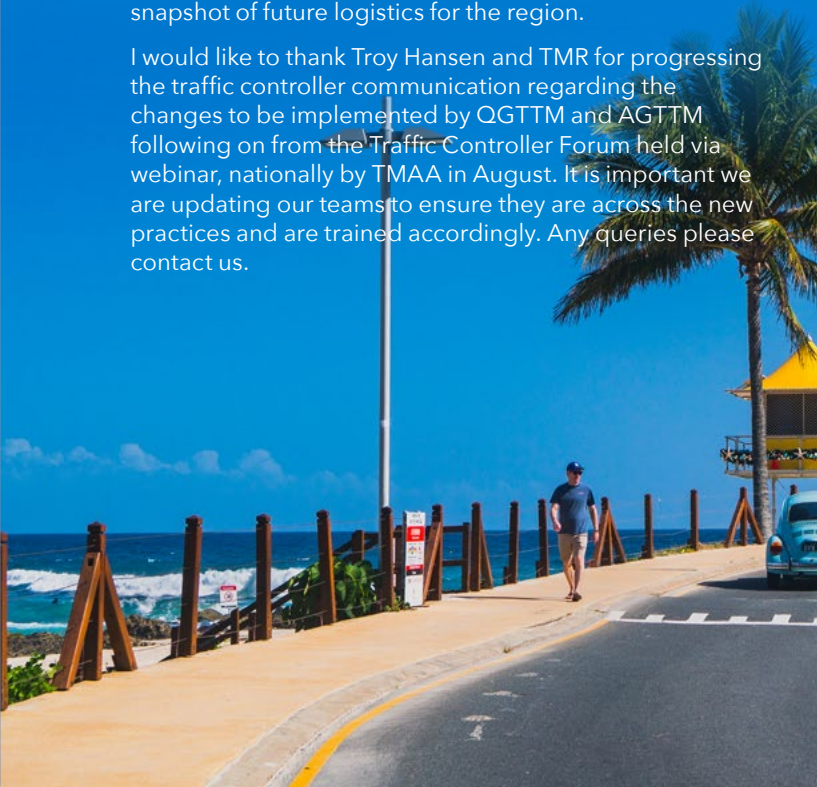
I would like to thank Troy Hansen and TMR for progressing the traffic controller communication regarding the changes to be implemented by QGTTM and AGTTM following on from the Traffic Controller Forum held via webinar, nationally by TMAA in August. It is important we are updating our teams to ensure they are across the new practices and are trained accordingly. Any queries please contact us.

It is hard to believe that 10 years ago, fledgling TMAQ as it was then known, submitted to the Registered Organisations Commission to become a national association TMAA. On 2 November, TMAA turns 10 and we will be celebrating in Queensland with a 10 year Anniversary lunch for members and guests on Thursday 4 November, 2021 at Customs House, Brisbane city. Minister Mark Bailey will be speaking at the lunch and presenting our 10 year members with a gift. The lunch will directly follow the General Members meeting which commences at 11.00 am so bookings will include the 11.00 am meeting start and lunch. Bookings will be available soon.

Lastly to our regional members, we will continue to use Zoom where possible at venues to ensure you have the opportunity to participate in meetings. Indeed 14 October's meeting is scheduled to be regional so we are considering a Q & A session with speakers for members in the regions (and SEQ) for this session. More information to follow in the coming weeks.

As always, stay safe on sites and at home.

Andrew Clements TMAA QLD Chair





In Bruce we Trust: New regional members appointed to highway council

Premier and Minister for Trade
The Honourable Anastacia Palaszczuk

Minister for Transport and Main Roads
The Honourable Mark Bailey



Regional Queenslanders will have more say in how transport funding is prioritised for the Bruce Highway with the appointment of six new Bruce Highway Trust Advisory Council (BHTAC) members.

The Premier announced the new representatives in Parliament today who will join peak industry leaders including RACQ and the Queensland Trucking Association (QTA) to help shape economic recovery, job creation and improved road safety through upgrades to Queensland's longest road.

"The Bruce Highway is Queensland's backbone stretching 1700km from the south east, right up to the Far North," the Premier said.

"It's the life blood of our regions, keeping our freight moving and our communities connected.

"Our long-term Bruce Highway upgrade program is critical in making sure all motorists who use it - get to their destination safely and is a pivotal part of our Economic Recovery Plan providing a steady pipeline of jobs for Queenslanders during very uncertain times.

"We're helping to deliver \$13 billion of works over the 15 years until 2028 and we committed more funding in our last budget, ensuring there is now \$883 million in additional joint funding supporting more upgrades.

"My government established the Bruce Highway Trust to take the politics out of funding the Bruce to make sure the funding was going to where it's needed most."

The six new regional members to join the Bruce Highway Trust include:

- Ellie Pearson - civil/environmental engineer with roads and transport experience
- Anita Mumford - civil engineer with highway planning and design experience
- Julie Boyd - significant local government experience and strong regional development and road safety knowledge
- Robert Dorgelo - roads and highways engineer
- Tania Dennis - architect and urban design with strong regional development experience
- Brian Hughes - experienced former Road Safety Advisor.

The Premier said the addition of these six regional voices will help identify what our regions need and lock in a long-term pipeline of jobs right along Queensland's east coast.

"They have a diverse range of backgrounds, including in engineering, road safety, architecture, urban design and governance. A wealth of knowledge that can only be gained from living in communities along the Bruce," the Premier said.

"I look forward to their advice on how we can improve the Bruce to further unlock economic growth in our regional communities, build flood resilience and improve safety for the thousands of Queenslanders who use the Bruce every day."

Transport and Main Roads Minister Mark Bailey said expanding the BHTAC with more regional voices was a priority.

"Queenslanders backed our commitment to invest more

on the Bruce Highway and expand the Trust Advisory Council, and we're backing them by delivering on that commitment," Mr Bailey said.

"We've already got a record \$27.5 billion being invested in roads and transport infrastructure over the next four years to support 24,000 jobs and drive Queensland's economic recovery.

"The work of our new regional representatives, which includes members from South Kolan, Sarina, Mackay, Magnetic Island, Townsville and Innisfail, will make sure that investment continues well into the future and continues to focus on regional Queensland.

"The establishment of the BHTAC is a key commitment under the Palaszczuk Government's Future-Proofing the Bruce policy and A Real Bruce Plan.

"I welcome the new members representing Queensland regions and communities along the Bruce Highway, north of Gympie."

BHTAC chair Peter Garske welcomed the new appointments to the council.

"The council's work and the views of its current and new members will be critical to the development of the Bruce Highway vision and action plans," Mr Garske said.



"The BHTAC is overseeing the development of a 15-year vision and three, five-year rolling Action Plans, as well as the Safer Bruce 2030 Action Plan to unlock economic growth, build flood resilience and improve safety on the highway.

"Our role includes providing advice and direction to the BHTAC Technical Working Group on stakeholder needs and expectations.

"We welcome the six new members and the unique regional perspectives they bring."



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5 FIRST STEPS TO TAKE WITH A PROBLEM EMPLOYEE

Barring a few specific and clear reasons for instant dismissal, the first instinct in dealing with difficult employees shouldn't be to fire them. First, it's important to look a little closer at what might be going on both with the employee and with the wider organisation. Here are five important steps to take first with any problem employee.

SIT DOWN AND LISTEN

It sounds simple, but this initial step is often left out – yet can provide a great level of insight with many problematic employees. Perhaps there's something specific impacting the employee's ability to do work and they're uncertain about bringing it up. Perhaps they're being bullied or harassed, or have had something serious happen at home that they're in the middle of processing. They may be struggling with a new project or task. Asking the employee how they're going and whether they need support can be particularly important for employees who were previously performing well in their role.

DOCUMENT CONCERNS OVER TIME

Documentation is a key aspect in successfully managing difficult employees. This gives you a clear record of problematic behaviour and incidents, provides evidence for any future decisions, and also helps you to distance yourself from the emotion of the issue. Quite often managers will let things slide as time goes on as each smaller problem doesn't seem like such a big deal – however documenting this over time can show a larger pattern of poor behaviour or performance that could also be affecting other employees.

PROVIDE CLEAR FEEDBACK

The next step is to sit down with the employee and address your concerns with them clearly, providing specific examples from your documentation. Yes – it can be a difficult and awkward step, but it's better than the alternative of thinking the employee should just realise and know what the problem is. Quite often, having a friendly yet frank conversation about their behaviour or performance is enough to alert them to the problem and work on shifting their approach.

SET EXPECTATIONS

We all need objectives to work towards, and the process of a behaviour or performance change is no different. Consider phrasing such as, "I really think you can turn this situation around, and here are some ways to help with this. If you can/can't achieve ____ by ____, then the next step will be to ____."

Whether you use the 'carrot' or the 'stick' approach can depend on the employee. For example, someone who has lost morale due to feeling unrecognised might respond well to the end goal of a coveted team position, while someone who's been exhibiting long-term attitude problems might respond to the consequence of being put on warning or dismissed. Our HR specialists find that getting to know the employee's specific goals and challenges helps to set these expectations as part of effective strategic human resource management.

LOOK AT THE ORGANISATION'S WIDER CULTURE AND PROCESSES

It's incredibly important to also zoom out on your organisation's people practices and human resource strategy. Is morale a wider issue, or are other employees showing signs of being held back or frustrated? If you do get the sense that your culture or HR processes could use a closer look, consider speaking with WorkIQ.

D-day for drink drivers as tough new laws arrive



The Palaszczuk Government is cracking down harder on drink drivers to make Queensland roads safer, with new, tougher laws kicking in next week.

Under the changes, the alcohol interlock program, which requires sentenced drink drivers to unlock their cars by passing a breath test on a device installed in their vehicle, will be expanded to apply to mid-range drink drivers.

With drink driving accounting for a quarter of the lives lost on Queensland roads, Transport and Main Roads Minister Mark Bailey said the tougher laws would send a strong message to drivers who can't separate driving from drinking.

"Last year, 62 people died on Queensland roads because of drink drivers. The year before it was 46 people," Mr Bailey said.

"Sadly, these numbers could be even worse this year, with the number of lives lost far too high.

"And these aren't just numbers - these are all people whose lives have been cut short, and who have left families and friends behind.

"We know mid-range drink drivers account for more than a quarter of all drink driving offenders and have a crash risk 20 times greater than someone who hasn't had a drink.

"That's why we're expanding the alcohol ignition interlock program to include drink drivers with a Blood Alcohol Concentration (BAC) between 0.10 and 0.149.

"Under the new laws, drink drivers will need to have an alcohol interlock in their vehicle until they can show a consistent record of clear breath tests over time."

Mr Bailey said other changes include requiring all drink driving offenders to complete an education intervention program before they can reapply for their driver's licence.

"Education is also a key focus of the new laws," he said.

"For the first time, all drink driving offenders will need to complete intervention or education programs before they return to driving.

"Research shows education programs reduce the rate of re-offending.

"These changes are a critical next step towards reducing road trauma caused by drink drivers and confirm our commitment to making our roads safer."

The new laws will compel all first-time offenders to complete an online Brief Intervention Education Program before they can drive again.

Repeat offenders will also have to complete a more intensive, multi-session program to help them change their behaviour.

Mr Bailey said the Palaszczuk Government wasn't stopping there when it comes to tackling road safety.

"We're taking action right now by rolling out mobile and fixed cameras to catch drivers illegally using their mobile phones and not wearing seatbelts, anywhere, anytime," he said.

"In the first month of this rollout, almost 1400 drivers were snapped not wearing a seatbelt.

"People who are not wearing seat belts continue to be a serious problem with 43 dying on our roads last year.

"In this year's state budget we committed almost \$1.7 billion to road safety, which will be used to prioritise safety upgrades, improve driver education, make school zones safer and develop policies to reduce road crashes and trauma.

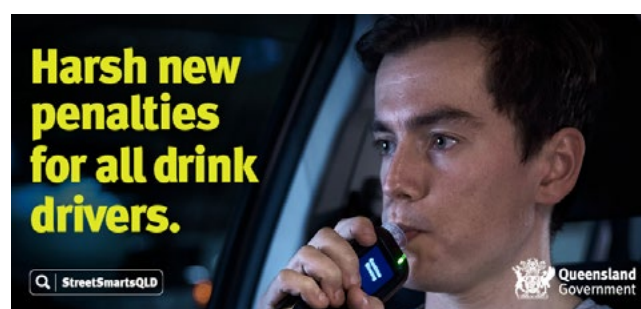
"We're doing our bit, but we need road users to do theirs, with the 'Fatal Five' - speeding, drink/drug driving, failure to wear a seatbelt, fatigue, and driver distraction - continuing to be contributing factors in more than half of lives lost."

To support the performance-based interlock program, the current two years 'sit out period' that applies to those people who chose not to fit an interlock to a vehicle, will be increased to five years.

This means a person cannot drive for five years if they choose not to participate in the interlock program.

The reforms to Queensland's drink driving laws kick in on September 10.

To learn more about drink driving and read about other Queensland road safety initiatives, visit streetsmarts.qld.gov.au/



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Brisbane



Brisbane



ANTHONY SIMMONS

2021 continues to be a challenging year for our State. We are now in our sixth lockdown and as I write this report, we are starting a two-week shutdown of the Victorian Construction Industry. We are ever hopeful that we will be able to meet/network face-to-face in November/December.

As usual, we were pleased to welcome participation from key stakeholders at our August meeting – Department of Transport (Emily Lodder & Claire Potter), Major Roads Projects Victoria (Charmaine Neal) WorkSafe Victoria (Tony Cockerell) and City of Yarra (Jzanelle Cook) - and our Supplier Members.

We were especially pleased to welcome back WorkSafe to our meetings. Tony Cockerell noted that WorkSafe had been preoccupied with Covid responsibilities over the past 18 months and had recently undergone some major staff/structural changes.

Foundations for Safety (major employer organisations and unions) has requested the re-establishment of the WorkSafe Traffic Management Forum. One of the issues that had led to this request was discussion about removal of TCs from the line of fire.

We welcomed this initiative as it was a useful forum for industry stakeholders including regulators. WorkSafe has now commenced the re-establishment of the Forum and I hope to have more news for the next Detours.

There was also a brief about Infringement Notices for Workplace Safety Breaches - with WorkSafe inspectors (from 31 July) able to issue infringement notices. Information has been distributed to members.

Department of Transport (DoT) updates reported on and discussed at our meeting were as follows:

BLANKET MOAS DoT had received a lot of queries about blanket MOAs and the circumstances in which they would be issued by DoT. A guidance note is being prepared.

MOA CHARGING No further developments since the last meeting.

MOA APPLICATION FORM The updated version 1.5 and earlier version is not able to be stored as a partially completed form. The issue is not able to be rectified due to the way it feeds into DoT back-end system.

However, the Self-Service Portal for Industry - may be able to share some information shortly. When implemented in mid/late 2022 there would be access via a dashboard and shared templates etc. More information will be available at the next meeting.

CONSENT TO WORKS (WORKING WITHIN THE ROAD RESERVE) Subsequent to the meeting we have received a response to the TMAA's email seeking clarification around WWRR permits and when they are required in relation to Crossover or Footpath related works, which in turn, would require traffic management if the works are deemed traffic impact works. The response has been distributed to members.

PREQUALIFICATION There is no confirmed date for implementation of the new accreditation scheme - it is now with the Minister's Office. In the meantime, the existing arrangements had been reinstated.

AS1742.3. & AGTTM As yet there is no implementation date. DoT has carried out a Risk Assessment. DoT will use the safest aspects of the AGTTM and Code of Practice combined. This will result in the adoption of the AGTTM with Victorian specific provisions as addendums; and the Code of Practice would be sunsetted. The meeting was advised that this was awaiting approval; and that it would be four to five months before it is gazetted - potentially late 2021.

STANDARD OPERATING PROCEDURES DoT is developing standard template guidelines (online) and drafts will be shared with industry in September.

DoT had undertaken to share data with TMAA. In June 2021 there was 78% compliance with aftercare sites, and on average four non compliances per site.

ENFORCEMENT DoT has paused the provision of surveillance reports; and is currently giving consideration to industry comments.

TRAINING AustRoads is currently engaging with RTOs about the new training materials and the process expected to be completed by the end of the year. With respect to the implementation process, information to be provided once it is mapped out more clearly. AustRoads will licence the trainings material to DoT; and DoT will take expressions of interest from RTOs who wish to licence the materials.

MAJOR ROAD PROJECTS VICTORIA The upcoming program was outlined and discussed; and feedback was sought from the industry about the use of body cameras.

Jzanelle Cook (City of Yarra) noted the ongoing discussions between the Cities of Yarra and Moreland about proposed enforcement on utility works.

The following Supplier members gave brief updates: Alloc08, A1 Roadlines, Assignar, Solvable, Traffio.

MEMBERSHIP We are pleased to welcome the following new members: Monjon (Australia) Traffic and Holmesglen Institute.

Anthony Simmons
TMAA VIC Chair





Continuous Professional Development for our industry



DR DAN SULLIVAN

In association with TMAA I have just completed another round of industry education and development workshops across Queensland interspersed with webinars delivered for audiences in Tasmania and Northwest Queensland. Separately, I have been directly asked to assist utility organisations across Australia in how to adapt to the latest practices and I am now commencing a series of workshops with local government clients across Queensland.

It is striking in all of these workshops and webinars, the strong desire from amongst practitioners in all roles in the industry, that they are seeking more information on latest practices and how to transition to the current guidelines. In Queensland mandatory adoption of the new Australian Standard and Austroads Guidelines occurs on 1 December 2021. In some states and territories adoption has already occurred while in others it is still some time off. Even in those states where adoption has already occurred, the most common feedback I am receiving is "how am I supposed to apply the new practices when training is not yet available?"

So how do I answer that? I personally believe it is the responsibility of every professional to take charge of their own development and ensure they keep themselves up to date. However, with such a significant change to the technical documents guiding our industry, there is also a clear need for a coordinated message and technical sessions across industry to maximise the ability for industry to efficiently adopt the new practices. This preferably should occur nationally as many of the technical questions I have received have been the same across multiple jurisdictions. Unfortunately, due to

restrictions on travel and other reasons this national series of industry awareness workshops has not occurred.

Personally, I gain a great deal of satisfaction delivering training and education sessions and talking to a range of industry practitioners who are clearly as passionate about our safety outcomes as I am. I am energised from assisting the development of those who embody the professionalism of our industry and want to improve their skills and capabilities. Therefore I welcome any opportunity to share my experiences, knowledge and skills with industry whenever I am asked.

However, until our state and territory borders are opened without the constant threat of being locked out (I refer mostly to my own state) we are unfortunately somewhat restricted in how we jointly continue this conversation and the development of our industry.

In my conversations with practitioners across the industry, it appears that many see that workshops and training are the only mechanisms they have for professional development. There are however other options.

In my current career stage, and as one of the most experienced national practitioners in my chosen fields, I usually don't get a lot from many of the presentations at technical conferences I attend. However, there are still the lightbulb moments from time to time and it is these moments that demonstrate that there is always something more to learn.

Continuous professional development is critical for anyone in any role in the industry. As an engineer I need to demonstrate that I have maintained my competency

by having at least 150 hours of continuous professional development in the past three years. While this may seem to be a lot, the engineering industry recognises that as professionals move through their career CPD takes on different forms. It is recognised in the engineering industry that a key part of CPD at a later stage in my career is giving back to the industry in the form of

I would therefore like to encourage all those in technical roles to consider the following in the development of their career and the career of others in their organisation or across the industry.

Short courses, workshops, seminars and discussion groups, and conferences	Technical meetings, including presentations, seminars and workshops, delivered or facilitated by recognised practitioners in the field. This may include in-house presentations for employees within companies
Learning activities in the workplace that extend competence in your technical skills	This is not normal work activities applying current knowledge but can include group discussion sessions in your organisation where practitioners share their key learnings in recent works or projects or discuss new concepts. In your workplace consider running a short half hour discussion session every few weeks, comparing notes, undertaking reviews of completed designs and explaining the latest tools and experiences.
Private study which extends your knowledge and skills	Private study includes the reading of books, journals, manuals and guidelines. In particular, take the time to read through sections of the new guidelines and standards to familiarise yourself and keep up to date.
The preparation and presentation of material for courses, conferences, seminars and symposia	For later stage practitioners this can represent the major CPD element and involves the preparation and presentation by you to contribute to the advancement of the profession.

I look forward to our state border restrictions being removed so that we can continue the discussions and learnings associated with our profession across the country. Until we can take our presentations nationally, I encourage everyone to use the other methods to continue to learn from those around us and expand our knowledge of the profession.



Paul Toole
Minister for Regional
Transport and Roads



Transport for NSW is continuing to support jobs across the state

Transport for NSW is continuing to support jobs across the state, with about 106,900 people currently directly and indirectly supported by the \$71.5 billion transport infrastructure program over the next four years.

In response to the new restrictions in July 2021, Transport for NSW moved quickly to work with its delivery partners to lock down major infrastructure sites until 30 July.

Construction work has since resumed under strict requirements and TfNSW is working with contractors to ensure COVID-19 restrictions on sites are adhered to, including mandatory vaccinations and capacity limits.

\$100 million in stimulus funding has been provided to accelerate road and rail maintenance work in regional NSW to help deliver safer, smoother and more reliable journeys for local communities.

As part of the stimulus, more than 130 projects have been completed across the regions since March 2020, which has supported local and regional jobs and businesses.

BACKGROUND:

An additional \$290.5 million as part of the 2020-21 NSW Budget has been allocated to deliver transport and road projects across metropolitan Sydney and support economic recovery.
PROPOSED RESPONSE FROM MINISTER FOR REGIONAL TRANSPORT AND ROADS PAUL TOOLE:

Transport for NSW is continuing to support jobs across the state, with about 106,900 people currently directly and indirectly supported by the \$71.5 billion transport infrastructure program over the next four years.

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MAX LINE

Hello to everyone reading and thank you for nominating myself as the chair for Western Australia. The short journey so far has been an exciting and interesting one. I would like to say thank you to Wendy Douglas from Altus for her hard work as the prior Chair of TMAA WA.

Winter 2021 has been busy in Western Australia on the work front with a few of the larger projects now online. An issue that does seem to be arising when talking to other management within our industry is the skills shortage we are currently facing in WA. Although we are seeing a large influx of new people entering our industry, this summer will be an interesting one.

Back in July both Stephen O'Dwyer (TMAA National President) and myself met with the Road Safety Minister of Western Australia Hon Paul Papalia, who is very interested in engaging with our Association to spread the "Your Speed Is Our Safety" message across WA. This is an opportunity for our Association to showcase the importance of road safety within our worksites,

On 9 September TMAA WA held a meeting, and it was a pleasure to have both Gareth Peers and Matt Barnsley from Main Roads Western Australia attending the meeting to give an update on the AGTMM and the code of practice within WA. It was a very informative meeting and I would like to express my thanks to both Gareth and Matt for attending our meeting. We look forward to seeing you next time.

It is great to see a couple of firms recently joining the association within WA and the membership list is growing, I encourage all business owners and traffic controllers within our industry to join and attend our meetings to grow and improve our industry.

I look forward to seeing all the TMAA WA members and Associates at the 10 year Anniversary lunch on 19 November!

Best Regards

Max Line
TMAA WA Chair





Western Australia is Building for Tomorrow

Western Australia is Building for Tomorrow with an unprecedented level of investment in transport infrastructure across the State. There are over 80 major projects recently completed, under construction or in planning across metropolitan and regional areas.

The projects including road, rail, cycling and coastal infrastructure, cover the state, from Broome in the north, to Esperance in the south and Halls Creek in the north-east.

The second half of 2021 will see more projects completed, enhancing Perth's transport network and improving access to many areas of WA.

Western Australian communities will be better connected with more than 72 kilometres of new rail line, 150 kilometres of new cycle paths, upgrades to eight marine facilities, close to \$500 million invested in the city's freeways and an extensive safety improvement program for regional roads all underway.

RAIL

The single largest investment in Perth's public transport network is METRONET - a program of rail works providing more transport, housing and employment opportunities.

With construction recently commencing on its tenth project, METRONET is well on its way to delivering its promise of a better-connected Perth.

In June, the Bellevue Assembly Facility opened, heralding the return of railcar manufacturing to Western Australia and officially completing the first of the METRONET projects.

Over the next 10 years, 246 METRONET C-series railcars and six Australind diesel railcars will be built in the new facility, generating employment opportunities for more than 200 workers.

OTHER METRONET PROJECTS ARE ON TRACK TO BE COMPLETED BY THE END OF THIS YEAR, INCLUDING;

Denny Avenue level crossing removal: the first of many level crossing removals under the METRONET program, the Denny Avenue level crossing permanently closed on 1 April. After lifting 850 metres of rail line, the new rail over road underpass opened to traffic while works continue in the area to finalise construction on connecting roads.

Mandurah Station multi-storey car park: a three-storey car park providing 700 additional bays, bringing the total on-site parking to 1800

THERE ARE ALSO FIVE NEW RAIL LINE PROJECTS CURRENTLY UNDER CONSTRUCTION INCLUDING;

Forrestfield-Airport Link: the project will deliver a new rail service to the eastern suburbs of Perth with three new stations at Redcliffe, Perth Airport Central and High Wycombe. A trip from the eastern suburbs to Perth CBD will take just 20 minutes and provide faster and more affordable access to Perth Airport for residents and visitors. This line is expected to open in the first half of 2022.

Morley-Ellenbrook Line: with five new stations along 21km of new rail line, the Morley-Ellenbrook Line will halve the public transport journey time for passengers travelling from Ellenbrook in Perth's north east to the Perth CBD.

Thornlie-Cockburn Link: Perth's first east-west rail connection, the 17.5-kilometre Thornlie-Cockburn Link will provide a higher level of public transport service to Perth's southern suburbs and includes two new stations, upgrades to Thornlie and Cockburn Central stations and relocating 11 kilometres of freight railway.

ROADS

Perth's road network is also receiving a significant boost, with billions invested into roads to improve safety, ease congestion and enhance access.

Tonkin Gap: Tonkin Highway is part of Perth's Principal Road Freight Network, serving key centres such as Perth Airport and Kwinana Freight Terminal. New bridges,

additional traffic lanes, interchange upgrades and a new shared path for cyclists and pedestrians will upgrade the highway from Collier Road to Dunreath Drive.

Leach Highway and Welshpool Road:

construction has commenced to improve one of Perth's most congested intersections and includes a new grade-separated interchange with Leach Highway travelling over Welshpool Road. The project will improve network capacity, travel times and safety at this intersection, as well as create around 600 local jobs.

Armadale Road to North Lake Road: expected to be completed later this year, this project sees the construction of a new bridge over Kwinana Freeway, linking Armadale Road to North Lake Road. Local roads will be reconfigured with two new roundabouts to maintain connectivity. Traffic congestion around Cockburn Central Station and Cockburn Gateway Shopping Centre will improve as will access to the freeway.

Upgrades across the regional network are also underway, with a range of measures to make road journeys safer, smoother and more efficient.

Bunbury Outer Ring Road: construction has started on the South West's biggest road project to date. The 27-kilometre highway will reduce the number of heavy vehicles on local roads, allow drivers travelling between Bussell Highway and Forrest Highway to avoid 13 sets of traffic lights and one rail level crossing, and create free flowing traffic movements for the freight transport industry. The project will create thousands of local jobs and provide future opportunities for south west businesses.

Albany Ring Road: access to and from Albany port and industrial areas for heavy vehicles will improve, as will safety on local roads as trucks use the alternate route. Expected to be completed in late 2023, the project will create economic and job opportunities in the region.



Bussell Highway: once complete, this project will deliver a 46-kilometre uninterrupted dual carriageway between the popular south west tourist towns of Bunbury and Busselton. Local residents and tourists will benefit from improved travel times and a safer journey.

Visit www.buildingfortomorrow.wa.gov.au for all the major road, rail, coastal and cycling projects planned, under construction and completed in your area.

The projects including road, rail, cycling and coastal infrastructure, cover the state, from Broome in the north, to Esperance in the south and Halls Creek in the north-east.

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▶ TMAA SA CHAIR'S REPORT



MATTHEW WRIGHT

BRING ON SPRING

With Winter now behind us we are now in Spring and thankfully the weather is starting to improve. This year winter was a wet one with a minimum 20% above average rainfall.

COVID-19 restrictions have been limited over the last few months with our only major lockdown being a 7 day lockdown in July. This included a complete "stop" to the construction industry. TMAA SA is working closely with CCF SA to be part of the round table discussions with local government to put steps in place moving forward should another lockdown occur.

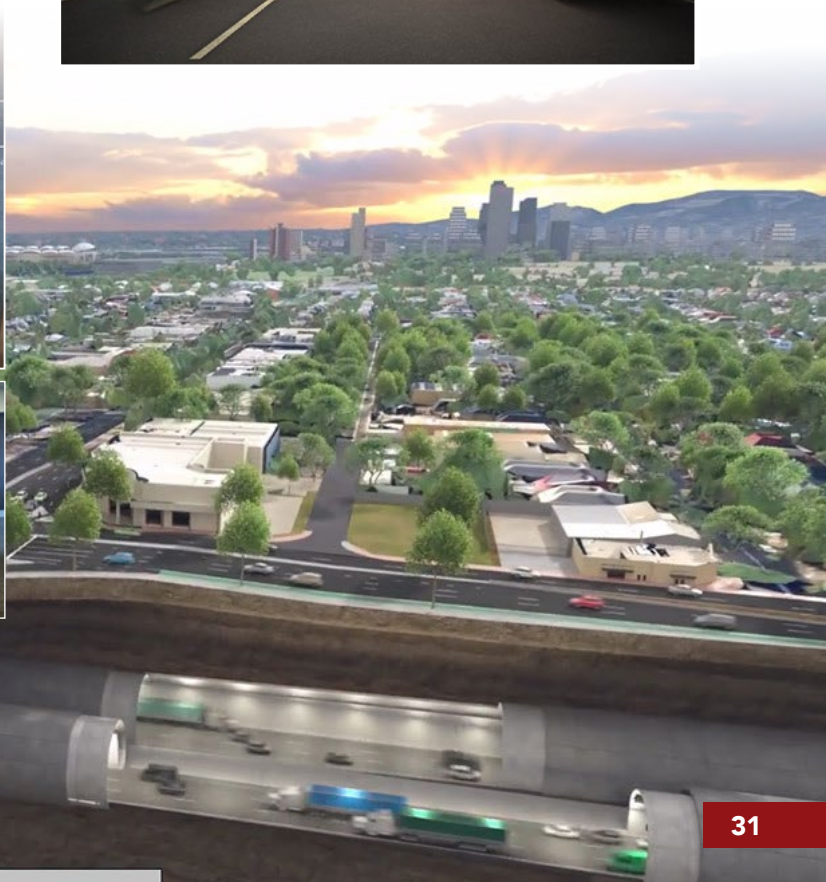
On the first day of September the DIT Construction Sector Industry Briefing for 2021 was held at Adelaide Oval with around 600 attendees. This briefing gave the industry a great understanding on DIT projects in the pipeline including our biggest one to date commencing shortly the Torrens to Darlington Tunnel Project.

TMAA SA also held our breakfast in September with 48 people attending! Guest speakers from (DIT) Andrew Excell & (LGA) Lisa Teburea gave all members a forecast and understanding of upcoming works and major projects happening in the South Australian region. TMAA members were given an insight on how governing bodies forecast and select projects to ensure South Australian roads are maintained and better managed.

There has been a lot of discussion lately around issuing fines for unnecessarily leaving signage out on sites. I feel as an industry we need to work with all the relevant governing bodies in regards to any potential changes to the legislation. There needs also to be guidance or education to all members of the public and the building sectors as to why in some cases signage is left out on a site.

I am privileged to take over as Chairman of TMAA SA from Stuart Noble and would like to thank him for his great effort over the years. I welcome Dylan Barker as TMAA SA Vice Chairman and look forward to working together with him and the industry to help guide the industry into the future.

Matthew Wright
TMAA SA Chair



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\$90 MILLION OF WORKS CREATING SMOOTHER METRO ROADS AND HUNDREDS OF JOBS

South Australian motorists are enjoying smoother and safer roads thanks to nearly \$90 million of road resurfacing already completed, or due to commence, across Adelaide this year.

The work will improve almost 65 kilometres of total road length, which equates to around 220 lane kilometres, while also supporting approximately 500 full time equivalent jobs for South Australians.

The Marshall Liberal Government has also invested more than \$2.8 billion into our regional roads since coming to government in 2018.

Resurfacing will commence or be completed on 16 key city roads before the end of 2021, including Port Road, Greenhill Road, Anzac Highway and Salisbury Highway. This is in addition to works already completed.

Minister for Infrastructure and Transport Corey Wingard said the resurfacing was part of the Marshall Liberal Government’s commitment to deliver a safer and more effective road network.

“We inherited a severely neglected road network from the former Labor government including a maintenance backlog of \$750 million,” Minister Wingard said.

“We are committed to maintaining our state’s roads so that all road users can reach their destination as quickly, safely and smoothly as possible.

“These works will not only ensure the long term safety and integrity of several key roads and intersections across the state, but are also supporting hundreds of jobs in our construction industry.”

Minister Wingard said the new road traffic regulations that came into effect in April this year were helping to minimise unnecessary traffic disruptions at roadworks.

“Under these new regulations, contractors may face fines for roadworks offences such as closing lanes or reducing speeds without a permit, or for failing to remove speed signs when required to do so,” Minister Wingard said.

“Companies can be fined up to \$1,250 (plus \$92 victims of crime levy) and repeat offenders face prosecution and fines up to \$20,000 for a first offence and \$50,000 for a second offence.

“An educational approach has been taken to these new regulations so far, with 30 warnings and one expiation notice issued.

“However, now that contractors have had the chance to familiarise themselves with these regulations we expect them to do the right thing or face a fine. We want to do everything we can to minimise disruptions for motorists and to keep traffic moving.

“Despite these measures, roadworks will still cause short term inconvenience. However, motorists can look forward to safer roads in their community when the work is completed and I thank them for their patience while these important works are being undertaken.”

For updates about major roadworks, follow the Department for Infrastructure and Transport on Facebook and Twitter.

ROAD RESURFACING WORKS CURRENTLY UNDERWAY:

- Port Road outbound carriageway (Grand Junction Road to East Avenue)
- Marion Road (Henley Beach Road to Richmond Road and Mooring Avenue to Anzac Highway)
- Greenhill Road (Glynburn Road to Glen Osmond Road)
- Golden Grove Road (North East Road to Park Lake Drive)
- Salisbury Highway (Elder Smith Road to Port River Expressway)
- Richmond Road (Marion Road to Grove Avenue)
- South Eastern Freeway pavement rehabilitation

ROAD RESURFACING WORKS SET TO START BEFORE THE END OF 2021:

- Anzac Highway outbound carriageway (Marion Road to Morphett Road)
- South Eastern Freeway, Portrush Road and Cross Road intersection
- Cross Road (Fullarton Road to South Eastern Freeway)
- Shepherds Hill Road (Northcote Road to Main Road)
- Stephen Terrace (North East Road to Payneham Road)
- Crittenden Road (Grange Road to Amanda Avenue)
- Glynburn Road (Magill Road to Payneham Road)
- Montague Road (Nelson Road to Berryman Drive)
- Payneham Road/Lower North East Road (Laver Terrace to James Street)

ROAD RESURFACING WORKS ALREADY COMPLETE:

- Henley Beach Road (Rodgers Avenue to Lisa Court)
- Fullarton Road (Glen Osmond Road to Carrick Hill Drive and Rundle Street to north of the Britannia Roundabout)
- Darley Road (Gorge Road to Longview Road)
- Kensington Road (Portrush Road to Britannia Roundabout)
- McIntyre Road (North East Road to The Golden Way)
- Gorge Road (Lower North East Road to Darley Road)

Delivering more light.

An independent, third-party test confirmed that when installed at the optimal angle, 3M™ Diamond Grade™ DG³ is brighter than a select competitor's AS/NZ 1906.1 Class 1100 reflective sheeting. It outperforms the competition by reflecting more light for the most common sign installation locations such as shoulder mounted signs. It's also brighter than the tested competitive sheeting at greater distances, giving the driver more time to process information and make critical decisions. 3M™ Diamond Grade™ DG³ doesn't just meet the Class 1100 specification, it exceeds it.

On average, 3M Diamond Grade DG³ is

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brighter than competitive Class 1100 sheeting for signs on the left shoulder¹



On average, 3M Diamond Grade DG³ is

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brighter than competitive Class 1100 sheeting for overhead signs¹

On average, 3M Diamond Grade DG³ is

30%

brighter than competitive Class 1100 sheeting for signs on the right shoulder¹

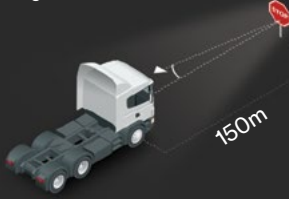
- The higher luminance provided by DG³ is expected to serve a higher fraction of drivers than competitive Class 1100 sheeting.³
- From the perspective of drivers having difficulty reading the sign, DG³ provides significant performance advantages compared to competitive Class 1100 sheeting when considering the proportion of drivers that are NOT served by a sheeting. For instance, for disadvantaged sign locations viewed by typical passenger vehicles in urban settings, DG³ serves approximately 30% of the drivers that could have difficulty reading these signs with competitive Class 1100 sheeting.²

The angle of observation.

The angle formed by the vehicle's headlights and its reflection back to the driver's eye.

0.8°

Angle of observation



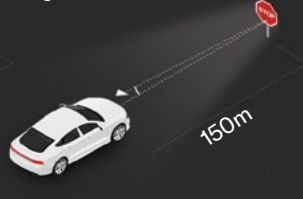
0.6°

Angle of observation



0.4°

Angle of observation



More light means brighter signs.

Diamond Grade DG³ has a unique construction that returns more light in a larger "cone of reflectivity" than conventional sheeting, making signs appear brighter.

Brighter signs mean safer roads.

Studies have found that where more-visible signs are installed, crash numbers have fallen

25% to 46%

in three to six years⁵.

Safer roads mean smoother budgets.

53

A benefit-cost analysis performed by the U.S. Department of Transportation found that communities could save \$53 in crash-costs for every \$1 spent on upgraded signs⁴.

Australia: www.3M.com.au/roadsafety
New Zealand: www.3M.co.nz/roadsafety

1. Passenger vehicles across the legibility range² for 16" sign lettering
2. Carlson, Paul J. Ph.D., P.E. (2014) "Performance Evaluation of Retroreflective Traffic Signs" TRB Paper #15-2963, Texas A&M Transportation Institute.
3. Although approximately 3% of additional drivers served by the higher luminance provided from DG³ may not seem like a significant increase, these additional drivers are likely to be vulnerable drivers.
4. Safety Effects of Traffic Sign Upgrades in Albuquerque, New Mexico; Bradford Brimley, Seyedeh Maryam Mousavi, Paul Carlson, Karen Dixon Ripley, D.A, Howard R. Green Company, ITE ABO4H313, Quantifying the Safety Benefits of Traffic Control Devices—Benefit-Cost Analysis of Traffic Sign Upgrades, 2005 Mid-Continent Transportation Research Symposium Proceedings.
5. Ripley, D.A, Howard R. Green Company, ITE ABO4H313, Quantifying the Safety Benefits of Traffic Control Devices—Benefit-Cost Analysis of Traffic Sign Upgrades, 2005 Mid-Continent Transportation Research Symposium Proceedings.



▶ TMAA NT CHAIR'S REPORT



CHRIS BOYER

As we progress through September, 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 and send our love to our sister states who are feeling the brunt of COVID.

What is also apparent to those on the road, by nature of the work, is that our beloved Top End has decided she will half heartedly conduct her build up to the wet season early, and throw in the occasional shower for good measure. The increased heat and humidity are a nudging reminder of the importance of being sun smart, wearing proper PPE, and managing fatigue in our industry, and the Territory certainly pays wages promptly when it comes to exposed skin under the sweltering sun. The move to muggier weather has given us no exemption to strong winds, as there has been a noted increase in signs tumbling over all around Darwin.

On 14th of this month we had our monthly TMAA NT meeting in a conference room kindly provided to us in the Developing the North building on the esplanade. With a little poking and prodding we had all the gang from across the Territory and elsewhere online and ready to hear our first order of business for the meeting, a presentation on the correct usage of lane status symbols by none other than ETAS's Brian Kakoschke. Brian methodically went through the current standard and used pictures of real traffic sites in the NT to give relatable context to the standard and how it affects us in the NT. Brian also reviewed the evolving AGTTM and the possible changes it will bring. We would like to thank Brian again for speaking with us and for his diligent efforts to convey his knowledge of the standard to us.

After the presentation, Ian Smith spoke briefly on the AGTTM and notified the members that the Department of Infrastructure Planning and Logistics (DIPL) are working on their interpretation of the new standards and are making progress on adapting it to the Northern Territories unique traffic environment. Ian also spoke on traffic management tickets and how they may be distributed in the future, with the possibility of recording all tickets on a singular card much like a driving licence. Before departing Ian mentioned the NT's work towards a Traffic Management Registration Scheme like seen in other states and how that may look in the future. One of the charms of living in and working in Darwin, is the access we have to those who represent us and work for us in Government. We cant express our gratitude enough that Ian, the Manager of Road Operations of Traffic at DIPL and other DIPL members take the time to meet and speak with us face to face at our meetings.

Overall things are going pretty well in the NT and although we are affected by the global crisis like everyone else, we feel the light at the end of the tunnel is not far away. This and the evolution and improvement of our industry gives us a lot to look forward to. We wish all of our peers to stay safe, on the road and with your health.

Chris Boyer
TMAA NT Chair





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Collaboration key to enhanced road worker safety

Australia is currently witnessing a transport infrastructure boom unprecedented in its history, as governments seek to stimulate post-COVID employment and economic activity by accelerating the pace of project delivery.

Yet, in the desire to expedite progress and deliver enhanced transport infrastructure for the community, we must place an even greater emphasis on this industry's most valuable asset – its workforce.

In 2019, Roads Australia (RA) formed a Road Worker Safety Working Group (RWSWG) made up of a cross section of executives across industry, government, and peak body associations with the objective of raising safety standards among traffic management and road workers. The RWSWG is an initiative that arose from the recognition by the RA Board that our organisation should take a leading role in ensuring the safety of our road worker community.

There is also an increased and welcome appetite among organisations within our industry to collaborate and drive progress on these issues. The joint Industry Statement on Speed Cameras for Road Work Sites signed in August 2021 is one example of ways our industry can come together and drive more rapid progress on behalf of those we represent.

RA also held a dedicated Road Worker Safety Webinar in August 2021 which explores some of the current challenges, opportunities, and the latest innovations to make sure that those that work on our roads get home safe and well.

One of the primary issues that must be addressed is the speed of traffic moving through worksites. Ongoing community education is required regarding temporary speed limit reductions in and around work sites.

The reasons for these speed limit reductions may not always be readily apparent to passing drivers, who then may then erroneously conclude it is “safe” to travel beyond the posted speed limit. Research shows that, broadly speaking, when people understand the risks, and understand why a lower limit is in place, they are more likely to accept it. Technology including radar speed signs displaying speed in real time on approach to worksites

and the use of larger, more visible traffic management equipment (such as cones) can have a measurable impact.

Of course, it is a truism that you can't manage what you can't measure. RA believes that there needs to be better data collection around incidents involving road workers, and that the new Data Hub in the Office of Road Safety should collect and analyse this information.

There is currently no centralised repository or formalised reporting of road worker fatalities or 'near misses'. In the collection and analysis of this data, the Office of Road Safety may be able to engage with Safe Work Australia as well as relevant government, industry and insurance bodies to develop a clearer picture, which can inform decision making going forward.

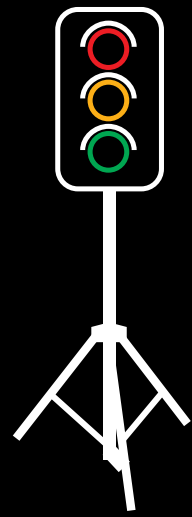
RA is also currently exploring with Australian governments the possibility of amending the procurement assessment process for projects by separating out the safety aspects, and the associated costs, for project bids. In this way, applicants who wish to provide a higher safety standard on a project will not find themselves unnecessarily disadvantaged if they provide a higher cost due to those enhanced safety measures.

Finally, a technology-based response that has been used with some success internationally is to increase the use of digital engineering on transport infrastructure projects and to deploy sensors that monitor real-time movement and speed in and around work sites.

Using digital engineering principles, a detailed 3D map (and 4D which allows changes over time to be animated) of a site can be made and adjusted in a virtual environment. Having access to these “digital twins” reduces the workers exposure to safety risks on sites as this work can occur in an office away from traffic flows.

The safety of our workforce must remain a top priority for all industry participants. RA looks forward to continuing to play an active role in bringing industry and governments together to elevate consideration of road worker safety in policy-making and driving reforms that will make our roads safer for road workers as well as road users.

Michael Kilgariff
CEO of Roads Australia



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▶ TMAA TAS CHAIR'S REPORT



PETER DIXON

Firstly, I would like to extend my congratulations to Andrew Walters Constructions who won the 2021 Safety at Roadworks category at the recent CCF Earth awards for their Midland Highway Spring Hill Safety Upgrade project. The competition in the road safety space is fiercely contested but the award was well deserved; that is to say that their commitment to the safety of their workers and the travelling public is solid.

In September we were glad to support the CCF in the launch of the 2021 season of TMAA's Your Speed is Our Safety campaign in Tasmania. The ongoing message urging road users to consider both their own safety but also the safety of workers is a crucial one. Every Traffic Management and Road worker deserves to return home to their family at the end of the day.

It is a great comfort to see the support from the State Government in embracing this message and campaign. The budget in Tasmania in the coming years has been released with massive Federal and State Government commitment towards construction projects big and small. The amount of work ahead of us is unprecedented and the capacity and best practice of the TTM industry is going to be a very important part of it.

Managing speed at work sites is a complex task with many layers, however even when the speed limit is selected and appropriate controls are implemented to reduce

speed, the compliance of road users is never guaranteed. Tas Police are stretched thin on the ground supporting COVID-19 control measures around the state but are still finding the time to work with our members to enforce temporary speed limits through key projects.

Following the adoption of the Austroads Guide to Temporary Traffic Management (AGTTM) at the beginning of this year, we are working closely with the Department of State Growth (DoSG) in seeing what emergent behaviors, implementations and challenges are appearing in relation to it. This is doubly so now that V1.1 of the guide has been released since our last meeting.

Further, in addition to the DoSG, we have been engaging with the Local Government Association of Tasmania (LGAT) towards the use of the AGTTM and establishing standard expectations in regard to the preparation of Traffic Management Plans by helping connect key Stakeholders to a series of Webinars organised by TMAA National and presented by Dr Dan Sullivan.

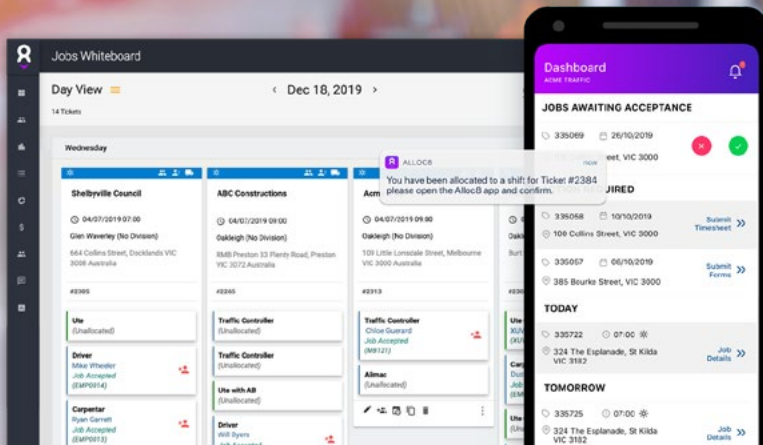
It is an exciting time to be part of the Traffic Management industry in Tasmania and I am extremely grateful for the opportunity to chair TMAA TAS through these changes and developments.

Peter Dixon
TMAA Tas Chair





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Michael Ferguson

Tasmanian Minister for
Infrastructure and Transport



Watch your speed around roadworks for everyone's safety: from the Minister for Transport, Michael Ferguson

The Tasmanian Liberal Government is committed to reducing the number of deaths and serious injuries on Tasmania's roads and wholeheartedly supports the 2021 Your Speed is Our Safety campaign.

Our long term vision is for a Tasmania where no one is killed or seriously injured as a result of a crash on our roads, but this vision will only become reality if everyone accepts responsibility for road safety.

Our efforts to improve road safety overall are based on the Safe System approach to road safety, and outlined in the Towards Zero Tasmanian Road Safety Strategy.

Safe roads and roadsides is one of the four essential elements of the Safe System approach and includes keeping those people who work on our roads safe in their place of work.

Creating safer roads and roadsides for us all to benefit from means that every day right around the state there are large numbers of people for whom the road is their workplace.

The Your Speed is Our Safety campaign first started in 2016 and is a partnership between the Tasmanian

Government, Civil Contractors Federation and the Road Safety Advisory Council.

Tasmania is in the midst of a historic period of investment in our roads and bridges with commitments to upgrading and maintaining our 3,700 kilometres of road, 1,300 bridges and signalised intersections across the state to ensure past investment continue to benefit road users, industry and the state's ongoing growth.

We are stimulating economic growth, and create more opportunities, and more jobs.

In creating these jobs, we are also well aware that means many of the people doing those jobs will be working close to traffic and we want them all to go home safely at the end of the day.

Tragically, deaths and injuries have occurred on Tasmanian roads over the years due to the risks that exist when working in close proximity to traffic. Reports of incidents within roadworks sites remain frustratingly common.

We want every driver to understand that reduced speed limits are put in place around roadworks for a good reason and the ultimate goal for Tasmania is zero crashes at work sites.



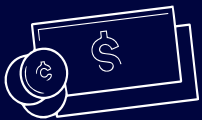


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IMPROVING SAFETY WITH AN SMS

Sal Petrocchio

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An SMS provides a framework for safer operations, with more of the workforce engaged and taking responsibility for their own behaviour, actions and safety.

Our recently published 9 Step SMS Roadmap is a tool that's available for all companies that make up the heavy vehicle supply chain to better manage their safety requirements.

It's a free, practical, and scalable resource available to help any company manage risk, workplace health and safety, and training materials - all in the one place.

It also provides resources based on where a company is positioned in their SMS journey - whether they are starting out, improving on, or wanting to continuously improve their safety systems.

I understand that business needs are different, which is why businesses have the option to tailor comprehensive safety management systems or opt for a more 'off-the-shelf' solution.

Last year, we surveyed almost 4000 people with an SMS and found three quarters of respondents felt they received relevant safety training through their organisation's SMS.

However, the results also showed that only around half of the heavy vehicle industry has a basic SMS in place. I'd like to see this number rise significantly, so that everyone in the industry can reap the benefits of safety-first culture.

We'll continue to support businesses by refining our safety and compliance materials and making them available without any unnecessary cost or auditing burden.

After all, we know that arming industry with resources, tools and education will go a long way in helping improve safety for the whole supply chain.

Safety is the NHVR's key priority, and we'll continue to work with the industry to make Australia's roads safe for everyone.



An SMS provides a framework for safer operations, with more of the workforce engaged and taking responsibility for their own behaviour, actions and safety.

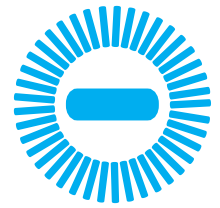
Please visit the NHVR website to see how an SMS can support you - www.nhvr.gov.au/sms

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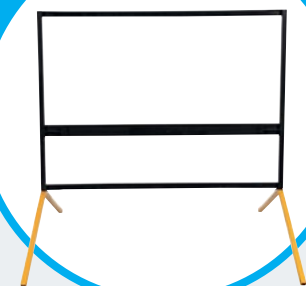


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► TMAA NSW CHAIR'S REPORT



TYNAN DIAZ

It is my great privilege to lead the TMAA NSW Division as Chair. I have seen the Division emerge in recent years thanks to its current members, and under the stewardship of the departing chair Ben Marsonet (Altus). I'd like to take the opportunity to thank Ben for his service and contribution to TMAA NSW.

Vice-Chair Ciaran Deighan (Retro) and I intend to continue the good work from previous division leads to expand the NSW membership and to collaborate with the best industry stakeholders in the state & country to improve road worker safety.

TMAA NSW members have recently been working through a number of challenges linked to the COVID-19 pandemic. As we approach our 4th month in lock-down which included a 2 week pause to construction activities across greater Sydney in July, and a reduction to 50% capacity at construction work sites was introduced. Vaccination mandates are now being implemented across many local government areas of concern. Travel registration permits are becoming the daily norm in most instances for our traffic control teams to attend work sites across the State.

With some light at the end of the tunnel, The NSW Government amended the PHO restrictions which will see TMAA NSW members returning to construction sites at greater capacity.

The infrastructure, road, rail, and transport budget targets are set to be the highest in recent times and the traffic management industry will look to bounce back quickly to recover.

Earlier this year the Traffic Control at Work Sites Issue 6 was released by Transport for NSW. Several key fundamental differences to the way traffic control activities are assessed, planned and conducted have been introduced. Namely, it prioritises the use of portable traffic control devices when traffic is required to be stopped, and the transition to a risk-based approach in planning which further aligns our state with the national approach and standards.

Our industry is now starting to take shape as we are becoming the leaders in safety standards, technology, and innovation and worksites.

Finally, as we look to move out of social isolation I'd like to encourage all our members to attend the pending 10 Year TMAA anniversary celebration in November. Our hope is that we can all come together and celebrate 'The Voice of the Traffic Management Industry', as it has been over a year since we have been together face-to-face.

Tynan Diaz
TMAA NSW Chair



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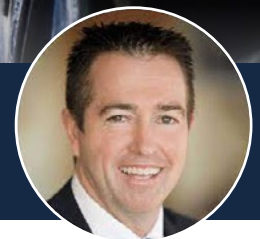
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New Video with First Responders Released for Rural Road Safety Month

Paul Toole

Minister for Regional Transport and Roads



The NSW Government is appealing for drivers in regional NSW to take extra care this Rural Road Safety Month, as a confronting new video is released, showing the tragic impacts of a horror crash near Dubbo.

Minister for Regional Transport and Roads Paul Toole said he hoped the video would remind everyone to take road safety seriously - and that the decisions people make behind the wheel can have fatal consequences.

"The video shows the aftermath of a seven vehicle crash at road works on the Newell Highway, north of Dubbo in January 2018, where two young people - 21-year-old Reagan Skinner and 19 year old Hannah Ferguson, tragically lost their lives," Mr Toole said.

"It also includes interviews with workers who witnessed the crash and a NSW Police Officer who was one of the first responders. Their stories drive home how one moment can change the lives of so many in an instant."

So far this year, 184 people have died on NSW roads - 127 of those on country roads.

"This is why the NSW Government is investing \$640 million over four years as part of the Saving Lives on Country Roads Initiative, to upgrade roads throughout regional NSW," Mr Toole said.

"So far we've delivered 183 projects in 2020/21 and work is currently underway on 132 new and continuing road safety infrastructure projects right across the state, including \$47.6 million on the New England Highway between Willow Tree and Uralla and \$37.5 million on the Olympic Highway.

"This includes safety measures such as installing wide centre lines, life-saving flexible barriers, rumble strips and other safety devices to help prevent run-off-road and head-on crashes on country roads.

"Although COVID-19 means we are seeing fewer people on the roads, now is not the time to be complacent. It's

my hope that this video will remind all road users to think about how their driving behaviour can help keep everyone on the road safe.

"Before you get behind the wheel, stop and think about what you can do to make sure you arrive at your destination safely - slow down, make sure you're well rested and never drive if affected by drugs or alcohol."

Rural Road Safety Month is an initiative of the Australian Road Safety Foundation. More information can be found at: arsf.com.au/rrsw-home/



Video available to download here:

spaces.hightail.com/receive/YzI56vu1rV



Grabs with Minister Toole available to download here:

spaces.hightail.com/receive/zRqtK8DeZa



IMPLEMENTING AUSTRROADS GUIDE TO TEMPORARY TRAFFIC MANAGEMENT

Geoff Allan,
Austrroads Chief
Executive



Since I last wrote, Austrroads has focused on establishing foundations to ensure the implementation of the Austrroads' Guide to Temporary Traffic Management (AGTTM).

In April we appointed Chris Koniditsiotis to manage the project. Chris previously led an Austrroads project that established the National Telematics Framework and Transport Certification Australia, where he served for more than a decade as CEO.

Our Program Manager Richard Delplace and Chris have been consulting on implementation pathways over the past few months.

As part of our assessment, we determined that there are two broad parts to the initiative; the Guide and its ongoing development, and the change management process needed to embed its implementation.

When Austrroads released the Guide to Temporary Traffic Management we established a process to capture and consider feedback relating to its content. To remain relevant, the Guide needs to evolve to meet changing stakeholder needs, technological innovations and co-regulatory expectations. More than 100 items have been raised since the Guide's release in December 2019. In September we released a report detailing how each item had been considered, and revised editions of nine parts of the Guide (see the box below for details).

The change management process will systematically implement nationally harmonised practices within the temporary traffic management domain. By using Richard's knowledge of the AGTTM and Chris' experience in successfully implementing complex Austrroads projects, we have mapped out a three-stage implementation plan.

It is not that the end purpose has changed, rather our journey is now in keeping with an effective change management implementation process.

We expect each stage will take about a year. Progression from one stage to the next will depend on a favourable gateway assessment on completion and the support of the Austrroads Board.

We determined that there are two broad parts to the initiative; the Guide and its ongoing development, and the change management process needed to embed its implementation.



STAGE 1, WHICH IS UNDERWAY:

- Updates the business process to ensure the AGTTM continues to represent best practice for Australia and New Zealand.
- Provides a process to nationally recognise new and innovative temporary traffic management devices. We expect this to be operational in mid2022 and be funded by an assessment fee.
- Provides consistent temporary traffic management training packages and their delivery, providing oversight of approved registered training organisations (RTOs) and mutual recognition of RTOs and qualified persons across participating agencies.
- Delivers a cost-benefit analysis and revenue-generating options for consideration, mapped across the different stages.

STAGE 2 WILL:

- Provide consistent TTM practice delivery with oversight of prequalified TTM organisations and mutual recognition of TTM providers across participating agencies.
- Develop the collateral and information Austroads needs to tender and procure its TTM IT system.
- Identify the Austroads resource requirements to operationally manage the Austroads TTM IT system.

- Document for each participating agency their adoption pathway of the Austroads TTM IT system.

STAGE 3 WILL:

- Build and release the Austroads TTM IT system that allows online management of entities, individuals, and qualifications consistently across participating agencies.
- Document a framework to identify, measure and assess the benefits and success of the Austroads TTM IT system.

While implementation may not be as fast as some may have hoped, I believe it is appropriate given the magnitude of changes we are trying to implement, the requirements we will need to meet for training material and course approval, and the complexities of developing specifications for a device assessment framework and prequalification system.

Now with a staged implementation pathway to operationalisation, we will be focusing on major reform implementation and stakeholder engagement. I hope you can join us for an industry webinar on October 26 which will be presented by Chris and Richard and includes an opportunity to have your questions answered. I also expect we will provide updates in Detours, as well as directly engaging with industry.

Finally, I would like to thank Stephen O'Dwyer and TMAA for their continuing support as we deliver this important project.

AUSTROADS GUIDE TO TEMPORARY TRAFFIC MANAGEMENT (AGTTM) EDITION 1.1 - REVISION

Austroads recently released an update to the Austroads Guide to Temporary Traffic Management. Edition 1.1 contains updates, clarifications, and corrections to nine parts of the Guide.

The changes ensures improved guidance and consistency between the different parts of the Guide, and with the Australian Standard AS 1742.3 Traffic Control for Works on Roads. Importantly, the revised Guide responds to industry and government inputs and continues to provide practitioners with information on best practices in temporary traffic management.

[Download the Guide](#)

Accompanying the Guide is a research report that documents the basis and rationale for the technical updates.

[Download the Research Report and summary](#)



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R U OK?

Shouldn't This Be Business As Usual?

NRSP BLOG | Sep 2021

September 9, was R U OK? Day. With so much uncertainty, disruption, many workers hidden behind cameras and some not able to work at all, never has it been more important.

But what strikes me, particularly with what we've been dealing with over the past 18 months, is shouldn't every day be R U OK? Day. In some workplaces, checking on the people you spend most of your day with is 'business as usual'.

As much mental as physical

I had the pleasure of interviewing five professional drivers from BINGO Industries recently about driver distraction.

Most people tend to think of driver distraction as a physical act, such as taking your hand off the wheel and reaching for your mobile phone. What is often overlooked is the far higher risk of taking your 'mind off the road', especially when driving emotionally.

At BINGO, both the physical and mental elements of driver distraction are recognised. Drivers put several strategies in place to reduce that risk, supported by a willingness (and expectation) to look out for each other.

One driver, Robert, shared a great example of that mindset in action. Early one morning, a younger driver flew into the depot to start his shift. Robert noticed that he drove in aggressively and then slammed the car door shut. Obviously, something was up.

Robert took a proactive approach, wandered over and asked if he was ok? After a short discussion, it was clear the younger driver was too upset to be behind the wheel. Robert suggested a mental health day off might be a good idea, and reassured the young worker when he said he thought that was unfair to his work mates and the company.

Robert got his colleague to sit down and 'chill', and after an hour he felt he was in the right headspace to drive home. Robert followed up with him the next day.

Permission to act

Robert's approach gave the worker time to calm down, and reinforced that his workplace has his back. It also stopped an emotional driver getting behind the wheel of a truck. And this really matters, because emotional drivers are 10 times more likely to crash (by comparison, the increased crash risk factor of being on a mobile phone is 2.2 and texting is 6.1).

I take my hat off to Robert. His response was that it's part of my job to look after you and act to make sure you are in the right headspace to be behind the wheel of a truck and able to safely interact with other road users. A driver's headspace really matters.

Many organisations have policies and a culture of speaking up, calling out unsafe behaviour and supporting workers. A dangerous work environment is not just about unsafe equipment but also the headspace of a worker.

How often do workers or managers in your organisation speak up and intervene in the field? Robert's simple action may have prevented a major road incident. He was prepared to have a courageous conversation to protect his work mate.

And what gave him 'permission' was that's the norm in his company. I spoke with five drivers at BINGO and the theme and underlying safety philosophy was exactly the same. Safety, in all its forms, is business as usual.

If you have a story you would like to share around safety and driver mental health, get in contact via 13 11 14, Lifeline Australia.

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KEEPING TRAFFIC MOVING

Infrastructure Australia publishes 2021 Australian Infrastructure Plan

The 2021 Plan provides Australia's infrastructure sector with a 15-year roadmap to drive economic growth, maintain and enhance our standard of living and improve the resilience and sustainability of our essential infrastructure.

Infrastructure Australia Chief Executive Romilly Madew said: "The 2021 Australian Infrastructure Plan is being delivered at a critical moment in our history. The pandemic, bushfires, drought, floods, and cyber-attacks have tested our collective resilience during recent years, while the most recent outbreaks have devastated our CBDs and put us at risk of a recession.

"The 2021 Plan outlines the reforms that will underscore future Australian economic growth. It is focused on identifying the actions required to deliver infrastructure for a stronger Australia and support our national recovery from the still-unfolding COVID-19 pandemic," Ms Madew said.

"Building back better requires collective action from governments and industry, which combines both investment and reform. We have seen significant investment in the infrastructure sector since the start of the pandemic, but to drive the next phase of the national recovery, we need to pursue reforms that unlock the full benefits of stimulus spending.

"Infrastructure investment is at record levels across Australia, demonstrated by the Australian Government's historic \$110 billion infrastructure commitment. The 2021 Plan highlights the importance of leveraging this investment through targeted reform to deliver better infrastructure services for our communities," Ms Madew said.

KEY OPPORTUNITIES INCLUDE:

Supporting growth outside our largest cities, in regional centres and northern Australia

Investing in transformative technology to deliver affordable and sustainable infrastructure services

Promoting changes to the behaviour around infrastructure use, empowering Australians to make sustainable choices

Greater transparency and coordination of the project pipeline and reforms to improve industry productivity

More collaborative models of infrastructure delivery to support productivity and innovation.

The reform roadmap outlined in the 2021 Plan reflects an industry consensus that was developed in close collaboration with governments, industry and communities. As part of this, Infrastructure Australia completed a comprehensive engagement program that targeted more than 6,500 community members and industry stakeholders across Australia's cities and regions.

"This collaboration has helped ensure our reform recommendations have broad support, are practical and actionable and provides the strong foundation needed to deliver lasting reform," Ms Madew said.

IMPLEMENTING THE 2021 AUSTRALIAN INFRASTRUCTURE PLAN

Infrastructure Australia's role is to work collaboratively alongside government, industry, and the community to support the implementation of reforms needed in the infrastructure sector. In line with this, Infrastructure Australia worked to ensure the reform agenda outlined in the 2021 Plan was practical and actionable.

To support the adoption and implementation of reforms across government and industry, each reform identified in the 2021 Plan incorporates a recommendation, which is supported by interim outcomes and a series of enabling activities.

The 2021 Plan also identifies parties to sponsor, lead and support reform as well as the time-period for their adoption. Importantly, each recommendation prioritises community and user outcomes and balances them with implementation costs and risks for government

"The challenge of progressing the reforms outlined in the 2021 Plan is a shared one - that is why we stand ready to partner with the Commonwealth, states and territories, local government and industry to support the implementation of reform.

"While the Australian Government will respond to the 2021 Plan, many of the actions across water, transport, energy, waste and social infrastructure require action from state and territory or local government. Lasting reform will require increased collaboration," Ms Madew said.

ABOUT THE 2021 AUSTRALIAN INFRASTRUCTURE PLAN

The 2021 Plan provides Infrastructure Australia's reform pathway to respond to the 180 infrastructure challenges and opportunities identified in the 2019 Australian Infrastructure Audit.

It also responds to the additional infrastructure impacts of the pandemic, including the challenges and opportunities outlined in our Infrastructure Beyond COVID-19 report.

The 2021 Plan includes Waste and Social Infrastructure for the first time, alongside Energy, Transport, Telecommunications, and Water. It also focuses on three cross-cutting key themes Place (Cities, Regions, Rural and Remote Areas, and Northern Australia), Sustainability and Resilience, and the infrastructure Industry.



**Infrastructure
Australia**

SARAH

EVERYONE HAS A RIGHT TO GET HOME SAFE TO THEIR LOVED ONES ...



I have been working in road safety now for almost 10 years, brought into this space following the tragic and completely preventable death of my 23-year-old daughter Sarah Frazer. It is especially hard for me to write this article as today she would have been 33 years old.

My life has been forever changed and I am now dedicated to doing everything I can for those who find themselves in harm's way. I am especially committed to those whose job requires them to work on our roads, our traffic controllers.

I have been fortunate to partner with members of the traffic management industry, and especially the TMAA, as we work together to promote better safety outcomes. I am particularly proud of the TMAA's "Your Speed is Our Safety" campaign that has not only received tens of thousands of views on YouTube but has also been on television. This is such great work in helping get a change in community attitudes and also keeps this important issue on each jurisdiction's agenda.

In continuing our advocacy work, last June I provided SARAH's submission to the Roadside Worker Safety Review being conducted by Queensland Transport and Main Roads. The foundation of our submission is that it is our shared responsibility to actively protect every road worker. While the submission covered all those who assist and protect our community on our roads and highways, with regard to the traffic management industry, it was essential to reinforce that when a TC "leaves the confines and protections of their vehicle, by definition, they automatically become a vulnerable pedestrian."

So, if speed is not modified by passing drivers and riders, TCs lives are directly at stake. Their risk has also intensified because of increased driver distraction, and especially due to mobile phone use.

Our submission went on to note SARAH's Road Worker Protection policy that requires the following

conditions to be met, not just by industry, but in government legislation and through the active commitment of community members to get everyone home safe. Our guiding principles are:

1. Eliminate Harm:

Our priority is to take road workers out of harm's way so that the chance of a passing vehicle colliding with a person is eliminated.

2. Minimum separation:

Where a road worker cannot be taken out of harm's way, the minimum separation from passing vehicles must be such that road workers are given the space they need to be safe.

3. Speed Reduction - Compliance and Enforcement:

Recognising the direct relationship between increased impact speed and increases in pedestrian serious injury and fatalities, where a road worker must be on or beside the road, should there be a collision, passing vehicle speed must be reduced so that there is little risk of serious injury to the worker."



EVERY DAY ... NO EXCEPTIONS!

We believe that improved safety outcomes can be best promoted through randomised and timely enforcement. As such, our submission made a couple of specific recommendations that directly affect TM worker safety:

SARAH SUBMISSION RECOMMENDATION 2

"To ensure drivers and riders are passing through the temporary worksite at or below the posted speed, Queensland Police should be resourced to carry out high profile policing and especially, active speed limit enforcement operations in temporary worksites."

SARAH SUBMISSION RECOMMENDATION 3

"To protect workers within Construction Worksites, the Queensland Government should trial a temporary Point to Point (P2P) system with random Police presence and enforcement across such worksites. To ensure timely enforcement can occur, Police should be stationed 500 metres from the worksite exit in a wide space or breakdown area so that speeding drivers and riders can be pulled over safely."

RECENT ANNOUNCEMENTS - TAKING ACTION TO IMPROVE ROAD WORKER SAFETY

On Friday 20 August 2021 Hon Mark Bailey MP Queensland's Minister for Transport and Main Roads, announced that the Government, in association with Queensland Police, will roll out a pilot speed camera program to protect road workers and children in school zones.

As the Minister said, "I don't want to see another roadworker killed, or someone's child badly injured on their way to school because of the reckless actions of a speeding driver".

We congratulate the Minister on this important road safety initiative, as well as his leadership on this issue amongst the jurisdictions. However, if we are to actively protect our traffic controllers and other vulnerable road users, we need to ensure, whenever possible, that enforcement occurs directly after the aberrant driver behaviour happens. So while Queensland's pilot programme is to be applauded, we must also include "high profile policing and especially, active speed limit enforcement operations in temporary worksites".

Research shows that people's attitudes to speeding is based on the risk of enforcement. Changing the risk assessment also depends on their previous experience of being warned or fined. As compliance measures are increased we have advocated that they

must also include timely direct interdiction. In other words, being pulled over by a police officer and issued with a fine at the time of the offence, is more effective than simply finding a ticket in the mail and not remembering when the offending behaviour occurred.

Also, such interdiction could be successfully used as part of the "Your Speed is Our Safety" campaign. Imagine how much more effective it could be in changing driver behaviour, if police body cameras could show offenders receiving a fine following their speeding and/or distraction through a worksite.

While we will definitely be raising this, in the meantime, we congratulate Minister Bailey for his leadership and we hope that once this trial is concluded, that it will be the start of even greater protection for our TCs.

As Minister Bailey said, "I don't want to see another roadworker killed, or someone's child badly injured on their way to school because of the reckless actions of a speeding driver".

I couldn't agree more, so let's actively protect our road workers by doing all we can to get the community to "Drive So Others Survive!"



**Peter Frazer,
President SARAH**

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 <https://roadsafetyweek.com.au>





WHY TECHNOLOGY MAKES OUR ROADS SAFER AND THE AIR CLEANER - THE ENFORCEMENT INDUSTRY AND ITS

Safety cameras were first introduced to the UK in the 1992 using 35mm wet film to capture the evidence of a speeding vehicle. Before that, a Police officer had to actually witness an event, which was seen as literally hit-and-miss, particularly in high-collision areas, and extremely labour intensive.

Cameras were introduced not, as some mistakenly believe, as revenue raisers, but as ways of reducing incidents on the most dangerous stretches of road.

In the intervening years, wet film cameras have been superseded by digital versions and, by using automatic number plate recognition technology, average speed cameras. These were first implemented in Nottingham in 2000. They calculate speeds of vehicles over set distances by monitoring the number plates of vehicles as they pass fixed points on the road, then calculating the time taken 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 going too fast.

The introduction of these cameras has had a significant road safety benefit. For example, on three different roads in Scotland reductions in the numbers of people killed and seriously injured is down between 31 and 56% [1], while another scheme in Coventry has reported injuries down 88% on their first four routes [2]. An average speed scheme in North London won an award for its effect on cutting speeding and anti-social behaviour on a main route and surrounding residential streets [3].

In Ireland, a speed camera network using mobile

enforcement has made a big difference. Authorities estimate that every year the system saves 23 lives, avoids 40 serious accidents and generates €70 million (£60 million) in savings for Irish society [4].

However, automatic enforcement does not only improve road safety. Highways England's new variable speed limit scheme to allow vehicles to safely travel over Suffolk's Orwell Bridge more often during storms is being supported by a flexible average speed camera solution. The scheme involves new electronic signs on the bridge near Ipswich displaying enforceable, changeable driver speed limits, mandating speeds as slow as 40 mph depending on wind speed. Until now the A14 bridge has had to be closed completely when wind speeds are deemed dangerous, but now will only need to be shut on the rare occasions that gusts over 60 mph are predicted [5].

By reducing the number of people driving too fast, and introducing more uniform speeds across a section of road, the amount of braking and accelerating is reduced, which has positive effects on the environment. For example, in 2018, five roads in Wales were identified where vehicle emissions have a direct impact on air quality because NO₂ concentrations are above the limit of 40 µg/m³ (EU Ambient Air Quality Directive - 2008/50/EC). To improve the situation, the speed limit was initially reduced to 50 mph. The prerequisite for the success of such a measure is to maintain the prescribed speed. Many drivers had ignored the speed limit and the hoped-for positive effect had failed to materialise. So, since 2019, four routes have

been monitored average or spot speed cameras. In March 2020 a report was published which provides an updated summary of the NO2 concentrations recorded at the five sites on the motorway and trunk road network. It says average speeds are below 50mph and compliance is much greater (September to December 2019) when compared to the data recorded between June 2018 and August 2019. The trend is decreasing for annual concentrations of NO2 at all five sites. It appears that the measures that have been implemented are effective in reducing concentrations [6].

Likewise, the introduction of Clean Air Zones and Low Emission Zones across the country would not have the effect they need without automatic enforcement systems to sort out vehicles which are able to drive in the zone, and those which should either pay a fee to do so, or face a penalty notice. With poor air quality in UK causing between 28,000 and 36,000 premature deaths each year [7], these clean air zones are a vital tool in improving air quality - without enforcement, we cannot expect any benefits.

Things other than speeding can be enforced through technology. Box junction contraventions, banned turns, bus lane misuse and restricted access violations are all monitored using video analytics [8] [9].

Children going to and from school are kept safe by unattended CCTV analytics too. Examples include using HD cameras to enforce the no entry zones around schools [10]. Cameras can also be used to ensure people are not stopping on keep clear lines outside schools.

It is not only on the roadside that Intelligent Transport Systems have made a difference, improving efficiency and reducing the need for large numbers of staff.

When automated systems were introduced, one of the significant challenges was collecting, uploading and reviewing the photographic evidence and issuing a notice to the vehicle owner within 14 days. Police staff used to manually review each reel of film, manually record the number plate details (VRM), manually retrieve the vehicle keeper details from the Police National computer (PNC), manually generate the notices and so on.



Now, a back-office solution has processed millions of speeding and red-light traffic offences, automating a traffic offence from initial capture through to court proceedings if necessary. Evidence and fairness are key to a successful camera enforcement programme, and Police forces are under increasing pressure to process more traffic offences with dwindling staff resources. The software enables the processing of more offences with fewer staff. This operational efficiency has helped to close the 'Justice Gap' where a significant number of offending motorists just simply 'getting away with it' because a Police force did not have the notice processing capacity.

For example, in 2013 North Yorkshire Police were processing less than 40,000 traffic offences per annum. In 2014 they introduced a processing system, and now they are processing up to 120,000 violations per annum without significantly increasing their staff headcount.

Technological advances include the use of dashcam footage to prosecute bad driving and using back-office systems to manage the identification and processing of uninsured vehicles

"As a rule, road safety improves significantly when road users are all 'doing the right thing' and complying with all relevant laws," explains ITS (UK) Enforcement Forum Chair Geoff Collins of automated enforcement specialists Jenoptik Traffic Solutions UK. "Whilst most people intend to follow the rules, some require something of a nudge and this is very much where ITS plays a role. Technology is a highly efficient and effective way to encourage compliance, without the need for police or enforcement officers everywhere, all of the time.

"For example, cameras can be located outside schools, operating during pick up and drop off times, ensuring that drivers don't park on zig zags or yellow lines, thus causing an obstruction and a potential hazard for children as they cross a road. Such an approach is a simple way to increase safety at the most hazardous time, without being seen as heavy handed.

"The fact that enforcement ITS solutions do not only deliver on road safety, but on air quality and productivity show what a genuine benefit they have delivered to the country, and with new solutions being invented all the time, they will only get better and more valuable in the future."

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Jeff Doyle joins Australian Road Research Board (ARRB)

ARRB has secured accomplished executive leader Jeff Doyle to lead its new Infrastructure Measurement Group.

Mr Doyle will assume the role of Executive Director, Infrastructure Measurement, and take this part of the ARRB business into the future, delivering a new level of service to all those in the transport sector across road, rail, ports and airports.

He will lead innovation and product development within this ARRB group, and roll out the delivery of next generation network-wide digital data collection, utilising world leading technology.

Mr Doyle is the former chief executive officer of Altus Traffic and the Adecco Group (Australia and NZ).

Mr Doyle had been Group CEO at Altus Traffic for six years, and previously led recruitment giant Adecco as CEO of its Australia and NZ operations. He also held senior leadership roles at Adecco before his elevation to CEO, and office supplies company Corporate Express.

Mr Doyle also holds multiple board directorships and is very well recognised across the infrastructure sector as a person who gets things done.

ARRB Chief Executive Michael Caltabiano said: "Jeff's appointment to this new role will enhance ARRB's offering to our shareholders especially Local Government across Australia, delivering to them smart, efficient and cost-effective Infrastructure Measurement services supported by asset management experience.

"Jeff will lead the transformation of the Infrastructure Measurement group within ARRB as we enhance the fleet with world first technologies that will deliver digital twinning capability and rapid assessment and reporting of the condition of our road networks.

"ARRB's role across all infrastructure sectors - road, rail, port and airports - will also be strengthened through the development of fit-for-purpose cost-effective tools that support a deeper understanding of asset performance."



A LITTLE ABOUT US

The Australian Road Research Board (ARRB) is Australia's National Transport Research Organisation. We are Australia's source of independent, expert transport knowledge and research. We advise key decision-makers within all levels of government, road agencies, and the private sector, on our nation's most important transport challenges and how to solve them. We also produce standards, guides, and specifications for Australia's road, transport and mobility industry.

ARRB provides services in all major road and transport spaces including:

- Road and transport safety
- Smart pavements and next generation bitumen, incorporating nano-technology
- Bridges and road infrastructure
- Infrastructure measurement and state-of-the-art road condition surveys
- Heavy vehicle research
- Traffic and road condition data
- Sustainable road infrastructure, life cycle analyses and economic evaluation
- Materials testing in our world-class, on-site research labs facility
- Transport certification and training
- What the smart cities of the future will look like

www.arrb.com.au

For further information, please contact ARRB Communications Manager Guy Hand on 0409 894527 or at guy.hand@arrb.com.au



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Move traffic controllers out of live lanes

Earlier this year Fulton Hogan in Australia set the goal to move workers on foot out of live lanes. It represents a critical risk for our people, making up almost 20% of recorded safety-related incidents.

“Working in and around live traffic is not just a challenge for Fulton Hogan, but for our industry as a whole,” said Matthew MacMahon, Chief Executive Officer, Fulton Hogan Infrastructure Services – Australia.

“No one should feel at risk in the workplace, yet we see our traffic controllers stepping into live lanes of traffic everyday with little protection other than a STOP SLOW bat to confront oncoming vehicles,” explained Matthew.

There are many complex elements to achieve this objective in its entirety, but Fulton Hogan will focus on traffic controllers as a first step. As such, from 1 June 2021, anyone undertaking traffic control for or on behalf of Fulton Hogan must align with the goal and apply changes to how they manage traffic.

FULTON HOGAN'S GOAL IS TO MOVE TRAFFIC CONTROLLERS OUT OF LIVE LANES FROM 1 JUNE 2021 WHAT ARE THE CHANGES?

1. REDUCE the use of STOP/SLOW bat by using alternate traffic management methods, making it the last resort device.
2. The appropriate Fulton Hogan approval must be obtained to use STOP/SLOW bats BEFORE commencement of work.
3. Traffic controllers to be positioned a minimum of 1.2m from live traffic when working near live lanes.

As part of this process, Fulton Hogan reviewed what traffic management approaches that could be used to support this goal. A traffic control guideline was developed based on the hierarchy of controls; with the safest and preferred option being a road closure, down to the last resort option being a STOP/SLOW bat with the appropriate approval.

Alternate traffic control devices were also reviewed, which included the GIBNEY® Barrier – a horizontal STOP/SLOW barrier arm that is opened and closed by the operator 1.2m from the live lane. It was evaluated by the Australian Roads Research Board (ARRB) as part of the Transport Infrastructure Product Evaluation Scheme (TIPES) and was successful in satisfying the requirements of the Product Evaluation Panel assembled by ARRB for the device.

Following its successful TIPES evaluation, Fulton Hogan has partnered with DeNeeffe Signs/ Traffic Technologies, a traffic management signage specialist located in Victoria, and Blackroo Industries, an Indigenous owned enterprise that provides meaningful work to Indigenous inmates in the Muswellbrook region of NSW to manufacturer the device.

The changes are intended for us to look at alternate ways that keep traffic controllers safe and out of the live lanes. We welcome your support to help us achieve safer outcomes for all our people working in the industry.

New Zealand Update

Gidday again neighbours!

Thanks for the ongoing opportunity to share some Aotearoa New Zealand insights into the Temporary Traffic Management space.

To begin, our thoughts are drawn to the ongoing challenges with the COVID virus and the societal impacts of the spread and associated lockdowns. We have witnessed the extraordinary resilience both in Australia and of course closer to home and give recognition to the changes and choices being made through necessity and without a great deal of understanding of what the future looks like. As such we send our best wishes our TTM colleagues, their families and to all our close neighbours throughout Australia.

Recognising this period of uncertainty in some areas of TTM delivery we thought our focus for this edition should be to report on progress in the formalisation of the ATTMA (Aotearoa Temporary Traffic Management Association). Our intent is to position the Association to become the leading advocacy mechanism and information provision entity for those who have an interest in TTM service delivery and the growth of associated technology and practices.

We invite anyone with an interest to visit the Aotearoa Temporary Traffic Management Association website at attma.org.nz/. We are planning the first AGM for October 2021, this meeting will be facilitated with an on line option with allowance for input and questions from attendees during the session.

Following the inaugural AGM all individuals interested in becoming a member will be afforded a choice of membership options. Membership fees will apply and be relative to the expected participation and type of membership.

It is envisaged that the Association will be a place for individuals to voice their thoughts and opinions, without prejudice, and enable communication between all interested parties throughout TTM industry. We recognise that it takes both the quiet and the loud voices and opinions to see change and advancement, and we are making very sure that both are valued equally.

Information sharing will be enabled through the website, and a host of options on how people can send and receive information will be available. As a registered association, the members will be the guides for the direction and the future of "their organisation".

Each member will be a person and considered as equals in terms of making positive progress for the future and those who come after us. This means that, where reasonable actions abound, no individual should be prevented or precluded from being a member of the association, as

each and every one of us will represent one vote and an opinion on matters at hand.

Information will be distributed to all registered members prior to the AGM, to allow for people to consider the subjects that will be discussed, and in some cases, voted on as we bring a constitution into life. This will be the first opportunity for people to be involved and to share thoughts on how the industry moves forward.

We look forward to working in a more meaningful way with an intent to align TTM industry practice throughout the pacific region, and to make sure that the value of our work is both recognisable and recognised.

Being a part of the safety of the public and our colleagues is a massive responsibility and should be a career and a life path that people can choose in an informed way. Together we look forward to developing opportunities for people to recognise their own worth when they choose to be a part of the TTM and roading industries.

This article also gives an opportunity to present our new logo and is being shared with you all through the Detours magazine at the same time as it is being shared in New Zealand. We hope the associations' logo and name become recognised as the entity for equity and support for us all

We also appreciate that this inclusion in the Detours magazine helps us all to have a closer relationship, during significant challenges, and to be able to make best practice something that accessible and being developed in real-time. The learning and sharing is possible, all we each need to do is ensure we find ways to be inclusive.

It is often said "over here" that we all have a choice - "Be a part of change or be subject to it...". Let's all aspire to the thought that by being a party to influencing change, we can help make a better work environment for existing and future generations.

Until next time, and as always, we look forward to continuing the efforts to improve our industry at every level, and with the inclusion of as many of the people as want to be part of it.

Take very good care of each other!

The team at Roading Industry Support Services.

Together we look forward to developing opportunities for people to recognise their own worth when they choose to be a part of the TTM and roading industries.





ISSUES FACING ROAD MARKING IN AUSTRALIA

Paul Robinson RIAA

Paul Robinson is the general Manager of the Roadmarking Industry Association of Australia (RIAA). Here he shares a summary of some of the issues impacting that industry sector.

SUPPLY ISSUES

A combination of increased demand for materials due to increased works, freight issues, and materials shortages globally are impacting supplies for pavement markers.

The current business environment includes pandemic related difficulties, and on-going tensions between the Australian and Chinese governments. This has created unique circumstances including lock downs, supply chain issues, new health and safety protocols, and increased infrastructure activity arising from government stimulus programs.

Increased demand for services is combining with these adverse impacts on production. This creates the potential for ongoing tension on price, and upon the timeliness that works can be completed.

FREIGHT AND SUPPLY CHAIN DIFFICULTIES

The cost and time of freight has increased during the COVID pandemic. It is likely to become increasingly important for State Road Authorities and other major stakeholders to:

1. Factor these considerations into budgets and planning; and
2. Provide the maximum possible advance warning on potential high-volume use, as it may now take at least three months from the order of materials to site, no matter how vital the works.

In saying the above, this forecast comes with the rider that no doubt we have all experienced how COVID can dramatically change the operating environment, almost overnight. None the less, awareness of these issues will be important for an efficiently functioning industry.

Materials that require freight or specifically sea freight are more difficult and costly for importers, with much higher lead times.

RAW MATERIALS AND PRE-CURSOR CHEMICALS

Global COVID lockdowns, production impacts, freight difficulties, and trade tensions have adversely impacted production of precursor chemicals and raw materials. An example is the global shortage of resin, which has already increased by more than 30 percent, and is forecast to

further increase. This will translate into increased prices. This situation is further negatively affected by global supply chain issues, specifically shipping delays.

PORT DIFFICULTIES AND CONTAINER COSTS

Australian ports and shipping lines are increasing charges to ease congestion, translating into increased costs for finished goods and raw materials. For example, there are reports of shipping container costs increasing by 500%.

Most pavement marking products are affected in some way.

MATERIAL AND LABOUR

The cost of raw materials has almost doubled due to the higher demand.

COVID protocols and efficiency impacts have increased labour costs relative to outputs. Further cost impacts include increased overtime costs to meet demand, and increased maintenance costs due to the impact of increased machinery use.

Our industry operates in Australia as participants in global supply chains.

Within the current Australian setting, it is possible to be unaware of how serious the issues are internationally, and how little we have suffered to this point other, than the Tourism and Hospitality Industry.

In conclusion, recognising potential price and project delivery impacts, and including that in planning, budgeting, and communication, are likely to become increasingly important.

ISSUES FOR PAVEMENT MARKERS

In addition to supply issues, demand for works increased due to infrastructure stimulus. Managing labour, supply, planning, and equipment to meet this demand is difficult for the industry.

HARMONISATION

Various State Road Authorities (SRA's) and industry stakeholders often have slightly different requirements relating to such issues as reflectivity, formats, pre-qualification, width of markings etc. The greater the alignment of these requirements, the greater the quality, safety, and "value for money" delivery is to all industry participants. The RIAA has a Technical Committee and a Car Park / Off the road Committee. These groups assist in representing members views to SRA's, Standards Australia, Austroads, the Road Authorities Pavement

Marking Group (RAPMG), the CSIRO (on PCCP, APAS, and specifications), the Civil Contractors Federation, the Traffic Management Association, and others. Through those endeavours, the RIAA seeks to ensure greater consistency of understanding and requirements, while recognising some of their perspectives may differ slightly.

END USERS UNDERSTANDING OF PAVEMENT MARKING SERVICES

Give me access to Google and I become an expert on anything.

Managing the expectations of end users can be difficult at times. Requirements and standards set by SRA's can "trickle down" to Local Government, Car Park operators, and other asset owners. The RIAA Technical and Car Park / Off the road Committees have delivered a series of industry Guides. These guides are a tool to assist in advancing industry knowledge, consistency of understanding, and to enhance harmonisation activity.

SAFETY

Road user and road worker safety is paramount. In this area, the RIAA has provided some input to Austroads on their "Guide to Temporary Traffic Management". This work is on-going, as the Guide is a "living document", and the RIAA seeks to ensure our member interests are considered by Austroads.

UNDERSTANDING AND MONITORING THE INCREASED USE OF RECYCLED COMPOUNDS IN ROAD SURFACES:

While the use of recycled materials is not new to road surfaces, there is growing interest in the use of such materials by State Road Authorities, including from an environmental perspective. The RIAA is working on understanding these developments, and the impacts upon pavement marking materials and practices.

ENSURING THE RIGHT BALANCE WITH REFLECTIVITY READINGS:

Road user and road worker safety is always the primary goal. The challenge is achieving the balance between the demand for greater reflectivity results, with the need for achievable outcomes and fair financial returns for providers. The RIAA encourages stakeholders to take a balanced approach from their perspective. For example, SRA's may seek pricing based on enhanced reflectivity readings. That becomes a matter for the tendering and quoting activity. However, those same reflectivity requirements will likely not be applicable to membership of PCCP / APAS, some of whom may work on car parks and other off the road settings.

LONG TERM CONTRACTS

Freight issues are impacting the cost of materials. This is difficult for contractors with long-term contracts that have not factored this in.

POSITIVELY INFLUENCING THE WORKLOAD "PIPELINE" FROM ASSET OWNERS TO MAXIMISE EFFICIENCY

Sometimes it is difficult to understand what works are coming up from State Road Authorities, only for major pieces of work to be suddenly announced. This adversely affects providers ability to coordinate equipment, material, and labour. Greater insight into forward plans would aid efficiency and end results for all.

MONITORING EVOLVING INDUSTRY TRENDS SUCH AS INTEREST IN CAP, AUDIO TACTILE LINE MARKING (ATLM), ATLM MAINTENANCE, AND MILLED ATLM

Understanding the latest areas of interest for State Road Authorities (SRA's), and ensuring member views on those issues are communicated, is an important activity. As RIAA Sponsors, the RIAA conducts regular Executive Briefing sessions with Transport NSW and Main Roads WA, as well as ongoing communication with them and Australia's other State Road Authorities.

MAINTENANCE

The amount of works underway will likely create increased demand for maintenance works. This may coincide with fiscal pressure on Government following the COVID pandemic. Effective long term maintenance planning requires consideration from asset owners.

NON-GENDER SPECIFIC SIGNAGE

The RIAA has received reports of car park operators requesting non-gender specific pavement markings, such as prams without an identifiable male or female figure. This evolution reflects evolving community standards in these issues. Currently there are differences from state to state on these requirements. The RIAA will seek to work with Car Park operators, Standards Australia, and other relevant stakeholders as this issue unfolds.

Paul Robinson

General Manager
Roadmarking Industry Association of Australia (RIAA)





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 an 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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Mental Health

Before you get into the vehicle and start your journey:



Focus your thoughts
Try to clarify what keeps you alert with your thoughts and prepare you to focus on the road.



Take a moment
Take a couple of minutes to focus. Take a deep breath and relax for a few seconds.



Do not disturb
Hopping overboard and get your mobile phone on 'do not disturb' mode.



Take a moment
If you are not feeling in the right headspace to drive, consider alternatives like taking public transport or asking a family or friend to take you.

When driving, where is your mind at?

Stressful events, rumination and our emotions can make us drive on 'autopilot' without paying attention to the road or our driving attitudes. What is going on in our heads will be reflected on our driving.

Our headspace directly impacts or driving performance.

When we enter our vehicle, our thoughts enter with us. It is inevitable. Yet our problems, stresses, and even fantasies shouldn't make us lose our focus on the road. Our headspace and the emotions we are feeling while driving have an impact on how we drive and assess situations.

NRSP TOOL BOX TALKS

If you are already on the road:



Take a break
If you are not feeling getting ahead, find a safe place to park and take a break. Be aware of how you are feeling and try to focus on your breathing. Remember safety is the priority.



Mental Health

NRSP TOOL BOX TALKS | FACT SHEET

Your headspace directly impacts your driving performance. Stressful events, rumination and our emotions can make us drive on 'autopilot' without paying attention to the road or our driving attitudes. What is going on in our heads will be reflected on our driving.

- Driving in an emotional state has been reported to increase the risk of being involved in road incidents by nearly 10 times.
- Studies have shown that distraction by secondary tasks can increase the driver's reaction time. The more time you spend on secondary tasks, the more time it takes to respond to an emergency.

the issue

Driving is an activity that requires all our attention. Our senses must be focused on the road. Unexpected events can happen at any time and our lives could depend on how ready we are to respond.

Stressful events, rumination and our emotions can make us drive on 'autopilot' without paying attention to the road or our driving attitudes.

Studies have shown that when angry we can overestimate the control we have in specific situations and make risky, stereotypical judgements. Our behaviour transfers into subsequent driving situations.

Studies have shown in Australia, distracted driving causes 16% of serious casualty road crashes that result in hospital attendance.



When we enter our vehicle, our thoughts enter with us. It is inevitable. Yet our problems, stresses, and even fantasies shouldn't make us lose our focus on the road. Our headspace and the emotions we are feeling while driving have an impact on how we drive and assess situations.

Also, the 'body-brain connection' or cognitive feedback that occurs when our body has the wrong tools to handle, respectively, the job or focus on the road.

Remember health symptoms, such as lack of sleep or certain medications, can affect driving performance. A conversation with your GP is recommended.

Mental Health

NRSP TOOL BOX TALKS

To seek help, please contact:
Lifestyle 13 13 14
Recovery Line 1800 224 036
Domestic Call Back Service 1800 959 467
Mentor Australia 1800 796 876

Overview of Package

- The package contains:
 - A generic overview of Tool Box Talk Discussion including a step by step process for initial team leaders' managers and facilitators to lead a Tool Box Talk discussion.
 - Aid for the promotion of discussion
 - Topic background information and fact sheet
 - Discussion prompt sheet
 - Participant self-assessment sheet
 - Discussion review sheet
 - When driving, where is your mind at? poster
 - Supporting PowerPoint slides

For more information contact: accidentresearch@monash.edu.au or 2462 9000

Mental Health

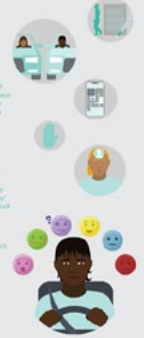
NRSP TOOL BOX TALKS

Team Leader/Manager/Facilitator Package

This Tool Box Talk Package is designed to provide Team Leaders/Managers and Facilitators with the required resources and information to conduct a Tool Box Talk session. Topics include the headspace and emotions influence when driving in a group of employees within the organisation.

The package contains:

- A generic overview of Tool Box Talk Discussion and how it can be applied to work driving safely, including a step by step process for initial team leaders' managers and facilitators to lead a Tool Box Talk discussion.
- Aid for the promotion of discussion
- Topic background information and fact sheet
- Discussion prompt sheet
- Participant self-assessment sheet
- Discussion review sheet
- When driving, where is your mind at? poster
- Supporting PowerPoint Slides



Mental Health

The Issue



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TOOL BOX TALKS

Download the latest ToolBox Talk, 'Mental Health', for free at nrsp.org.au



Journaling before you get on the road

The dangers of emotional driving

In the present day, worrisome thoughts can come to mind at any time and interfere with your daily life activities. When driving, these thoughts can cause distraction increasing your crash risk. Getting to know your triggers and identifying some strategies to deal with them, can help you stay calm and focused on the road.

Did you know?

Throughout history leaders such as Winston Churchill and Abraham Lincoln, have used journaling to help them deal with their thoughts and emotions, and not let them interfere with their decision making.

Recommendations for managing emotions

Schedule your worries



Identify a period when you can work through your worries



Give yourself permission to consider what is causing these thoughts



This helps us become more mindful of the way we think which prevents our thoughts from taking over our minds when we are on the road

Journaling



Journaling allows us to deal with overwhelming emotions by helping us record and reflect on what goes on in our minds



It can be written, drawn, or typed, on paper or an electronic device.



Studies have shown it is one of the most effective ways to strengthen mental toughness to deal with everyday concerns, as well as major trauma

Benefits of journaling



Reduces anxiety



Regulates emotions



Minimises brooding



Encourages awareness



Increases positivity



Encourages opening up

Tips for journaling



Try it on paper



Make it a habit



Keep it short & simple



Write what is on your mind

The scope of the issue

In 2020, the Transport, Postal and Warehousing Industry was ranked 58.9/100 in the Thriving Workplace Report, the lowest national rank of any industry.¹

46.4% of workers experienced a mental health condition¹

17.1% indicated their workplace caused or worsened their mental health condition¹

In a recent driving health study, **1 in 2 drivers** surveyed reported some level of psychological distress



Psychological risks for workers in the transport industry



Long working hours



Low levels of job control



Poor access to nutritious food



Fatigue



Social isolation and time away from home



Time pressure



Discrimination and stigmatisation from the public

Barriers to accessing help in the transport industry include:



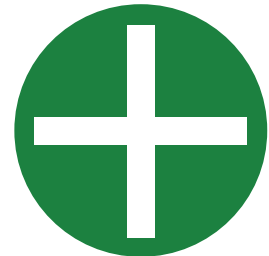
Long working hours: "It's a real manly, man industry. You can't show your weaknesses"⁶



Fear of repercussions: Concern about job security or of limited opportunities for promotion



Lack of social support: This support is often absent due to the significant time spent away from home



Limited access to treatment: 35% of employees were unaware of existing mental health resources¹⁰

Severe psychological distress in truck drivers vs general (NHS) population by age (%):



Drivers experiencing psychological distress or depression have been found to engage in more risky and aggressive driving behaviour¹¹, with their risk of a collision found to be nearly double.¹²



More than fence...

1300 TempFence is an established national leader in temporary fencing and associated products. Over our 20 year existence, we have continued to grow and develop our hire offering.

This month sees 1300TempFence join TMAA for the first time, ready to launch a new Traffic Management hire fleet in Perth, Western Australia. **VMS Boards, Arrow Boards, Portable Traffic Lights and Portabooms** are now ready for Hire in Perth. These products will compliment our existing range of Water Filled Barriers and Steel Road Plates.

To receive a quote please contact our Perth Branch on **1300 836 733**.



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**Portable
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Lights**



Portabooms



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RetroTraffic
Managing Safety and Quality

ATC

TRAFFIC LOGISTICS

A LITTLE BIT ABOUT US

Our platform was built with business owners and field crews in mind by experienced industry professionals. After an exhaustive search for an operations platform in 2014, our CEO, Sean McCreanor, developed Assignar for his 250-person rail subcontracting business.

Today, Assignar is the number one platform for self-perform and subcontractors. Our integrated features enable contractors to seamlessly mobilise across projects and maximise productivity.

6

OFFICES
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PROCESSED

200K

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EACH MONTH

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FORMS
PROCESSED

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PROJECTS

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EMPLOYEES

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Jye Walsh, Customer Relations Manager
Traffic Force

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Lessons and Themes Drawn from NRSP Case Studies

Part 1, Author: Dr Sarah VanDam

Road safety is...

1. Driven by a senior leader, with senior management endorsement, who owns it and champion its benefit.
2. A system that will perform if it has all its constituent parts pulled and working.
3. Heterogeneous, there is NO silver bullet.
4. Everyone's responsibility.
5. A perpetual work in progress.

Guidelines and Policies

- Some success built in a day. Creating a Safety Culture begins with Audit, Assessment and the development or refinement of Guidelines and Policies that are in line with the Safe System Remotest.
- It involves a comprehensive investigation, audit and assessment of processes.
- Researchers 'good practice' control measures and customising them to take into account the company's unique operation in conjunction with 'real world' particularities that are beyond the company's control.
- Having a plan and clear strategy.
- Developing standards, guidelines, manuals and training materials that are matched to their target audience, such as, a simple code of conduct.
- Continual review, reassessment and evaluation.

NRSP resources:

- Road - Risk Management Compliance-Maintaining Safety And Driving Competitive Advantage
- BlueScope Steel - Everybody's Business Lead: Restoring Safety in The Steel Industry
- Bosch Australia - Increased Safety, Reduced Costs: Hazard Near Miss Reporting System Successfully Implemented

Management

- When it comes to fostering a Comprehensive Safety Culture and Corporate Social Responsibility it all starts from the top.
- Safety and compliance is a central part of a comprehensive management system. Zero harm companywide. Because everyone has the right to go home safe. Safe Systems approach to safety across operations.
- The safety mindset is driven from the top with effective internal communication.
- Employees trust management.
- Recognising that chain of responsibility means that everyone is responsible.
- Safety is actively lived day-to-day in every area of the business, not just when in the office.
- A sustained commitment.
- Educating and supporting the whole community - Road safety is everyone's responsibility.

NRSP resources:

- Simon National Carriers - Road Safety A Key Part Of The Successful Simon Business Model
- Transdev Australia - Solving The Safety Of Growing A Healthy Safety Culture
- Wolfsons Osamy (Sharon) - Shoring The Road With Trucks: Educating New Drivers On Safety

Q&A:

The Consequence Approach to At Fault Claims

Olivia Dobson
Monash University

The Question

- Is it common in industry to require fleet drivers to pay a portion, or all, of the insurance excess for at-fault claims?
- What is the efficacy of at-fault claim policies in reducing costs and subsequent incidents?
 - What are the considerations for deciding to implement or not implement such a policy?
 - Are there alternative approaches?

The scope of the problem

Fleet drivers have a substantially higher risk of being involved in a motor vehicle incident than non-fleet drivers. Fleet safety management is a key factor in encouraging safe driving behaviours in employees and subsequently reducing the frequency of these incidents and incident-related financial losses.

Requiring drivers to pay a portion, or all, of the insurance excess for at-fault incidents is becoming an increasingly prevalent strategy implemented within fleets. These policies are consequence approach strategies that aim to discourage dangerous driving behaviours which result in preventable vehicle incidents. These policies, however, are not the right fit for every organisation and require careful consideration before implementation.

This Q&A draws on the expertise of leaders in the fleet management industry to explore and evaluate excess charge policies for at-fault incidents.

Definitions

- What does it mean to be at-fault?**
Being 'at fault' for a motor vehicle incident means that, through either your actions or lack of actions, you caused the incident to take place.
- What is an insurance excess?**
An insurance excess is a set amount that insurance clients must pay out of pocket when a claim is made. Amounts above this excess are paid for by the insurance company. The excess amount depends on the policy and is highly variable.

Q&A:

Reducing the Major Costs of Minor Collisions

Olivia Dobson
Monash University

The Question

How can an organisation encourage drivers to take more care of vehicles to minimise avoidable vehicle damage from minor collisions? For this Q&A, we consulted industry professionals to understand the prevalence and causes of minor collisions, the practical strategies they employ to reduce minor collisions, and the financial and reputational benefits from being proactive.

Why it Matters

Minor collisions can have major impacts on your organisation's bottom line and reputation. Consistently encouraging reporting of minor collisions and investigating their cause can have the opposite effect as well as highlighting areas for driving improvement. To avoid repetition and minor collisions becoming major incidents, drive the prevalence of minor collisions in fleets, they can be an opportunity to improve an organisation's safety performance and a stride in a stronger safety culture.

4 Key Things to Know

1. Reducing minor collisions can have financial and reputational benefits for your organisation and can also act as a protective factor against more serious incidents.
2. Drivers in the transport industry drive on average twice the distance of private drivers, and the risk of a vehicle incident increases by up to almost 100% when driving a fleet vehicle.
3. Fleet managers have many solutions at their disposal to reduce minor collisions, ranging from choice of vehicle and the safety culture and features for educating drivers about safe driving practices and communicating company expectations.
4. The most powerful tool to reduce minor collisions is an overall strong safety culture with an organisational commitment to safety at all levels.

NRSP Road Safety Case Study Lessons and Themes Part 1

This document was derived from all of the NRSP case studies. It is an amalgamation of the common themes that emerged from a range of industries and highlights five key areas of concern for a successful road safety management program.

NRSP Q&A: The Consequences Approach to At Fault Claims

Is it common in industry to require fleet drivers to pay a portion, or all, of the insurance excess for at-fault claims?

Fleet drivers have a substantially higher risk of being involved in a motor vehicle incident than non-fleet drivers. Fleet safety management is a key factor in encouraging safe driving behaviours in employees and subsequently reducing the frequency of these incidents and incident-related financial losses.

NRSP Q&A: Reducing the Major Costs of Minor Collisions

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Minor collisions can have major impacts on your organisation's bottom line and reputation. Conversely, encouraging reporting of minor collisions and investigating their cause can have the opposite effect as well as highlighting areas for driving improvement, to avoid repetition and minor collisions becoming major incidents.



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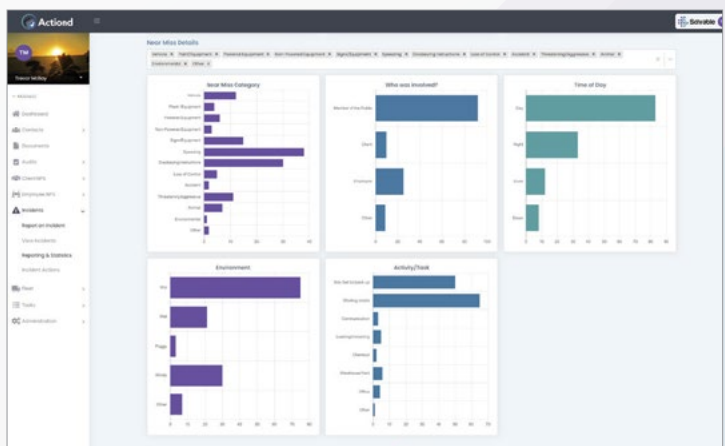
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Every year in Australia dozens of traffic controllers get injured and, in some cases, people lose their lives while directing traffic as some motorists get distracted and collisions occur.

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



Queensland Government

Department of Transport and Main Roads

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

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When you buy LDC Equipment products you are supporting Australian manufacturing and supporting local jobs.

All of our products are designed and produced right here in Australia in our Gold Coast factory, we employ a large team of engineers and trades people who always endeavor to source our products components from local Australian suppliers.

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Victorian Civil Infrastructure Outlook Report: 2021-2025

A comprehensive outlook for construction activity in Victoria.



Adrian Hart

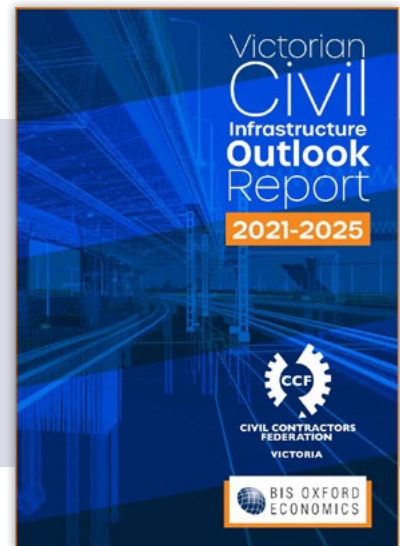
Associate Director -
Construction, Mining & Maintenance
BIS Oxford Economics

To access the report [click here](#)

CCF Victoria is proud to announce the launch of the Victorian Civil Infrastructure Outlook Report: 2021-2025.

Commissioned by CCF Victoria and prepared by BIS Oxford Economics, this report provides an updated outlook for construction activity in Victoria over the next four years, with a particular focus on the civil construction industry.

The report also supplements the Rebuilding Australia - A Plan for a Civil Infrastructure Led Recovery report (also prepared by BIS Oxford Economics) released in May 2021.



ABOUT THE REPORT:

Developed by Adrian Hart of BIS Oxford Economics, the 2021 Victorian Civil Infrastructure Outlook Report provides a forecast on major projects, key issues and challenges confronting the civil construction industry up until 2025, and provides a positive outlook, with civil work growing another 13% in real

terms over the next four years, led particularly by a strong pipeline of transport investment.

It also highlights key demand and supply side risks to maximising the benefit from this investment: the very strong growth in construction activity nationally led by public

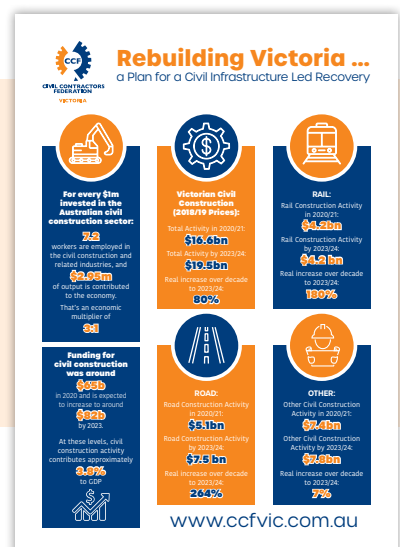
infrastructure investment, constraints to skilled labour formation from weaker population growth and falling vocational training outcomes, risks to construction materials capacity and the need to reverse the construction industry's poor productivity performance over the past decade.

REBUILDING VICTORIA... A PLAN FOR A CIVIL INFRASTRUCTURE LED RECOVERY.

Included within the Victorian Civil Infrastructure Outlook Report is an 'Infographic' highlighting some of the key findings around investment in rail, roads and other civil activity across Victoria.

It also contains the '5 Key Pillars' that CCF Victoria use to centre their work around Advocacy and Representation.

[CLICK HERE TO DOWNLOAD](#)



HOW TO ACCESS THE REPORT:

PLEASE NOTE: This report is available only to financial members of CCF Victoria and can be found inside the [CCF Membership Portal for Download](#).

If you are not a Member of CCF Victoria and would like to access the report, please contact Client Services Officer Annie Kessell at akessell@ccfvic.com.au





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