

# TMAA DETOURS

QUARTERLY MAGAZINE | EDITION 41 | MAY 2023



TRAFFIC MANAGEMENT  
ASSOCIATION OF AUSTRALIA



## AWARD WINNER SAMANTHA EVELEIGH

Indigenous Traffic Controller of the Year Award  
National Traffic Controller of the Year Award

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ANDREW WHITE

**W**e are rapidly approaching the end of the financial year; the federal government's budget has been released and businesses are preparing and revising their forecasts for the coming year. This budget does not have the visible infrastructure stimulus of the last budget however and it would seem there is some shuffling of funding occurring, and the recently announced infrastructure review, currently lacks transparency. State Governments seem to be slow at releasing road projects to market whether this is a resource or budgeting issue I am not sure. We trust the Government will continue with existing commitments, particularly for safety related projects and road improvements.

March was a busy month for the TMAA. Our board meeting was held the day prior to the national conference. A very productive meeting was held, it is always great to meet face to face, we seem to get more done. Our CEO presented the Board with several papers to consider and provide direction on. We had an informative presentation from Mapien Workplace strategists and advisors, on the current and future changes to industrial relations and how that will affect our industry. It was agreed to have some general advice and guidance provided by this firm for our members to consider. We relayed this advice to our members on 12 May. Of course, it is good practice to seek independent legal advice pertinent to your specific circumstances.

We also considered our secretariat operations how we can be more efficient and support members better and agreed to seek a resource to assist our CEO grow TMAA. We are pleased to welcome Bailey Morgan to the TMAA team. Bailey based in Melbourne will predominantly look after our southern State's' meetings, general operations, social media, and support many of the office functions. This appointment will help Matthew achieve the strategic goals to support our members, seek new members and sponsors.

With good news comes some not so good news, Lee Wilder who has been looking after our financials and governance for most of TMAA's life has tendered her resignation. The board thanks Lee for her dedication to keeping us compliant and we wish her well and good health in her less busy future.

Our national conference in March was probably our best yet. Our MC, speakers and sponsors certainly put on a great show. We have had positive feedback about the speakers and the format. Janette and her TPM event management team were fantastic again.

We had strong participation in the national awards in all categories again which was encouraging to see. Congratulations to all the award nominees and particularly Samantha Eveleigh from Trafficwerx NT winning both the

Indigenous Traffic Controller of the Year Award and the National Traffic Controller of the Year Award and Emma Russell from Altus Traffic Australia who won the Rising Star Traffic Controller of the Year Award.

The TMAA Board attended the National Road safety week launch on Sunday May 14 at Government house in Perth. This was a great time to meet with the TMAA WA members with a combined TMAA board meeting and an industry breakfast with AfPA and CCF WA on Wednesday 17 May. It is encouraging to see a range of events and campaigns promoting safety at road works during national road safety week, but as always take time and make the effort to think about safety, every day.

Work continues positively with the Northern Territory Government Department for Infrastructure, Planning and Logistics to improve traffic control aspects of project tenders. The improvements made are making their way to recent tender documents. DIPL is proactive with the Austroads roll out with July 1 their go date.

The South Australian Government Department for Infrastructure and Transport Safety Forum continues its work to improve safety at roadwork sites by facilitating a forum with Tier 1 contactors and Government. Sharing safety initiatives is proving to be valuable. There has been an increase in projects where detours around worksites have been negotiated, as the safest method to get work done. Remove the risk! This improves efficiency, improves timeframes and opportunity for cost reduction.

Austroads provided a Temporary Traffic Management Harmonisation project update in April with each jurisdiction outlining their path to adoption. It is great to see some states and territories pushing ahead while others albeit a little slower have a plan. The industry is looking forward to these industry wide safety and operational improvements.

Sadly, a life was lost at a road works site where it has been reported a pedestrian entered a site and was struck by a vehicle engaging in a contraflow. We acknowledge the tragic circumstances and extend our condolences to the family of the person involved and to the workers on the site who were all clearly affected. We will monitor the investigation on the case with a view to sharing any lessons learned for the intent of improving safety on all sites.

Stay Safe

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



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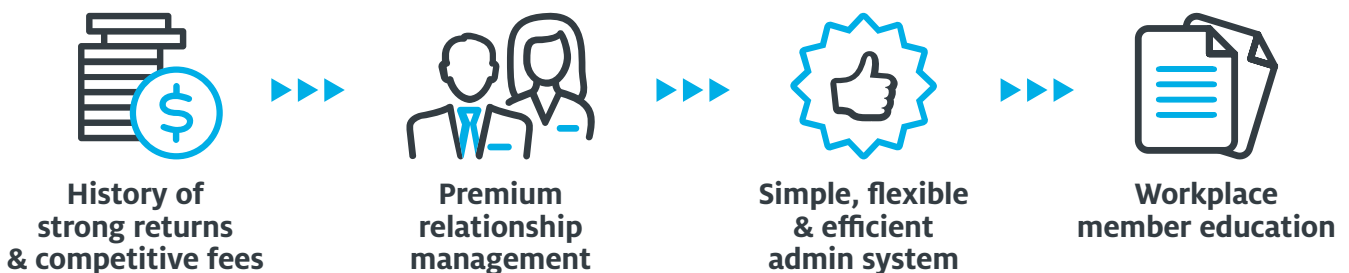


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# The First Home Super Saver Schemes

## BUYING A HOME IN A COMPLEX MARKET

The idea of buying a home in today's market is quickly fading for many Australians across the country. With property prices skyrocketing, and wages failing to grow at an equal trajectory, young people are starting to give up hope of ever buying their own home.

In the past, the conversation used to be around those who wanted to buy a property versus those who preferred to rent. Now the conversations around property hunters are changing to who can afford it and who can't. Many have resigned to the idea of renting, because becoming a property owner is simply not feasible in today's economy.

## INFLATION ON THE PROPERTY MARKET

According to [PropTrack](#)<sup>1</sup>, properties in capital cities have risen a whopping 13 per cent from last year, and regional properties have risen 8 per cent. At the moment, the latest [CoreLogic HomeValue Index report](#)<sup>2</sup> states the median home in Sydney is approximately \$1,014,393 to buy - the most expensive of the capital cities - followed by Canberra (\$828,175), Melbourne (\$747,322), and Brisbane (\$698,071).

Based on the prices above, the average Melbourne property hunter would need approximately \$149,464 to put down a 20 per cent deposit on a median priced home.

A new report by [ANZ](#) and property data firm [CoreLogic](#)<sup>3</sup> has found on average it's taking 11.4 years for first home buyers on an average weekly salary of \$1,665 to save for a 20 per cent deposit - making upfront costs one of the most significant barriers to homeownership.

## SAVING FOR HOME DEPOSIT WITHIN SUPERANNUATION

To help Australians boost their savings for their first home the First Home Super Saver Scheme (Scheme) allows people to build a deposit inside their super, giving them a potential tax advantage on their savings.

The Scheme applies to voluntary contributions, which are additional contributions outside your employer super guarantee obligations made from 1 July 2017.



Funds are eligible for release if the property buyer is over the age of 18, has not previously used the Scheme and has never purchased a property. Future homebuyers can apply up to \$15,000 of their eligible contributions each financial year. From 1 July 2022, they can claim \$50,000 of eligible contributions under the Scheme, before the associated earnings. Couples can each access their own super under the Scheme for the same property.

You may still need savings outside the Scheme for your deposit, but the Scheme may allow first home property buyers to save for a deposit faster, because of the concessional tax treatment given to superannuation.

## EQUIP SUPER IS HERE TO HELP

For more information about the Scheme, please reach out to our experienced Relationship Managers. We can provide general information about how to make a withdrawal and what happens if you decide not to move forward with purchasing a home.

If you're looking for more tailored advice, the Relationship Managers can put you in touch with an experienced financial advisor who can provide professional advice. They have the ability to create tailored plans to help you manage your commitments and grow your long-term wealth to help equip you for your future.

<sup>1</sup> For more information about the PropTrack article, please go to <https://www.realestate.com.au/insights/where-rents-prices-are-really-skyrocketing-in-some-cases-by-600-a-week-more/?campaignType=external&campaignChannel=syndication&campaignName=ncaco-nt&campaignContent=&campaignSource=newscomau&campaignPlacement=article>

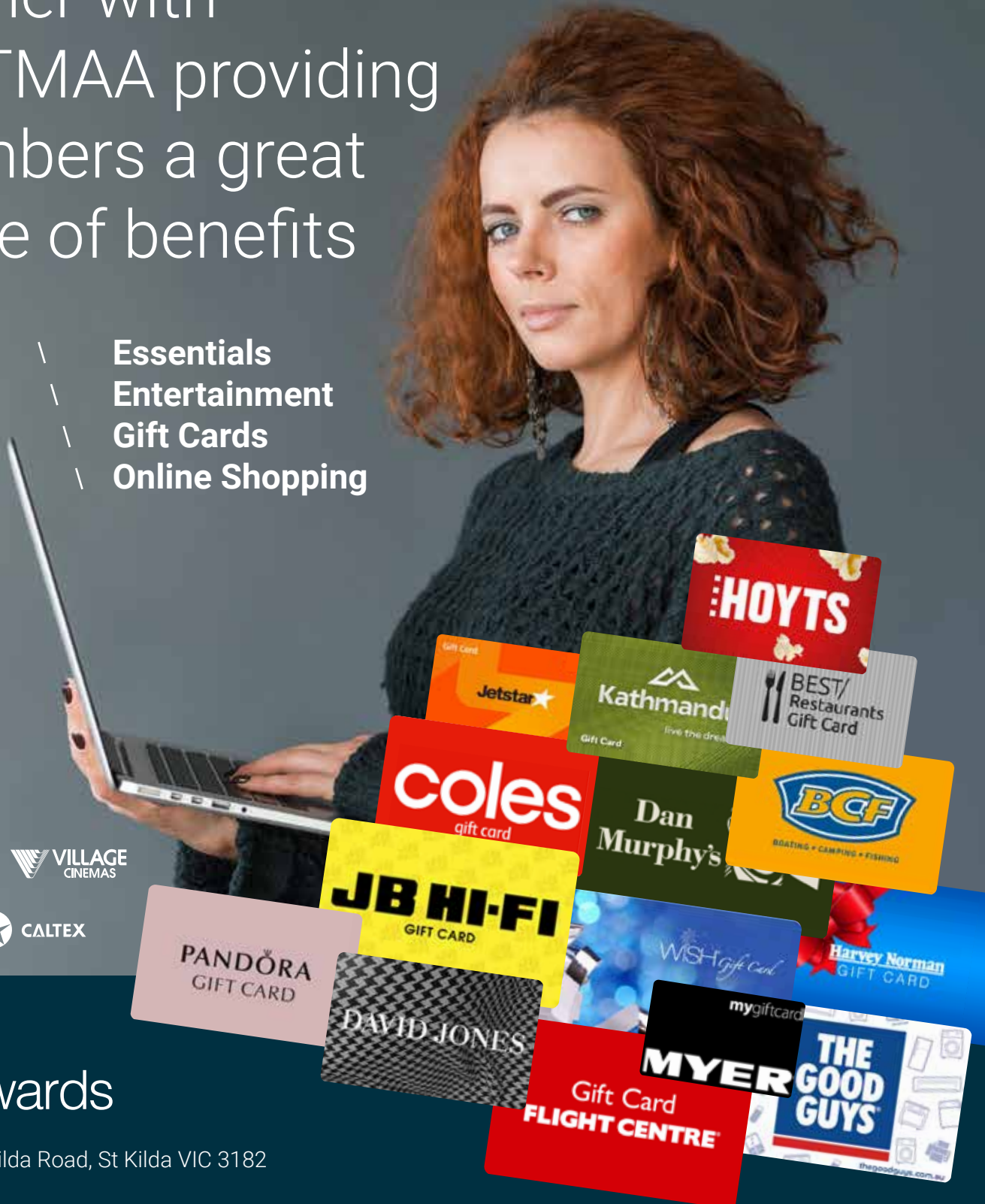
<sup>2</sup> For more information about the CoreLogic HomeValue Index report please go to <https://www.corelogic.com.au/news-research/news/2023/corelogic-home-value-index-national-home-values-up-0.6-in-march-breaking-a-10-month-streak-of-falls>

<sup>3</sup> For more information about the Housing Affordability please go to <https://www.corelogic.com.au/news-research/reports/housing-affordability>

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MATTHEW BERENI



**D**ear colleagues, I am excited to report back on the 2023 National Conference, which I am sure you will agree was one of the industry's highlights for the year. We registered a record-breaking attendance with over 150 delegates flying from all states to the Gold Coast to attend two days of learning, networking and celebration.

I am pleased to note that the conference was opened by the Hon. Minister Bailey, Minister for Transport and Main Roads in Queensland, which demonstrates that our political leaders pay attention to our industry and care about your voice, as relayed to them by your industry's association. Moreover, it was amazing to see a great lineup of speakers from Australia and overseas, and their presentations were all very informative and well-received. Special thanks go to our New Zealand colleagues for providing their Kiwi perspective, as well as to Austroads for their timely update on the National Harmonisation of Temporary Traffic Management Practice.

On a personal note, I have attended dozens of conferences in my career, and this conference was by far the most enjoyable and fun conference I have ever attended. It was an absolute pleasure to meet our members, associates, and sponsors. I was very touched by how welcoming the industry has been. It was a pleasure to introduce myself to many of you face-to-face.

During the conference, we also had the opportunity to launch two inaugural awards: the Indigenous Traffic Controller of the Year Award and the Rising Star Traffic Controller of the Year Award, alongside the well-established National Traffic Controller of the Year Award. Samantha Eveleigh from Trafficwerx NT made history by winning both the Indigenous Traffic Controller of the Year Award and the National Traffic Controller of the Year Award. Emma Russell from Altus Traffic Australia was also honoured with the Rising Star Traffic Controller of the Year Award. I believe it is fair to say that most of our 150 guests attending our gala dinner were very impressed by the calibre of those two female industry leaders we are lucky to call our colleagues.

Another important initiative launched at the National Conference was the Traffic Controller Safety Survey. This survey will be run every year, with 2023 being our baseline for future years. The survey allowed us to collect some important data points on the perceived level of safety from traffic controllers. Based on a simple question,

"When managing traffic, how safe do you usually feel?", on a 0 to 10 scale where 0 is for Extremely Unsafe and 10 is Extremely Safe, traffic controllers stated that they rate their safety level at just over 6 on average. This result motivates TMAA to do more to improve the safety of all traffic controllers and road workers.

In other news, I participated in two noticeable events last month. The first one was the Associations Forum national conference in Sydney, where I heard from other associations which have achieved some outstanding results on advocacy, membership, communication, and governance. The other event was the 2023 Roads Australia Transport Summit where I participated in a panel discussion sponsored by Altus Traffic. During this session chaired by James Pennings from Altus, I shared TMAA's position that one of our key goals is to elevate the profile of traffic workers so they are respected and valued as the skilled safety professionals they are.

Lastly, I would like to share with our members that we have started the work to rebuild the TMAA website to more clearly communicate with our members about our actions to promote traffic management safety and innovation, our advocacy on behalf of members and the industry, and the range of services provided by the association to its members. I'll share more details in my next update, but for now, I want to express my gratitude to everyone who attended our National Conference on the Gold Coast and to all our members for their unwavering support and engagement with TMAA.

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

# 2023 National Conference

## Highlights



The Traffic Management Association of Australia (TMAA) annual conference is one of the most important events in the industry's calendar. The 2023 National Conference was held at the RACQ Royal Pines Resort on the Gold Coast from 23 to 24 March 2023, and it was a resounding success. With over 150 delegates in attendance, it was one of the largest and most well-attended conferences in the TMAA's history.

**Day 1** of the conference was all about catching up with friends and colleagues, and nearly 30 conference delegates played golf at the Lakelands Golf club. The Golf Day was sponsored by RPM Hire and a lot of fun was had. Judging from the photos, the players displayed some serious skills.

At the end of Day 1, all the conference delegates gathered in the conference Grand Hall to attend the welcome reception sponsored by A1 Roadlines. Matthew Bereni, TMAA CEO, introduced Karl Hohendorf, Managing Director of A1 Roadlines, who greeted the conference delegates and wished them a warm welcome.

**Day 2** started bright and early with a Breakfast Masterclass from David Milling from the National Transport Research Organisation sharing the findings of a state-wide traffic management practice review conducted in WA. The masterclass provided some practical advice to the conference delegates.

It was then time for TMAA's President, Andrew White, to open the conference. Andrew gave the delegates a summary of what happened in the industry and at TMAA in the last 12 months, including an acknowledgement of the work done by the previous TMAA CEO, Louise Van Ristell. Andrew was also





very pleased to inform the delegates about the appointment of Matthew Bereni as TMAA's new CEO. Andrew touched on the National Harmonisation project led by Austroads which will change the Traffic Management industry landscape. Andrew was also pleased to inform everyone that TMAA's membership keeps increasing with 98 member companies as of March 23, up from 90 member companies in November 22. Lastly, Andrew thanked all the sponsors who make this event possible, including, Platinum Sponsors: EquipSuper and Traffio, Gold Sponsors: Hino and UpHire/Innov8 Equipement, Silver SPonsors: A1 Roadlines, Alloc8, Kennards Hire, Roadrunner Parts, RPM Hire, Verion Connect, Welcome Reception and Pre Dinner drinks sponsor: A1 Roadlines, Lanyard sponsor: Kennards Hire, Coffee Cart: Isuzu Ute, Golf Day: RPM Hire, Traffic Controller of the Year Awards: Kennards Hire, First Nations and Trafquip.

Following Andrew White, the Hon Mark Bailey MP, Minister for Transport and Main Roads Queensland, gave an industry briefing, highlighting the importance of the Traffic Management industry as Queensland is embarking on an intense period of construction and civil work leading to the 2032 Olympics in Brisbane.

It was then time for Matthew Bereni to address the delegates. In his CEO address, Matthew gave an update on his first three months in the role. He shared his insight on some key learnings from his 3 days managing traffic on the Gold Coast as part of his traffic controller training. Matthew also formally launched the 2023 TMAA Traffic Controller Safety Survey and shared some preliminary results with the conference delegates, gathered from about 180 responses received from traffic controllers all over Australia. Lastly, Matthew shared his goals to elevate the status of Traffic Controllers and Traffic Management companies and to grow TMAA's membership to represent the industry effectively and accurately.

Day 2 continued with a jam-packed program of information sharing including presentations from Felipe Almanza, V.P. New Product





Development TrafFix Devices (US) on Truck Mounted Attenuators used In the Work Zones, Joseph Rosendaal, Director Roding Industry Support Services Ltd on a Kiwi Perspective on Traffic Management and Ryan Cooney, Programme Director Road Worker Safety NZTA Waka Kotahi, Temporary traffic management is changing to make our roads safer.

This was followed by a panel session on safety on sites internationally and in Australia, and an address from Lisa Kinross, CEO of the Civil Contractors Federation Victoria, on workforce strategies and actions that can be undertaken by leaders to improve organizational culture.

Geoff Allan, CEO of Austroads, kicked off the post-lunch session by providing an overview of the national implementation of the Austroads Guide to Temporary Traffic Management. His presentation focused on harmonizing temporary traffic management practices across the country and discussed the changes that would be required to achieve nationally consistent operational policy and training for each state and territory. Geoff also talked about the planning for a nationally consistent recognition of TTM professionals who successfully complete the training.

Following Geoff's presentation, Chris Koniditsiotis, Lead Implementation Consultant at Austroads, conducted a Traffic Controller Masterclass, which provided an in-depth presentation on the outcomes of the national implementation project harmonizing Temporary Traffic Management (TTM) practice. The Masterclass was an opportunity for participants to learn more about the practical aspects of harmonizing temporary traffic management practices.

The formal daytime program concluded with the TMAA Annual General Meeting, which saw its largest participation of members to date. It was then time for the pre-dinner drinks, sponsored by A1 Roadlines. The Gala dinner was a formal event, and the conference delegates were joined by their partners and friends for an evening of entertainment, delicious cuisine, and excellence acknowledgement.

The highlight of the evening was the TMAA TCOY Awards & Gala Dinner. Matthew Bereni, introduced the Awards night by announcing that TMAA would be awarding two new Awards that night. Along with the Traffic Controller of the Year award, the inaugural Indigenous Traffic Controller of the Year Award and the Rising Star Traffic Controller of the Year Award were also presented. These



Samantha Eveleigh won both the inaugural Indigenous Traffic Controller of the Year Award and the National Traffic Controller of the Year Award.

Samantha is a Darwin-based aboriginal woman whose ancestry is from Galiwin'ku (Elcho Island) home to the Yolngu people. She has been a Senior Traffic Controller at Trafficwerx for six years, during which time she demonstrated outstanding skills in managing large projects through the NT. It was remarkable to witness the entire Trafficwerx NT team gather to support Samantha at the Awards ceremony. She serves as an inspiring role model for indigenous workers and women in the construction industry, and TMAA is delighted that both the inaugural Indigenous Traffic Controller of the Year Award and the National Traffic Controller of the Year Award were presented to Sam.



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new categories were created to recognize the exceptional talent and dedication of traffic controllers across the country.

The award judges panel comprised of Peter Frazer OAM, President at Safer Australian Roads and Highways (SARAH), Melissa Ekberg, Director of Industry Engagement at Civil Contractors Federation SA - CCF SA, and Stephen Castell, Traffic Manager, Northern & Western Regions at Seymour White. TMAA thanked the judges for their invaluable contribution to the selection process.



**TMAA congratulated the deserving Award winners for this year, including:**

**National Winner of the Inaugural Indigenous Traffic Controller of the Year Award:**

Samantha Eveleigh from Trafficwerx NT.

**Highly Commended Rising Star Traffic Controller of the Year:**

Kiarnah Davenport from Traffic Dynamix Tas Pty Ltd.

**National Winner of the Rising Star Traffic Controller of the Year Award:**

Emma Russell from Altus Traffic Australia.

**Highly Commended Traffic Controller of the Year:** Mark Gower from WARP Traffic Management.

**National Winner of the Traffic Controller of the Year Award:**

Samantha Eveleigh from Trafficwerx NT.

**TMAA also congratulated its state finalists:**

Sarah Bright from Altus Traffic Australia, Justin Forrester from Altus Traffic Australia, and Paul Knaap from Traffic Diversions Group.

Finally, TMAA extended its sincere appreciation to the Awards sponsors: Kennards Hire for the Traffic Controller of the Year Award, First Nations Traffic Management for the Inaugural Indigenous Traffic Controller Award of the Year, and Trafquip Pty Ltd for the Inaugural Rising Star Traffic Controller of the Year Award. TMAA acknowledged Kennards Hire's continued support as well as First Nations Traffic Management and Trafquip for supporting and embracing the launch of its two inaugural awards. The conference was a great success, and TMAA looks forward to hosting another successful event next year.

Mathew Bereni, **TMAA CEO**

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# Traffic Controller of the Year 2022 – Sam Eveleigh



**A**s the newly crowned Traffic Controller of the Year 2022, Sam Eveleigh has hit the ground running in her double title role. Her first month with this prestigious award has been nothing short of incredible, and she has been eager to get back to her work site to continue making a difference.

Upon landing back from the Gold Coast on the Sunday after the awards ceremony, Sam's thoughts were only on getting back to work on Monday morning. The award ceremony was a momentous occasion for Sam, as the first person to receive the Inaugural Indigenous Traffic Controller of the Year and Traffic Controller of the Year 2022.

This recognition is a significant achievement for Sam and her community, as it showcases the importance of Indigenous representation in the traffic management industry. Indigenous representation in the industry has historically been low, with few opportunities for Indigenous peoples to participate in the planning, design, and implementation of traffic management strategies. However, Sam's accomplishment serves as a beacon of hope for future generations, showing that with hard work and dedication, anything is possible.

Sam is a Darwin-based Aboriginal woman whose ancestry is from Galiwin'ku (Elcho Island) home to the Yolngu people. The Northern Territory has a rich and proud tradition of embracing its Aboriginal history. From the secluded beauty of Nhulunbuy, to sharing stories of the Dreaming in the shadow of Uluru, to showcasing Aboriginal art in one of many galleries located throughout the Northern Territory, the connection with native culture is unmatched.

Sam's achievement not only brings pride to her community but also puts the Northern Territory on the map for all the right reasons. The Northern Territory is a vast and sparsely populated region with unique challenges in traffic management. By promoting greater Indigenous representation in the traffic management industry, we

can help to ensure that traffic management strategies are more responsive to the needs and concerns of Indigenous communities. This can also create new opportunities for economic development and community engagement.

Sam credits her friends, family, and Trafficwerx for their support in helping her achieve this remarkable award. She acknowledges that without their guidance and encouragement, she would not have been able to reach this level. She also thanks the support on the night, surrounded by Trafficwerx staff, her best friend, Anita and Mum, who joined on FaceTime.

Sam also takes the time to recognise and give an honourable mention to the other finalists on the night, as well as the other winners who were celebrated for their efforts towards road safety.

Sam attended the TMAA Conference prior to the awards ceremony, which was a day of informative speakers discussing the future of the industry. There were also stalls showcasing innovative solutions for traffic management. Sam believes that this conference was a great opportunity for her to learn and network with like-minded professionals in the industry.

Since the award ceremony, work has resumed to normal, and the team is gearing up for a very busy dry season. Sam is excited to apply her new knowledge and expertise to help the team work more efficiently and make a greater impact on road safety.

In closing, Sam would like to extend her gratitude to the judges for recognising her hard work and dedication to road safety. She urges everyone to stay safe on the roads and reminds us all that road safety is everyone's responsibility. Sam's achievement is a testament to the power of hard work, dedication, and passion. We congratulate her on this remarkable accomplishment and wish her all the best as she continues to make a difference in the traffic management industry.

**Trafficwerx NT**



Nathan & Nick 2012 - signing their first contract, and again in March 2023.

# TRAFFIO CELEBRATES 10 YEARS

“Traffio” is a familiar name to many Detour Magazine readers. The platform is used by more than half of the Australian Traffic Management industry, and is regularly on the computer screens and mobile phones of everyone from executives to traffic controllers. Traffio has also been a TMAA partner for many years.

With Team Traffio celebrating their 10th year in business in 2023, TMAA CEO Matthew Bereni had the pleasure of sitting down with Co-Founders Nick Inglis and Nathan Wright, and UK Director Jeff Hills, to discuss what the three proudly describe as an epic journey.

With such reach in the Australian market, and an annual partner of TMAA, many of our Detour Magazine readers will already be familiar with the founding faces behind the Traffio brand, but for those who don't let us introduce them to you beginning with Nick Inglis.

Nick is a Co-Founder and Director who spends a significant portion of his time working hands-on in the business. Nick leads the development team and focuses on finding ways to truly improve the processes and offerings of the Traffio software platform for clients.

Nathan, the Co-Founder and a fellow Director, works on the commercial side of the business. He focuses on business development opportunities, project amplification support and team leadership.

Rounding out the trio is Jeff Hills, the Director of the UK arm of Traffio. Originally Traffio's Operations Manager, Jeff relocated to the UK in 2021 as part of the company's international expansion.

Marking a decade in business, Nick,

Nathan and Jeff look back at their journey so far, and some of the speed bumps they encountered along the way.

When reflecting on the early years, Jeff says “The biggest challenge was securing early adopters and creating confidence in digital efficiencies... getting people to understand that the technology is here, that it can help and can be trusted.” He adds “looking back now, it seems so long ago, seeing where we are now, is so different.”

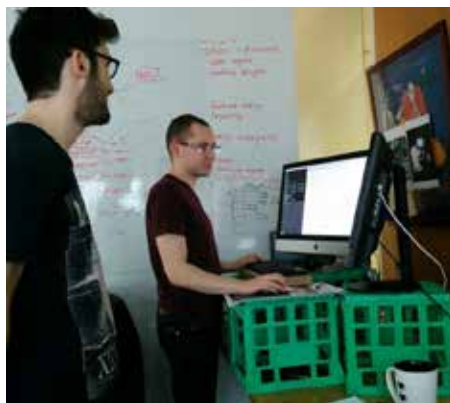
Nick shares other challenges, “Early on, being in the start-up phase, we had to do things ourselves and in-house. At one stage Nathan and I didn't sleep for three months - we'd committed to releasing version 2 of Traffio in time for the very first TMAA conference back in 2013”.

The release was successful, and Nick admits he later caught up on missed sleep.

Startups and business however, are not just about the tough times, it's also important to celebrate the good and great times, and the little wins too... As we celebrate Traffio being in business for ten years, we asked Nick, Nathan and Jeff to reflect on the achievements they look back on with pride.

For Nathan, it was that very first sale, which confirmed for him that they really could do this, and that there was and is an appetite for Traffio. Somewhat unusually for a tech start-up, Traffio is self-funded and has

**“Nathan and I didn't sleep for three months - we'd committed to releasing version 2 of Traffio”**



Wesley and Paul September 2014,



Wesley and Nick est. 2016.

not taken any investment. Nathan says “We’re proud to be 100% employee owned, and so totally in control of our own destiny. Not a lot of start-ups can say that confidently!”.

Personally, for Nick, he points to watching the development team grow and beginning to train novice developers, seeing two women in senior management this year at Traffio and having two development teams emerge. Hearing the development team celebrate and say, “I did not think we could do this”, and “We are way further ahead than I thought” while also congratulating and celebrating one another- that is really special.”



*Nathan, Brad, Tara, Kat, Jeff and Nick, March 2023.*

For Jeff, it’s really about some key business milestones including becoming a Platinum Sponsor of TMAA for the first time in 2022, and internally the team’s work milestones and anniversaries. They are key for us including birthdays, which are so important to the team and our culture.



*Shaun, Nick, Nathan, Jeff, Wesley, Allan, Nathan and Nick, March 2023.*

The current eighteen-strong team includes nine developers, five customer success team members, and a marketing and communication specialist, who have all integrated into the business with a shared passion and purpose. “We have a remarkable and passionate team here, they all see what we are doing, why we are doing it and what we want to achieve, their commitment to Traffio is something we know we are lucky to have”, says Nathan.

Looking forward to the next ten years, it is now about exceptional customer service, further brand development and international growth. Nathan says “The UK and US markets are a big part of the next chapter of success for Traffio and the Traffio team. Understanding how to add value to traffic management across the US and UK will provide insight into how we can improve operations here in Australia, which is really exciting for Traffio”.



*Dave, Brad, Max, Jason, Bella, Sasha, Tara, Kat, Raed and Nick, April 2013.*

Traffio has always taken pride in growing and developing their relationships with clients and partners, including with those who have supported them since day one. There are a few clients who have been with them from year one, something Nathan, Nick and Jeff are incredible grateful for. Traffio has the commitment to continue to develop and make the platform even better for their clients and as we celebrate with Traffio this month, to see where the business has grown from and where it is growing to is not only exciting for Nathan, Nick, Jeff, and Team Traffio, but also for our industry as a whole.

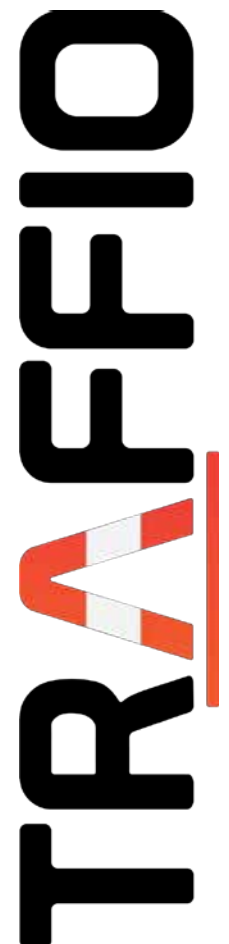
**Congratulations on a decade in business Traffio.**



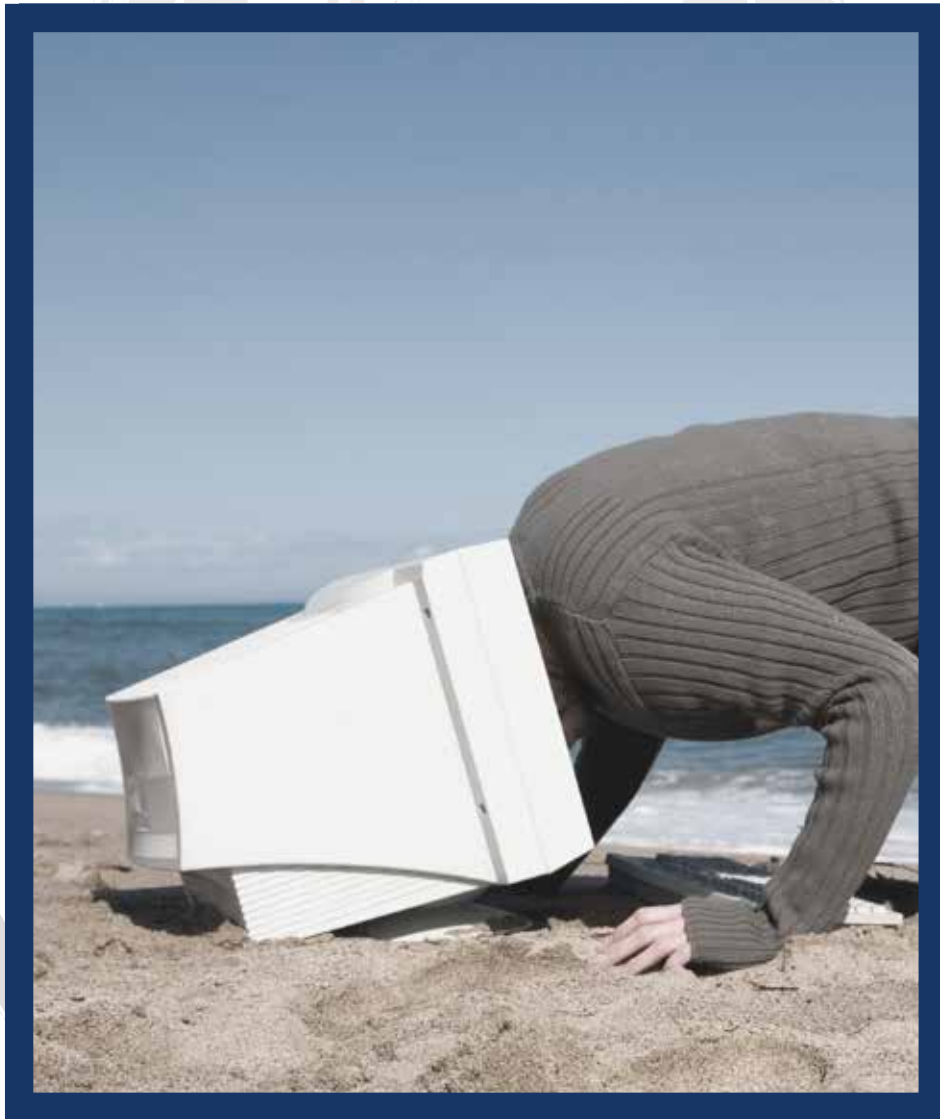
You can continue to follow the Traffio journey on all socials or by the QR code below.



*Sasha, Tara, Kat and Bella, March 2023.*



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DAN CROWLEY

Firstly, and most importantly coming off the back of Anzac Day, all Qld members would like to acknowledge and remember our Service men and women, "Lest we forget".

The Qld Division were proud to host the TMAA National Conference this year and was pleasing to see such a great turn out and everyone enjoying our Gold Coast with what was a record attendance. We look forward to the conference growing in stature across the industry.

We continue to maintain and grow our working relationship with the Qld Department of Transport and Main Roads (DTMR) with an initial meeting with Dennis Walsh (Chief Engineer) and the DTMR team to discuss the future of the temporary traffic management industry in QLD. This was a productive meeting with the TMAA Q now working with DTMR to develop a five-year plan titled - "What does good look like" for our industry going forward. This planning process mirrors the joint planning between DTMR and the Asphalt Association - AfPPA, which has reaped significant dividends to their industry.

The TMAA Q Technical Committee has been busy representing our members through meetings with the Traffic Engineering Technology and Systems (Engineering & Technology TMR) to jointly discuss temporary traffic

management specific technical standards prior to release of draft versions. This ensures both the industry and Government are aligned in any future requirements.

Further meetings were held with DTMR to review the 20-hour placement supervision requirements review as part of the TMIAG training materials review.

Finally, several TMAA Q members will be attending the DTMR Cooperative and Automated Vehicle Initiative (CAVI) demonstration on the 9 May. This will be an interesting insight into our future, and we look forward to sharing these learnings with the wider group.

On behalf of all members, we welcome new CEO Matt Bereni to the TMAA, who in such a short time has already shown he will be a great asset to the association with his passion and vision.

Keep safe - Regards,

**Dan Crowley**  
TMAA QLD Chair



# Tackling the skills and labour shortage head on.

Queensland has experienced a significant shortage of labour in several industries in recent years.



The construction industry has seen a continued increase in demand for housing and infrastructure yet remains without skilled workers to satisfy that demand. This results in project delays, increased costs, and decreased productivity. It also results in increased competition which leads to higher wages and an increased pressure on businesses to offer better working conditions. This further results in higher prices for services, and additional pressures on businesses to remain competitive and financially viable. This inability to satisfy labour demand has become a critical issue for traffic management companies in Queensland.

Civil Contractors Federation Queensland ('CCF QLD') has been working closely with businesses, government, and other stakeholders to identify solutions to address this issue for traffic management in Queensland. This includes investing in training programs, improving working conditions, and incentivising workers to fill these critical roles.

The "Intro to Traffic Control" program delivered by Civil Train (RTO 5708) has been designed to link new entrant job seekers directly to employers, whilst providing candidates with an intensive introduction to the industry. The intent of the program is to purposefully enhance candidates overall job readiness and lay a foundation of communication, safety, and awareness to provide them with the best chance of success. The program provides real change and has linked hundreds of participants with employment outcomes that were previously unavailable to them.

**Tamara Mrozinski had the following to say of her experience in the program:**

*"I am a Traffic controller at Traffic Control Innovations (TCI) and I am currently working there on a casual basis, almost always doing full time hours. My work schedule is flexible to my needs and I do Nightshift (which I love).*

*My role is very versatile and there's a lot more to it than what you'd expect. I and a small team are entirely responsible for the safety of the workers, the team and all others that come near our site. This can mean I may*

*have to do pedestrian watch, being on the bat or close roads down.*

*I love my job alot and I have plans for personal and professional development. I'm wanting to do my TMI as soon as possible to become a ute driver in order to set sites up myself.*

*Once I have achieved this my plan is to undergo my TMA and become a bump truck driver to work and keep people safe on the highways at high speeds and around worksites....*

*The whole course and my licenses came through very quickly. From the first day of my course to the day I started my new job was 4 weeks total. This included my licenses such as white card and my industry card.*

*I am super thankful for Civil train. They have been awesome from start to finish and I'm excited to be back there later this month to do my next license.*

*The course is easy when you have a desire to put in the work. And they help you a lot if there is something you dont understand. All in all I can't say that there is anything that didnt work. I think if you're prepared to put in the effort, care about what you're learning and treat the staff and teachers with respect, you'll breeze through it like myself.*

*The trainers are phenomenal. Going into a learning environment can be tough and daunting. I'm always worried to be treated as a child due to previous bad experiences.*

*At Civil Train the trainers and all the rest of the staff were not only kind but so respectful too. Not once did I feel like I couldn't do it as there was so much support.*

*The trainers are highly knowledgeable many of them having been in my shoes in the past doing the job themselves. It was refreshing hearing stories about real experiences they have had on the job and it gave me a clear insight of what's to come.*

*It was an easy process. I personally did a 6 day course and 20 hours of placement over 3 weeks. Once my*



*placement was completed it took a week after I handed in my course completion to TMR to receive my industry authority license. Straight away once this was approved and I had my license, Civil Train organised me to be employed by a fantastic employer at a company I couldn't be happier at."*

It is a nationally recognised training program which has been successfully delivered throughout Queensland since December 2021. If your business would like to be involved in the program, please contact us by phone on 1300 CCF QLD or by email on [civiltrain@ccfqld.com](mailto:civiltrain@ccfqld.com).

**Participants of the program undertake a Certificate II in Resources and Infrastructure Work Preparation (RII20120) which includes the following units:**

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

These units provide valuable skills and knowledge to candidates, further ensuring they graduate as safe and responsible employees, ready to work on day one.

The critical issue of the shortage of skilled workers in the construction industry will only become more prevalent as the industry continues to grow. The program delivered by Civil Train (RTO 5708) provides Queensland with a solution to support the bigger picture of a sustainable construction industry. By acting now, we can ensure that Queensland remains a vibrant and prosperous state for years to come.

**The whole course and my licenses came through very quickly. From the first day of my course to the day I started my new job was 4 weeks total. This included my licenses such as white card and my industry card.**



**If your business would like to be involved in the program, please contact us.  
P: 1300 CCF QLD  
E: [civiltrain@ccfqld.com](mailto:civiltrain@ccfqld.com)**



## From roadsides to social media feeds – roadworker, traffic controller and roadworks safety is a priority in Queensland

**T**he Queensland Government has a significant, ongoing commitment to road safety; part of this is keeping everyone safe on the roads including roadworkers and traffic controllers.

**Did you know that over the past 12 months, the Department of Transport and Main Roads (TMR) produced a series of social media posts focused on keeping roadworker and roadworks safety top of mind in the community?**

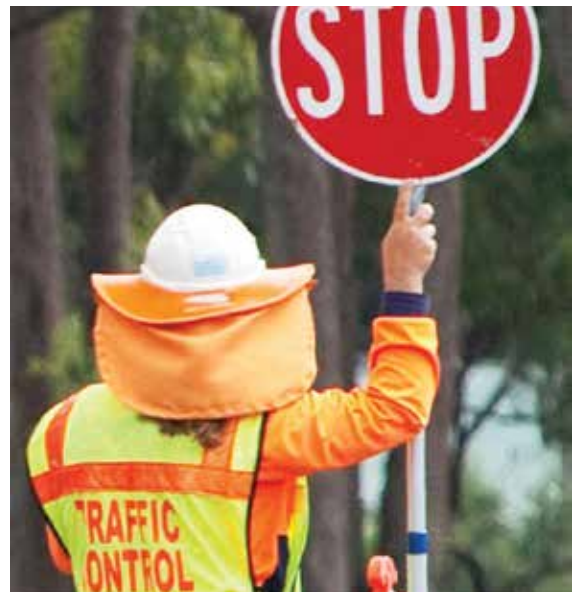
Around the state, roadworkers and traffic controllers are integral to building and maintaining Queensland's state-controlled road network - all 33,000 kilometres of it! From Far North Queensland down to the New South Wales border, they're key to delivering improvements that support TMR's vision of *'creating a single integrated transport network accessible to everyone'*.

With a program of \$29.7 billion in road and transport infrastructure investment outlined in the [Queensland Transport and Roads Investment Program \(QTRIP\) 2022-23 to 2025-26](#), there's a lot happening here to do just that!

Road safety is high on TMR's agenda with work being done to create safer roads and roadsides, safer speeds, more educated road users, and safer vehicles. Part of this has been a focus on social media in relation to roadworker, traffic controller, and general roadworks safety. This involved a targeted schedule of safety-related messages to improve visibility, awareness, and community understanding of roadworker, traffic controller, and roadworks safety to build awareness and change behaviours. This important measure was also undertaken as roadworkers are often working next to live, fast-travelling traffic and exposed to the many dangers that arise from that, and traffic controllers are managing traffic into and out of roadwork environments every day around the state.

Facebook posts ranged from reminders for road users of changing conditions to letting the public know how abuse of roadworkers and traffic controllers is simply not on.





Images used in the Facebook posts - Respecting roadworkers and traffic controllers and Red means stop.  
Images: © The State of Queensland.



These monthly posts used [TMR's Facebook page \(@TMRQld\)](#) as well as geo targeting to get into regional feeds where roadworks were underway; marrying up content with relevant audiences who were likely to encounter roadworks on their journeys. These posts not only increased awareness but created engagement results that, over time, will contribute to improved understanding of roadwork environments, changing driver behaviours towards roadworkers and traffic controllers.

**Road users were also reminded to drive to conditions when in and around roadworks and to plan ahead to take into consideration any roadworks.**

They also will improve the overall safety of people travelling through and near roadworks in Queensland, whether they live here or are visiting.

The 12 posts achieved great results generating more than four million impressions (paid and unpaid), and above average engagement rates for this type of content (compared to similar posts on @TMRQld).

A lot can be done for a little cost when using targeted social media.

**TMR is committed to keeping everyone safe on Queensland roads - the community that uses them as well as the people delivering them.**

If you're interested in seeing these Facebook posts, be sure to follow [@TMRQld](#).

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ANTHONY SIMMONS

As usual, we were pleased to welcome participation from key stakeholders at our meeting on 5 April 2023 - Department of Transport & Planning (DTP) and local government - and our Associate and Supplier Members.

Our guest speaker, Graeme Cleaves from the City of Port Phillip Council gave us a short and informative presentation about Asset Protection & Working in the Road Reserves Permits. He drew members attention the potential liabilities they could incur when they make applications on behalf of clients.

<https://www.portphillip.vic.gov.au/planning-and-building/building-and-construction/working-within-road-reserves-consent>

DTP provided updates on the issues being progressed as part of the Traffic Management Reform Program:

### **ADOPTION OF AGTTM & NEW CODE OF PRACTICE (COP)**

Engagement with local councils on the changes to the CoP had occurred during March 2023; and the revised CoP would go through the gazette process, which is likely occur in during April 2023.

There will be a six-month transition period to support industry to adopt the new obligations. The CoP will become mandatory after that period.

The six-month transition period will be focused on making sure industry understand the changes to the CoP and DTP will be rolling out a targeted change communications program.

Industry members and the general public can provide feedback on the CoP during the transition period; and this feedback will be considered as potential improvements for future versions of the AGTTM if national consistency is achievable.

### **TEMPORARY TRAFFIC MANAGEMENT ACCREDITATION PROGRAM**

The status of applications as of 5 April 2023 was as follows: Received 327; Granted 152; Pending 165; Rejected 2; Withdrawn 8.

### **NEW NATIONAL TRAFFIC MANAGEMENT TRAINING FRAMEWORK**

In addition to the Austroads developments, the Victorian specific training materials were scheduled to be released during April 2023.

### **ROAD ACCESS PERMITS PORTAL (RAPP)**

The new Traffic Controller - Restricted, had been successfully deployed on 1 April 2023 following feedback from industry requesting the creation of an account type that only includes the TM on/off feature.

Industry workshops had been held on 22 and 23 March to engage with users on the RAPP roadmap, get feedback on the upcoming features and discuss any new features they would like to see or any issue they would like addressed.

This engagement will be ongoing as DTP finalise the next stage of RAPP development.

A table listing industry feedback and 14 suggestions was presented.

### **PROMOTING THE BENEFITS OF DIVERSITY AND INCLUSION**

As part of Phase 2 of the TMR program, DTP will partner with industry to promote the benefits of diversity and inclusion in the traffic management industry.

In the first instance, DTP want to engage with industry to collect examples of diversity and inclusive stories that can be used to highlight benefits and best practice. Examples include operational activities such as devising diversity and inclusive strategy or practices; and storytelling about people within their organisations that identify as diverse or inclusive with a special emphasis on First Nations or Indigenous Australians in traffic management.

### **TMA GUIDELINES**

The Guidelines have been drafted to include TL2 up to 70kph and are currently with DTP Engineering Standards for review.

### **MOA PERMITS**

DTP addressed delays in approvals and consent requirements within a MoA.

The turnaround times continued to be variable, and the number of submissions was consistently around 500 MoA permit applications, change and extension requests per week (Pre centralisation averaging 277). Submission quality was still an issue impacting on turn around and DTP was endeavouring to directly assist companies.

DTP are seeking feedback on removing the requirement for Consent from the authorisation process.

Consent will still be required where applicable, but the MoA will not be reliant on evidence of submission. DTP is potentially going to run a one-month trial to determine if risks associated with the change can be managed.

### **BLANKET MOAS & CONSENTS DTP-TMAA WORKING GROUP**

Several members will be participating in a working group with DTP to address these issues. Interested members are welcome to contact me.

### **PORTABLE TRAFFIC LIGHTS**

Members discussed with DTP the issue of councils having varying policies. Specifically, insisting on MOAs for Portable Traffic Lights (PTL's) as being Major Traffic Control Devices (MTCD's). DTP noted its recent Councils Survey, the difficulties of amending the regulations, and undertook to research the issues. Members are requested to advise TMAA if they become aware of any councils with inconsistent policies or where push back specifically on the use of PTL's occurs.

Anthony Simmons  
TMAA VIC Chair

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Brisbane



Brisbane



# 'On the road' to Mentally and Physically Safe Workplaces!

The recent launch of Civil Trains Mobile Safety Training Trailer demonstrates CCF Victoria's continual commitment to Physically and Mentally Safety workplaces.

It's head-turning design by CCF Victoria's marketing department certainly is 'a conversation starter' with its TradeMutt CCF specific fragmental print. Trade Mutt is a social impact workwear brand, by tradies for tradies. They make funky, eye-catching work wear designed to start conversations about mental health among the blue-collar community, helping make an invisible issue impossible to ignore.

It was revealed in studies from 2001-2019 period that Australian construction worker suicide rates totaled 3995 which was a staggering 30% in comparison to all other combined workforces. Although the suicide mortality rate declined in both construction workers and those working in other occupations, refreshingly the decline in suicide mortality was greater in construction workers compared to others.

This decline may be attributable to the combined effects of population-wide, male-specific, and sector-specific suicide prevention efforts over this same period, suggesting that the continuation or expansion of such efforts may lead to further declines. This great news does not mean we can afford to drop the ball on mental health.

Much needed mental health support service TIACS.org can be accessed by anyone doing it tough for free. 'This Is A Conversation Starter' (TIACS) is the name of the not-for-profit mental health support service funded by TradeMutt.

Since March 2023, CCF Victoria's Safety Training unit joined its popular Traffic Training Trailer sister in the fleet, delivering at workplaces throughout all reaches of Victoria. Although mental health remains key in safety



wellbeing and proven productivity in Civil Construction, this multi-functional portable structure also responds to key identified safe operation risks as reported by WorkSafe Victoria.

Falls of persons (and materials) from heights concerning remains a monthly feature in WorkSafe Victoria's most notable reportable incidents and top 3 mechanisms of injury reporting. A staple feature for well over 12 months, WorkSafe was notified of around 500 incidents involving fall of objects, falls from heights which predominantly resulted in serious fractures, traumatic tendon and ligament injuries, as well as fatalities.

CCF Victoria's Safety Training Trailer takes safely working at heights Nationally Accredited training (and refreshers) on the road making this accessible to all far-reaching regional contractors. With its innovative design including Davit arm, it also facilitates confined space entry, breathing apparatus and rescue training (in line with Melbourne Retail Water Agencies (MRWA) entry requirements), and supports Trenching and Shoring skill set training and Energy Safe Victoria's (ESV) course in workplace spotting for service assets. Some of these short courses also fall under Skills First, Construction Industry Skill Set (CISS) funding meaning there is \$0 free for eligible civil construction workers to acquire the latest industry training!

Also the big winner is CCF Victoria's over 300 Civil Train apprentices who will now receive safe and practical training simulation facilities at their workplace, which will ensure all of the skills and knowledge can be practiced under expert industry trainers in controlled environments, without the need to travel.

For more information on \$0 Fee short courses, or to book the CCF Victoria Safety Trailer at your workplace, contact CCF Training at [civiltrain@ccfvic.com.au](mailto:civiltrain@ccfvic.com.au) or 03 9588 7600.





# MANAGING HEAVY VEHICLE ROUTE DISRUPTIONS

## *How the National Heavy Vehicle Regulator works with industry and partners to keep Australia's trucks on the road*

During emergency situations, routes may be compromised. To ensure the safety of all road users, standard routes for heavy vehicle access may be impacted and the review of detours in and around affected areas become essential.

Addressing heavy vehicle route management efficiently during emergencies is a multifaceted challenge, given the numerous dynamic factors that can change throughout an event. This may involve limiting access to certain routes and working with all stakeholders to establish detours specifically designed for heavy vehicles.

Close cooperation among the National Heavy Vehicle Regulator (NHVR), local government authorities and state road authorities is vital for the successful coordination of heavy vehicle routes during emergencies.

The National Heavy Vehicle Regulator (NHVR) is Australia's single regulator for heavy vehicles. The organisation was established in 2013 as a statutory authority to administer one set of laws - the Heavy Vehicle National Law (HVNL), which applies in all Australia's states and territories except the Northern Territory and Western Australia.

NHVR CEO Sal Petrocetto says in the past few years, the organisation has seen a myriad of challenges on Australia's road; such as impacts from COVID-19 and many natural disasters.

"We work collaboratively with industry, governments and partner agencies to provide access for heavy vehicles" Mr Petrocetto said.

"This is critical to minimise the impact on freight and supply chain productivity and ensuring safety is not compromised."

### **CLOSURE OF ROUTES, ROADS OR INFRASTRUCTURE**

Infrastructure damage may necessitate road closures and detour establishments. Detour signs or directions have the authority to direct vehicles on a road not included in a permit or notice and a road closure or detour takes precedence over a HVNL route declaration.

Under the HVNL, road managers have particular responsibilities regarding decision-making for heavy vehicle access to their road network. CEO Sal Petrocetto says the NHVR works with road managers to ensure detours are suitable and safe for all traffic, specifically heavy vehicles, and meets relevant traffic regulations.

"It is important to ensure we are approving access to meet safety requirements for heavy vehicle access granted under a detour," he said.

"If heavy vehicles cannot be safely detoured, local road managers may inform the relevant state or territory road authority or the NHVR to notify affected parties."

In times of emergency, access may also be required for restricted heavy vehicles not ordinarily granted access to a local government area to assist with restoring access or aiding recovery efforts, evacuating flood victims, providing essential food, supplies, or equipment, or relocating livestock and supplying stockfeed.

### MANAGING DIFFERENT TYPES OF DISRUPTIONS

Route disruptions may vary significantly, depending on the cause and extent of the interruption. There are different actions the NHVR and road managers may take in different circumstances.

In some cases, an approved route may be disrupted due to damage or infrastructure failure and take up to two months to resolve. In these situations, using road signs to indicate detours is generally appropriate, provided the detour lasts for a short-term period, does not involve a significant distance for vehicles to navigate around the affected road or route and can safely accommodate vehicles.

For disruptions lasting longer than two months, road managers may establish a signed detour, publish alternative access arrangements on approved networks or provide the NHVR with information for a variation letter, stating an alternate or specified route for permitted vehicles.

### RESPONDING TO NATURAL DISASTERS

During emergencies and natural disasters, heavy vehicle access may become critical on state and local government roads to restore or maintain the re-supply of essential food, goods and equipment in another state or multiple local government areas affected by a natural disaster.

In these scenarios, road managers may request the NHVR to publish a short-term exemption notice for the period of disruption or emergency for vehicles that typically operate under a national or state or territory notice.

CEO Sal Petrocchio says this option will only be considered in certain circumstances.

"The NHVR will publish short term exemptions if the access provided involves a significant detour via another state or territory for a considerable distance using roads not usually approved for the vehicle combination," he said

"We will also do this if access cannot logically be provided by a signed detour due to the length of the alternate route or supplies are urgently required in a region impacted by road closures, and larger combinations are needed to deliver essential supplies quickly."

In times of emergency, access may also be required for restricted heavy vehicles not ordinarily granted access to a local government area to assist with restoring access or aiding recovery efforts, evacuating flood victims, providing essential food, supplies, or equipment, or relocating livestock and supplying stockfeed.

Road managers, road agencies, authorised agencies, and emergency services can request the development of an exemption notice addressing the needs of emergencies before, during or after an event if supplementary access is required for an extended period

Road managers may provide the NHVR with information for a variation letter, stating an alternate or specified route for permitted vehicles

Road managers may seek pre-arranged access from the NHVR for Department of Defence vehicles through permits or a variation letter before forecasted weather events or medium- to high-risk seasonal influences, such as flooding or bushfire-prone regions.

CEO Sal Petrocchio says the NHVR will continue to review how the organisation can continually improve its emergency responses to maintain a productive heavy vehicle industry.

"As well as immediate response to emergency events, the NHVR works with predictive agencies such as the Bureau of Meteorology, fire services and the National Emergency Management Agency to predict where natural disasters may impact next," he said

**"Doing so means we can pre-plan the impact these events may have on the road freight task and how we can proactively plan to maintain the resilience of the network."**



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# SAFER AUSTRALIAN ROADS AND HIGHWAYS (SARAH)



On 15 February 2012, my beautiful daughter Sarah Frazer was killed by a distracted driver on the Hume Freeway 8 kilometres south of Mittagong NSW. On that day, our family experienced the terrible trauma of losing a loved one in what was a completely preventable road crash... we live with that trauma to this day.

Just two days later, our family would come together in our profound grief. My eldest son Ben said that we had to do something in Sarah's name... And he immediately comes up with a name in her honour... Safer Australian Roads and Highways (SARAH). *(Our little organisation is also colloquially referred to as SarahGroup which is the name of our Website).* The other thing Ben said is that we've got to ensure people "Drive So Others Survive!"... and this is now the foundational theme of our work.

The following week we would bury our daughter and because Sarah's favourite colour was yellow, I tied a yellow ribbon to our car aerial ... but then an amazing thing happened... our community of the Blue Mountains started doing the same as an act of solidarity with us... and as the solidarity spread across the nation, Sarah's yellow ribbon became Australia's road safety symbol.

Because we were out there in the public space, people who had been affected by road trauma

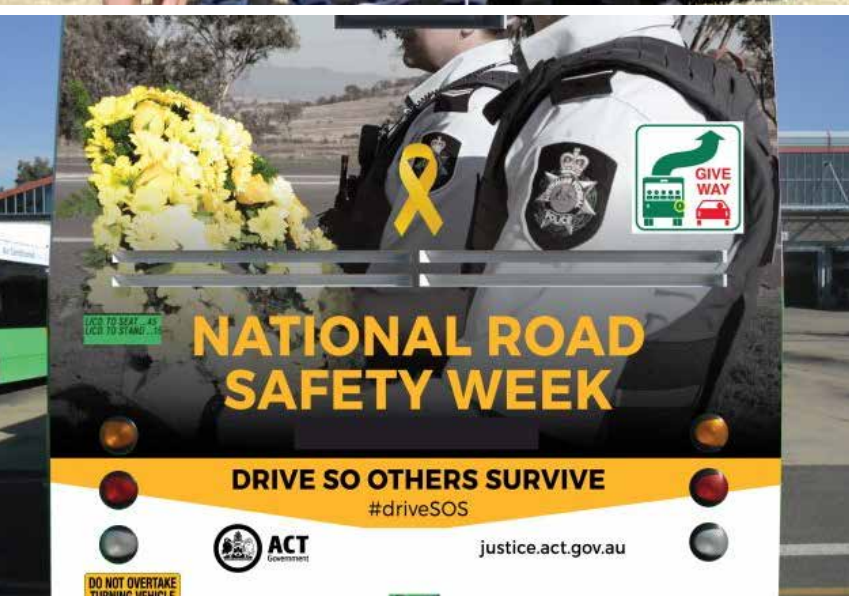
would contact us. They had a symbol now but unbelievably, there was not even a day devoted to focus on road safety during the year. We knew we had to create something so that those affected could tell their stories. We decided to create an event and we called it Yellow Ribbon Road Safety Week and it started on Mother's Day 2012 to remember all those Mums in NSW who had lost a loved one in a road crash. The Week became an unexpected success as people from all over the state became involved.

As we had received astonishing support for this road safety event, we decided to hold another "Week" in May the following year. To our great surprise, in April 2013, Queensland Motorways (now Transurban) offered to light the Gateway Bridges across the Brisbane River to support our Week, and as our event moved out of NSW, it became National Road Safety Week!

Now in its 10th year, we are extremely proud of how National Road Safety Week has grown and from 14th to 21st May this year, hundreds of buildings, bridges and icons around the country will be lit in yellow across our nation. Additionally, thousands of yellow ribbons and stickers will be displayed on the rear of police and emergency vehicles, corporate and government fleets, heavy vehicles, buses, cars, motorcycles and kids bikes etc etc.

**SARAH**







This week-long event has also spread across the Tasman and New Zealand now holds a yellow ribbon road safety week and it coincides with ours. So while National Road Safety Week may have been created by us, it has now become a very wide collaboration between SARAH, corporations, governments and their agencies, non-profit organizations, and stakeholders within the heavy vehicle and logistics industry.

With regard to our traffic controllers and road workers, there are few things that make me prouder than seeing a yellow ribbon flying from an aerial or one being displayed on a work vehicle, trailer or TMA because that vehicle and its driver have committed to ensure everyone gets home safe! They are proudly showing the community that they

are committed to actively protecting all road users, including other motorists, cyclists and pedestrians.

National Road Safety Week is extremely important because it has a special focus on those who are vulnerable on the road ahead and provides an opportunity to raise awareness about their safety while also promoting safe driving practices.

So let's use the Week to help foster a culture of road safety within and outside the industry and in doing so, let's also explain to the driving public how and why they need to actively look after each other.

And the best way to start these

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

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

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





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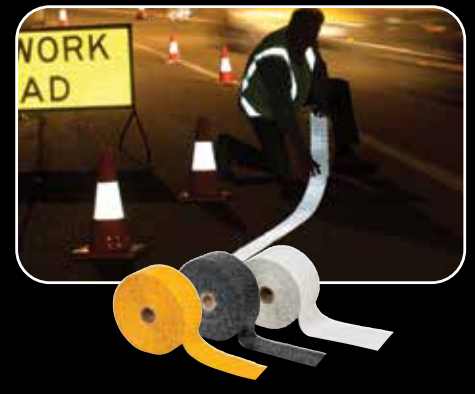
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MAX LINE

The traffic industry has been very strong for the start of 2023 within Western Australia with a large number of projects currently underway. One of the biggest struggles I'm hearing at the present is around labour and the shortage of traffic controllers within the industry to support the workload businesses are currently facing across the state of Western Australia.

The Traffic Management Association of Australia held a meeting on Thursday the 20th of April, it was great to have two presenters on the day Gareth Peers from Main Roads Western Australia talking about upcoming changes within the Traffic Management industry and Joel McKay from Fulton Hogan talking about front line workers and mental wellbeing of road workers alike and how there has been a number of increased aggravated incidents seen within the industry over the last 12 to 24 months in Western Australia. One important mandate to mention coming up from MRWA will be the use of Variable Speed Awareness Sign (VSAS) with the implementation and use mandated on MRWA site by February 2024.

Unfortunately, I was unable to make the Traffic Management Association of Australia annual conference on the Gold Coast on March the 23rd & 24th but from all accounts it was a great event. It was also great to see a WA Traffic Controller Emma Russell from Altus take home the Rising Star Traffic Controller of the Year Award, Well done Emma! The 2024 conference is defiantly an event I will not be missing,

15th of June will be the next Traffic Management Association of Australia meeting which will be held at the Altus Office in Kewdale, if you wish to attend please not hesitate to reach out to myself or TMAA.

Best regards,

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



# National Harmonisation of Temporary Traffic Management Practice

**A**ustrroads, the collective of Australian and New Zealand government road and traffic agencies, continues to work with Australian state and territory transport departments and local government along with industry to harmonise temporary traffic management practice across the country.

Since the last edition of TMAA Detours, the national harmonisation of temporary traffic management practice project has progressed significantly and Austroads continues to work carefully and closely with our members and industry to ensure all requirements are met.

“The [Temporary Traffic Management page](#) on the Austroads website provides up-to-date information on the harmonisation initiative, including background, key project milestones and importantly stakeholder targeted fact sheets,” said Austroads Chief Executive Geoff Allan.

The fact sheets are geared towards traffic management companies, approved training providers, trainers and assessors seeking to deliver training and assessment under the National Training Framework for Temporary Traffic Management.

## APPROVED TRAINING PROVIDER (ATP)

Individuals who conduct temporary traffic management work on roads managed by the participating jurisdiction must obtain skills sets through training provided by an ATP.

An ATP is a Registered Training Organisation (RTO) that has been approved by a state or territory to deliver temporary traffic management training. An RTO cannot provide training under the National Training Framework for Temporary Traffic Management without becoming an ATP in the state or territory it wishes to deliver training in. Therefore, being approved as an ATP in one state or territory does not automatically entitle an RTO to provide training in another state or territory. An ATP will be provided with the temporary traffic management logo (see below) to be able to identify in the market as an ATP.



*Temporary traffic management logo for the use by a training provider to identify in the market as an ATP.*

Part of the individual approval of each ATP is the associated approval of its individual trainers and assessors. In addition to holding teaching qualifications, each trainer and assessor must demonstrate competency by holding the skill set in the Temporary Traffic Management National Training Program/s they teach.

## TRAIN THE TRAINER INITIATIVE

Austrroads is pleased to announce that CivilEdge has been appointed as the consultant responsible for the delivery of the national training programs for the Traffic Controller (TC) and Traffic Management Implementer (TMI) roles for the Train the Trainer program. A fact sheet providing information on eligibility for enrolment and a link to the national training schedule is available on the Austroads website.

The Train the Trainer initiative aims to support eligible trainers/assessors to obtain their competency for the new skill set/s. Eligibility requirements for enrolment comprise demonstrating currency by:

1. Providing evidence of having delivered a minimum of three completed approved temporary traffic management training courses for a jurisdiction within the preceding 18-month period, and
2. Providing a copy of their current resume with two referees.



**NATIONAL TEMPORARY TRAFFIC MANAGEMENT TRAINING MATERIAL**

The national temporary traffic management material comprises the Austroads training material licenced to ATPs for the delivery of training programs and jurisdictionally developed and maintained localised content licenced to ATPs for the delivery of training programs specific to the jurisdiction.

**TEMPORARY TRAFFIC MANAGEMENT SERVICE PROVIDER - REGISTRATION OPERATIONAL FRAMEWORK**

The Temporary Traffic Management Service Provider - Registration Operational Framework aims to support nationally consistent and streamlined approaches to the registration of organisations seeking to provide temporary traffic management services.

The draft Framework is aimed primarily at traffic management companies who wish to become registered by a jurisdiction to deliver temporary traffic management services. The draft is open for industry feedback until 31 May 2023. Please send your comments to [ttmoperations@austroads.com.au](mailto:ttmoperations@austroads.com.au).



**WANT TO KNOW MORE?**

To learn more about the implementation and operational commencement of the Austroads National Harmonisation of Temporary Traffic Management Practice, including updates from individual jurisdictions, watch [a webinar recording](#) on the Austroads website.



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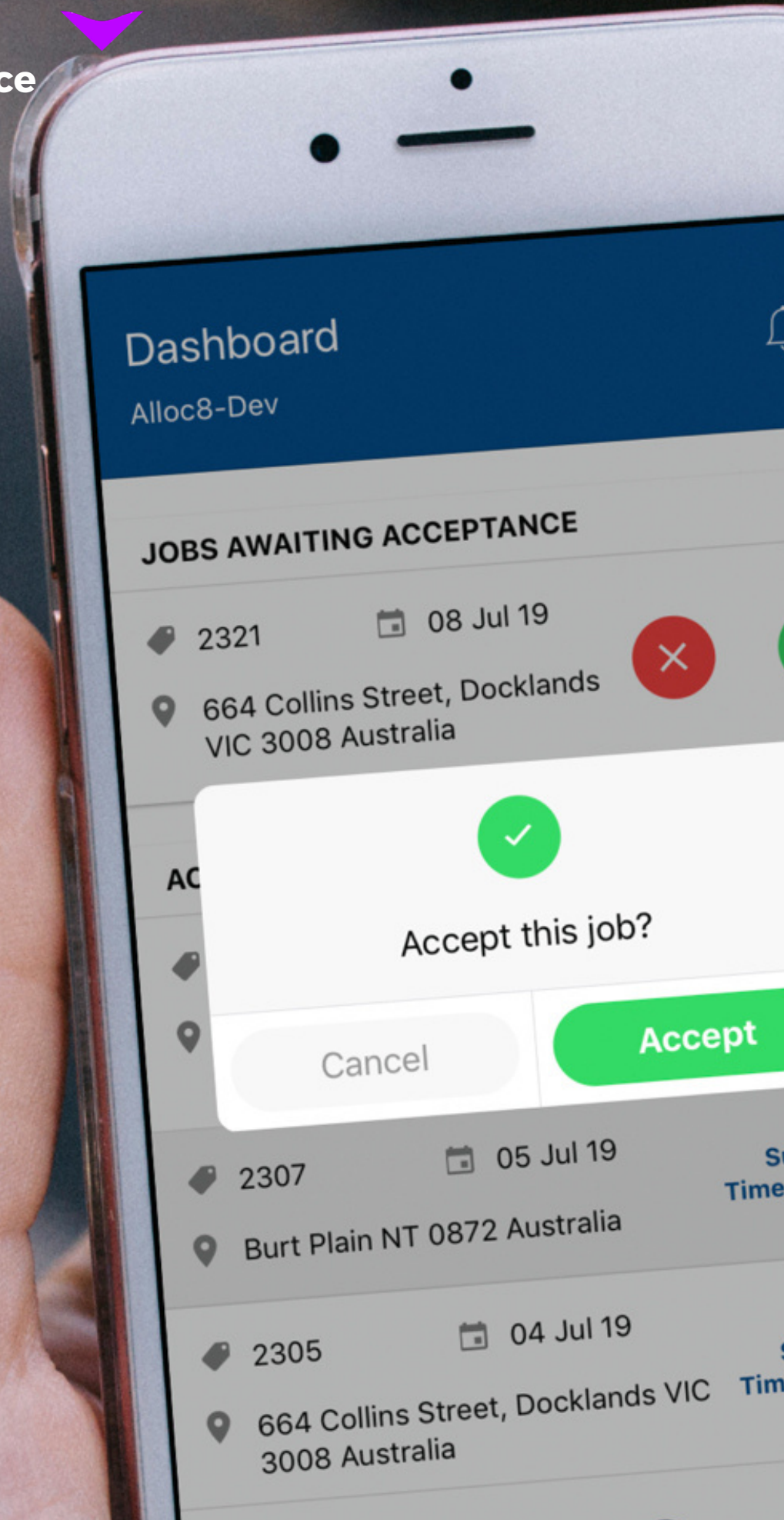
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Of course, growth and development do not happen by chance. Instead, they require a clear and well-defined pathway for the future. This is where data can help – data will formulate your roadmap and build your vision for the future.

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

### **PROTECTING THE BOTTOM LINE**

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

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

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

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

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

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

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CHRIS BOYER

In recent years, there has been a significant effort to improve the road infrastructure in the Northern Territory, with a focus on enhancing safety and efficiency for both locals and visitors. One of the most noteworthy projects currently underway is the \$165 million Tiger Brennan Drive - Berrimah Road overpass development.

This critical piece of infrastructure connects the Darwin central business district to the northern suburbs and aims to increase the road network's capacity while reducing traffic congestion and travel times. The upgrade will provide a safer environment for all road users, which is especially important as the intersection has tragically been the site of multiple crashes and fatalities. On average, around 20,000 vehicles travel on Tiger Brennan Drive each day.

The second stage of the Tiger Brennan Drive - Berrimah Road overpass upgrade is now well underway after the successful road closure of Berrimah Road on the March 10, 2023. This was necessary to ensure the safety of both workers and motorists. We are pleased to report that the project is progressing as planned, with local business Sitzler being awarded stage two of the contract. In addition, Larrakia Nation has also been engaged to coordinate expression of interest for artwork at the overpass that has a theme of 'Dalay' - the Monsoon season in the Larrakia Calendar.

Apart from the Berrimah Road Tiger Brennan Drive overpass upgrade, there are several other projects underway in the Northern Territory aimed at improving the road network and enhancing safety. For instance, the government is currently investing in maintaining and upgrading key arterial roads such as the Stuart Highway, the Kakadu Highway, and the Tanami Road. These works will improve access to remote communities, enhance road safety,



TBD/ Berrimah Road Overpass

Source: NT Department of Infrastructure, Planning and Logistics



TBD/ Berrimah Road Fly through

Source: NT Department of Infrastructure, Planning and Logistics

and improve flood immunity in the region. They will also improve access for heavy vehicle traffic, such as freight operators, while several new footpaths and cycleways are being built across the Territory to enhance pedestrian and cyclist safety.

The region has faced disruptions due to Tropical Cyclone Ellie, which hit the Northern Territory in late December 2022, causing widespread damage across the region. Heavy rain, strong winds, and flooding resulted in road closures and significant damage to infrastructure, causing delays and disruptions to several ongoing projects, including the Tiger Brennan Drive - Berrimah Road overpass upgrade. The closure of key arterial roads such as the Stuart Highway and the Victoria Highway also disrupted supply chains, resulting in significant delays to the movement of goods and services across the Northern Territory and Western Australia.



Traffic Lights

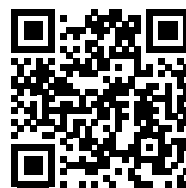
## Berrimah Road passing over Tiger Brennan Drive

Despite these challenges, the industry remains committed to delivering projects on time and to the highest standards of safety and quality. The industry is working closely with the Northern Territory Government to resume work as quickly as possible and minimize further disruptions.

In conclusion, the Northern Territory is experiencing a significant period of development in the field of traffic management and civil construction. The Tiger Brennan Drive - Berrimah Road overpass upgrade is just one of several projects aimed at improving the road network and enhancing safety. The project is being executed by a dedicated team of professionals, and we are pleased to report that the work is proceeding as planned, despite the disruptions caused by Tropical Cyclone Ellie.

Here's to a successful first quarter, and to an even brighter future ahead. We'll keep moving forward, as we prepare for the dry season here in the Top End.

**Christopher Boyer**  
TMAA Northern Territory Chair



Scan QR Code to see Tiger Brennan Drive - Berrimah Road Overpass Fly Through Video **Source:** NT Department of Infrastructure, Planning and Logistics

**This critical piece of infrastructure connects the Darwin central business district to the northern suburbs and aims to increase the road network's capacity while reducing traffic congestion and travel times.**



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PETER DIXON

I write this as I fly towards Western Australia to attend the Launch of National Road Safety Week,

Having recently experienced a life changing spinal injury, I have spent a lot of time thinking about uncertainty and how quickly and easily things can happen that can change not just your life and that of everyone around you but also your work.

2 Months ago, I was faced with the uncertainty that I would ever walk again, I am very fortunate that I have made it through to a path back to relative normalcy. Now I am on my way to Perth to hear other people's stories, commitments and initiatives to prevent others from having to experience the same.

Everyday thousands of our peers go to work on the road and despite best efforts of industry, road authority and the individuals on the ground doing the work, are exposing themselves to the uncertainty of being able to go home at the end of the day. Of the many elements behind this, they can be lumped into two categories: Controllable and uncontrollable.

Controllable risks can be mitigated by implementing harmonized best practice Road Design and Temporary Traffic Management (TTM). Educating our workers how to behave within a worksite, making the risks on site uniform no matter where you are working or who you are working

with, through harmonized best practices and training. In Tasmania we are eagerly awaiting the availability of training in-line the National Training Framework for Temporary Traffic Management to help work towards clear and consistent TTM setups and devices in line across the country reduces the confusion for workers outside their jurisdictions as well as for the men and women trying to navigate the temporary conditions.

The one big uncontrollable risk in the Traffic Management Industry is the behavior of drivers passing our sites, that despite best controls being place that the choices of an individual can in an instant change or end the life of another road worker or user, and that is where the message from National Road Safety Week is most important. The initiative encourages everyone to reflect on their driving and take the Pledge to do better.

I encourage everyone reading this, whether this week or any time to take a minute to reflect and think about how they can take part in making their driving, their work site or their family safer.

Everyone deserves to go home at the end of day. Please Drive So Others Survive.

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





Northern traffic interchange, the northern bridge abutment construction area at the intersection of Gunn Street and the Midland Highway.

## Tasmanian traffic management "firsts" as the New Bridgewater Bridge Project ramps up

As work continues to ramp up on the New Bridgewater Bridge, Tasmania's largest ever transport infrastructure project, the detailed and long-term planning that was undertaken prior to construction is paying dividends.

The planning phase threw up many challenges, most importantly the recognition of a constrained construction program and the need to ensure any potential impacts on motorists were minimised within an extremely critical section of the State's road network.

The consequence of managing these challenges has brought about some State firsts.

This includes the introduction of temporary Intelligent Transport Systems (ITS) using customised traffic monitoring and alerts supported by remote CCTV proofing.

The temporary ITS market was scrutinised by McConnell Dowell to find the right fit for the Tasmanian environment, with the project team finally agreeing on a dual provider approach - one provider undertakes the traffic monitoring while the other manages the CCTV - which keeps both platforms separate, resulting in an optimal hybrid system that gives the project flexibility by allowing access to the best of both systems.

Traffic monitoring started prior to major road occupation so that baseline data could be collected, allowing the team to identify any locations of concern from the 22,000

vehicle movements through the site each day. During data collection the team investigated two known "tidal choke points" to confirm the locations to be monitored and to avoid wherever possible in relation to supporting ease of traffic flow.

By utilising the two systems simultaneously, McConnell Dowell is able to maintain traffic delay requirements as agreed with the Department of State Growth, and better program construction works during standard peak times and tidal flows. Data from this system is relayed to electronic VMS boards at the potential alternative routes to the north and south of the project area, allowing motorists to decide which route they will take, and further reducing any potential congestion within the project area. On some occasions this has had a positive impact on historical delays.

Along with the use of new technology, there has been a focus on administrative controls where clearly defined traffic staging arrangements have been implemented to optimise construction activities at specific locations across the project footprint. This ensures workers and more specifically, traffic controllers are kept safe.

Local contractor Stornoway have provided traffic management personnel and services to the project since they were engaged by McConnell Dowell during the early works phase. Cooperation and support from the Tasmanian arm of the peak industry organisation, Civil Contractors Federation Tasmania (CCFTas), and



it's members, has also been integral to the success of this and other aspects of the project to date.

Another first for the New Bridgewater Bridge Project was its assessment under the Tasmanian Government's new Major Projects Assessment Process, which included detailed review of traffic management through all phases of construction.

This process included a collaborative approach designed to achieve the best result for the people of Tasmania. During the early planning stages many traffic management options were explored. Starting with 15 defined traffic stages, the parties were able to reduce this number down to nine, resulting in a more consistent approach with far greater safety outcomes, and less confusion for the local community and for motorists.

To launch the traffic staging program, the project produced a series of simple and clear traffic staging diagrams as the basis for the delivery of a carefully considered broad communication campaign across the State.

From radio and newspaper advertisements across Tasmania, through to social media posts, pop up stalls, targeted events, animation and letterbox drops to local residents, the community was directed to the project website to view the first of the series of traffic staging plans.

Another key aspect of the project's traffic management approach was the formation of the Traffic and Transport Liaison Group prior to major construction. Made up of representatives from key stakeholders such as emergency services, local government, bus operators, and freight organisations, the group is managed by the Department of State Growth in conjunction with McConnell Dowell.

The regular forum enables members to provide feedback to the project, and is an important opportunity for the project to test traffic management concepts, and provide important information to the community through these key stakeholders.

By informing the community in a timely manner, the project was able to implement the placement of about 4000 metres of traffic barriers on the Midland and Brooker Highways, as well as some local roads in Granton and Bridgewater designed to separate traffic from construction zones.

While barriers are not new to Tasmania, this large-scale use of them has not occurred before. The placement of the barriers provided the best protection for our workers, and safer movements for motorists and pedestrians through the project area. Temporary kerb has also been used on a large scale on this project.

Traffic controllers are wearing "night whites" when carrying out nightworks which is another first for Tasmania. Through smarter use of engineering isolation options, we have



Northern traffic interchange - the Midland Highway merge.



Southern traffic interchange in the Black Snake Road and Brooker Highway area in Granton.

also made them safer by introducing the use of traffic lights and booms where more appropriate. Regular inspection reports on all of these measures provide McConnell Dowell confidence the project is headed in the right direction with safety as the focus.

As construction continues to gain momentum, the traffic management team will continue to review each traffic stage and investigate opportunities for improvement as we progress.

Visit [bridgewaterbridge.tas.gov.au](http://bridgewaterbridge.tas.gov.au) to find out more about the New Bridgewater Bridge Project.



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# Hi again to all our colleagues across the Pacific seas!

We are very grateful to be able to share ideas and happenings with you all from our little place on the planet.

As always, we note and acknowledge some of the challenges many from across Aotearoa New Zealand and Australasia are faced with as we all experience extraordinary natural events. The tragedies and the displacement and toll this can take on our industry and the wider communities we are a part of is significant and can be exhausting for those out helping others while dealing with their own circumstances.

We have had our share of weather events that have decimated sections of our roading networks and access to many communities. The damage such things as cyclones inflict on infrastructure can be horrendous and leave many simply wondering where to start. Our roading and general contractor communities are working so very hard to try and reconnect communities and supply routes and that can be quite a daunting proposition.

While we acknowledge these things, we also become aware of the extraordinary efforts and results we see occurring and being achieved in the most important endeavor of helping one another. People helping themselves and their neighbour's is a common hero we see out amongst the challenges, and we all share a great respect for the many such stories and the people in them.

This also demands us all to be dynamic in the way we understand and manage the risks associated with the work we do. We believe we are seeing some extraordinary innovation and the testing of old methods and ways of doing things to be sure that we are always conscious of time, cost and the right to return home at the end of our days.

As the election of government starts to come onto radars in Aotearoa New Zealand and the colder winter months approach we find ourselves with the revelations of changing policies, new projects emerging and the maintenance of our networks being intensely reviewed.

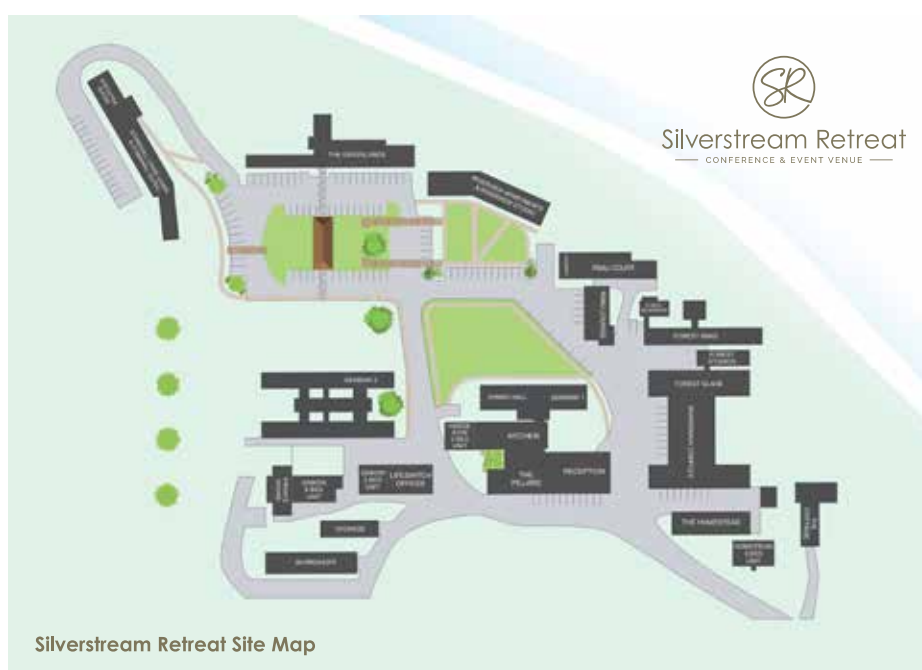
This is quite exciting for the industry but calls for us to be thinking outside of the normal methods and practices and really focusing on improved and unified approaches and collaborations to be able to strengthen the opportunities for work alongside good outcomes for the nations.

It is also time for us to share the upcoming TARMAC (Traffic and Roding Action Conference) happening 8th-10th August.

TARMAC is the re-branded TTM Conference event that has run twice previously in Nelson and Waikato respectively. This year with the continued support and feedback of attendees, trade and supply exhibitors and sponsors, the conference will run over two (plus one) days and be staged at the Silverstream Retreat, just north of Wellington CBD.

With the benefit of industry learning about what the industry and their businesses need to support TTM at previous conferences, we are now in a position to look at locking in a regular set of dates and a location to allow the event to operate annually and be accessible to all comers.

**TARMAC is the re-branded TTM Conference event that has run twice previously in Nelson and Waikato respectively. This year with the continued support and feedback of attendees, trade and supply exhibitors and sponsors, the conference will run over two (plus one) days and be staged at the Silverstream Retreat, just north of Wellington CBD.**





Silverstream provides all on-site facilities for the conference (indoor and outdoor) to operate and has accommodation on-site for about a third of people attending.

Being around 30 minutes drive out of Wellington City in the Hutt Valley, access is very good with an international airport, ferries for South Island travelers and easy road (and nearby commuter train) access to the venue. Wellington has all manner of accommodations and a cultural said to be unique amongst other major centres here and abroad. Take the time, if you can, to enjoy what Wellington has to offer around your attendance!

The program is expanded slightly on previous outings, with speakers and visitors starting to register from around New Zealand and now enquiries making it likely to see an Australasian presence on the ground to meet, learn, hear, see, speak and network.

We are very excited to be growing TTM House and it's own program where we will see frontline people from many regions and potentially Australia sponsored the opportunity to be introduced too and mixing with suppliers, innovators and other people who quite literally are the extended industry around TTM.

Those selected for this extraordinary opportunity and with the most gracious support of the sponsor will be able to attend the conference at no cost other than getting themselves to and from the venue!

Accommodation will be in the form of rooms shared by two people in a communal style separate building. Meals and access to all parts of the conference proper will sit around additional program material that will involve house members in innovation and providing the conference and our industry community the benefit of knowledge and real-world experience.

TTM House itself is an innovation that provided startling and valuable feedback in the previous and first occasion of being brought to life. A lot of energy is now being provided to ensuring that the value of learning is considered in terms of those what industry can take from actually listening to those who are out amongst it and that

we truly act to provide for that challenge rather than simply telling our TTM interface staff what we think they need to be safe, to be well and to be supported.

We look forward to another successful industry event and note that TARMAC is about Action and progressing the advance of TTM into a safer and more effective era where we all get home safe and be able to get to home with as little disruption as possible, wherever home may be throughout our respective countries.

We welcome any enquiries regarding attendance, tradeshow space, exhibition and sponsorship at TARMAC 2023. The website is available, and we are outputting information via Instagram, LinkedIn, Facebook and Twitter to be sure everyone is kept up to date with a host of platforms to make it easy for as many as possible.

In the meantime, if we are not likely to share an introduction over here or at conference, please be safe and well.

We will look forward to sharing with you again in subsequent publications of Detours and are very grateful to the support and enthusiasm we are treated too through the Traffic Management Association of Australia.

Talk again soon....





## Portable Traffic Signal System eSTOP & eSTOP-M

### Equipment Description

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

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

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

### Key features.

#### eSTOP

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

#### eSTOP-M

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

### FEATURES & Inclusions

#### eSTOP

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

#### eSTOP-M

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

\* quantity as per client request.

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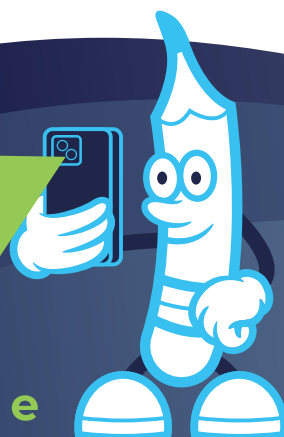
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# FATALITIES ARE JUST THE TIP OF THE ICEBERG

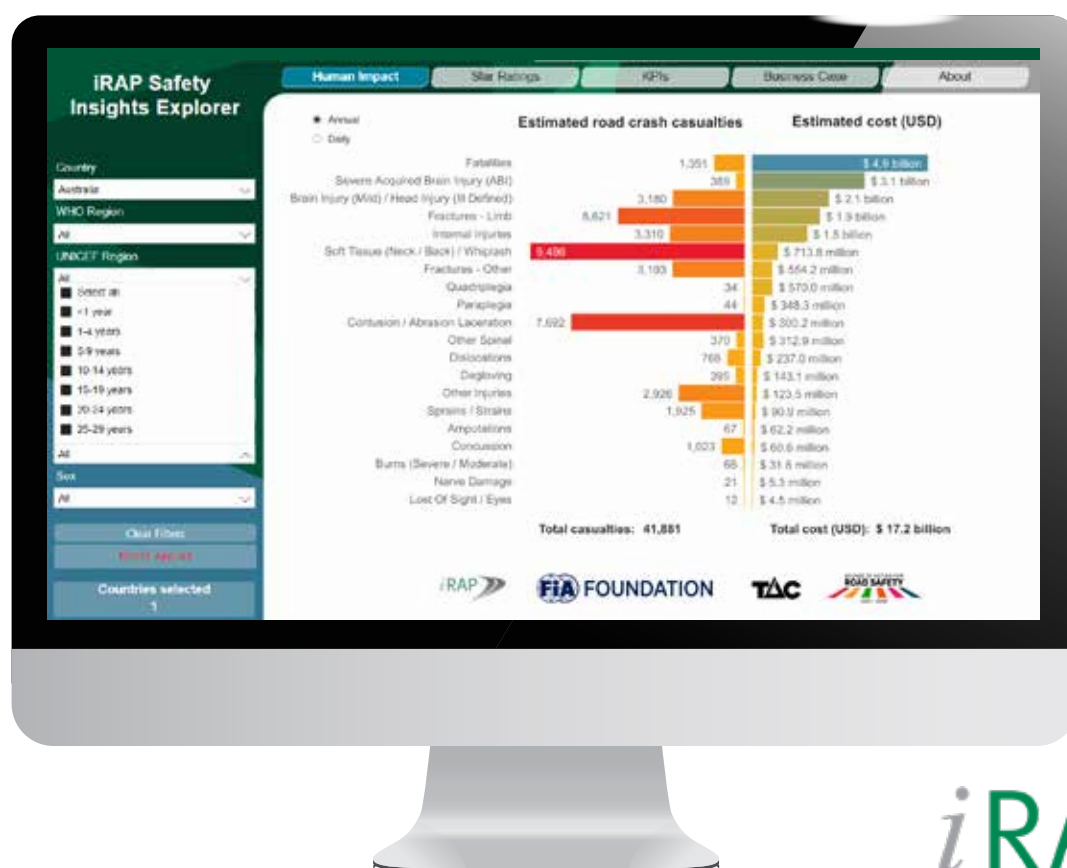
We all know that one road death is one too many. Our road projects aim to improve safety to a 3-star or better standard for all road users to help save lives. Our focus on safety at worksites reflects our efforts to protect life, protect staff and ensure zero road deaths. But do you know the true scale of road trauma? The life-changing injuries that impact more than 40,000 Australians every year. The severe brain injuries, the limb fractures, the spinal injuries and the degloving injuries suffered by cyclists or motorcyclists when the skin is torn from the body in a fall. Every one of these are life-changing for the individual and leave behind avoidable challenges for families and friends, for companies, for health systems and insurance schemes.

In an attempt to shine a spotlight on the true scale of road trauma, iRAP has partnered with the Transport Accident Commission (TAC) in Victoria and the FIA Foundation to produce the iRAP Safety Insights Explorer [irap.org/safety-insights-explorer/](http://irap.org/safety-insights-explorer/). Building on the unique and comprehensive understanding of road injury made possible by TAC's long-term support and care for those injured in road crashes, the iRAP Safety Insights Explorer extrapolates the Victorian data to every country on earth to illuminate the shocking scale and type of injury. You can explore the tragic impact on our young or see the injury levels by gender. For example, did you know 614 Australian kids aged 0-19 suffer severe acquired brain injury, mild brain injury or

concussion every year? Did you know 3,310 Australians suffer internal injuries and 5,621 suffer fractures to the limb every year?

What insights can you find and how can you use that knowledge to build a better understanding of the true scale of road trauma in Australia or any country around the world? How will that make you strive harder to make a difference and not just save a life but save a life-changing injury as well? When we realise that fatalities are just the tip of the iceberg, the business case for road safety becomes clearer and we get closer to unlocking the win-win-win benefits of safer roads and worksites that will save people, save money and create jobs.

Did you know 614 Australian kids aged 0-19 suffer severe acquired brain injury, mild brain injury or concussion every year? Did you know 3,310 Australians suffer internal injuries and 5,621 suffer fractures to the limb every year?





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



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

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



Queensland Government

Department of Transport and Main Roads

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

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



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

We highly believe in supporting our local economy and employing local Australian workers.

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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# The Science of BAC

## What is Blood Alcohol Concentration?

You must be below 0.05% BAC to drive in Australia, and professional drivers are generally required by law or company policy to have zero blood alcohol<sup>[1]</sup>.

Alcohol slows your reaction time, impairs your judgement and decision-making, and gives you a false sense of confidence - at a BAC of .05, your risk of being involved in a road crash is approximately double compared with a BAC of zero<sup>[2]</sup>.

Blood Alcohol Concentration (BAC) measures the amount of alcohol in your bloodstream. A BAC of 0.05% means that for every 100ml of blood, there is 0.05g of alcohol<sup>[3][4]</sup>.

This fact sheet explores the science behind how your body absorbs and metabolises alcohol to help you understand how fast your body can break down alcohol and how long after drinking your BAC will remain elevated.



## How the body processes alcohol<sup>[5][6][7]</sup>

Alcohol is a depressant (a substance that reduces arousal and stimulation) and has a short life span in the body.



### Absorption

Alcohol is swallowed and enters the digestive system to travel to the stomach and small intestine. Approx. 20% of alcohol is absorbed through the stomach, and 80% through the small intestine, and directly to the bloodstream.

When alcohol enters the bloodstream, it is transported throughout the entire body. Blood circulates through the body in an average of 90 seconds, allowing alcohol to affect the brain and other organs rapidly. The full effects of the alcohol are felt within 15-45 minutes.

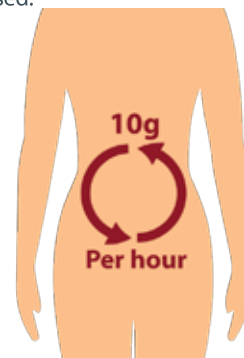


**15-45 minutes**

### Metabolising

Most of this alcohol ends up in the liver, where metabolism takes place as the liver releases enzymes that break down the alcohol.

In general, the liver can process approximately 10g of alcohol (one standard drink) per hour. If you've consumed more than one standard drink, the system becomes 'saturated', and the excess alcohol accumulates in the blood and other tissue until it can be metabolised.

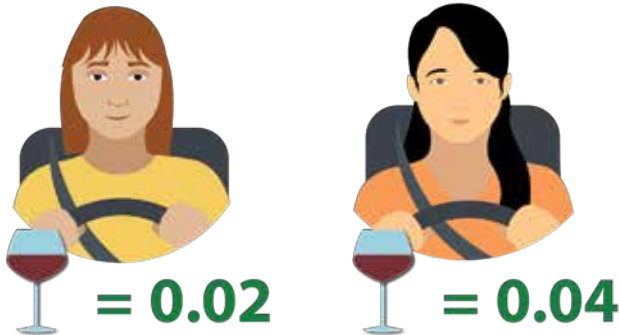


**Note:** The number of standard drinks in a serving of alcohol can vary greatly – use the [online drinks calculator](#) to find out how many standard drinks are in your alcohol and learn more about standard drinks from the NRSPP's fact sheet [Alcohol and The Morning](#).



## Individual differences in BAC and the effects of alcohol

BAC and the effects of alcohol vary depending on a range of individual factors like weight, gender, age and use of medications. These factors can also affect how quickly you can eliminate it from your body. Two people can drink the same amount and have different BAC levels.



Binge drinking and high-intensity drinking can also lead to a higher tolerance for alcohol, in which you need to drink more to feel the effects of alcohol over time. Even if you don't feel the effects of drinking, you may still be over the legal BAC limit and experience significant impairments in your ability to drive safely. Tolerance is a symptom of alcohol use disorder, a disorder which affects approximately one million Australians<sup>9</sup>. If you think you may have a problem with drinking, talk to your healthcare provider or contact a [freely available support services](#) for help.



## How long will it take for my BAC to go back to 0.00? <sup>[5]</sup>

This process of alcohol metabolising means that for every standard drink you have you'll have to wait approximately **one hour** for your BAC to go back to zero. In other words, your body will typically metabolise 0.01 – 0.015 BAC per hour.

For example, if you had a night of moderate drinking and went to bed at 12:00 A.M. with a BAC of 0.06, your BAC level may return to 0.00 by approximately 04:00 A.M.

Time	BAC
12:00 A.M.	0.06
01:00 A.M.	0.045
02:00 A.M.	0.030
03:00 A.M.	0.015
04:00 A.M.	0.000

Alternatively, if you've had a heavy night of drinking your BAC may be over the legal limit to drive for the next 14+ hours. If you went to bed at 12:00 A.M. with a BAC of 0.20, your BAC level may not return to 0.00 until approximately 02:00 P.M.

Time	BAC
12:00 A.M.	.200
01:00 A.M.	.185
02:00 A.M.	.170
03:00 A.M.	.155
04:00 A.M.	.140
05:00 A.M.	.125
06:00 A.M.	.110
07:00 A.M.	.095
08:00 A.M.	.080
09:00 A.M.	.065
10:00 A.M.	.050
11:00 A.M.	.035
12:00 A.M.	.020
01:00 P.M.	.005
02:00 P.M.	.000

**Note:** This is a guide only and will vary depending on a range of individual factors – trying to judge exactly how much you can get away with drinking is a dangerous and risky strategy which is inviting a crash, a drink-drive conviction, or disciplinary action. The only way to be certain of your BAC is a breath or blood test.

## Can I speed up this process? <sup>[8]</sup>

The only way to reduce BAC is to wait for your system to metabolise it. Home remedies such as drinking water, having a cold shower, napping or drinking coffee may make you feel more alert, but they will not lower your BAC as these methods do not pull alcohol out of the blood. So, it is critical that you do not operate heavy machinery and that you keep yourself safe until your BAC is back to 0.00... not sure if this works or not?

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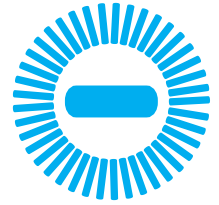
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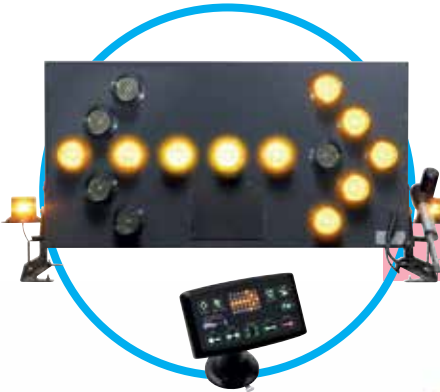
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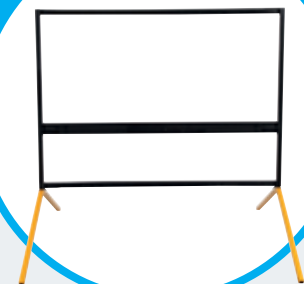


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