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WESTERN AUSTRALIA

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Provision of Service Agreement

Delivery of Main Roads Western Australia Traffic Management Accreditation

July 2026

AMENDMENT / REVISION STATUS RECORD

Date	Section	Amend / Revision Description
July 2026	Section 2.3.4.1	BWTM and TC combined duration updated to include PTCD training. Clarified practical training group size limits apply per training group, not per trainer.
	Section 2.3.4.5	Key WHS legislation added
	Section 2.3.4.6	PTCD training requirements relocated and updated
	Section 2.5	Recognised driver's licence definition updated
	Section 3.2	Addition of PTCD units of competency for TC accreditation
	Section 3.4	Removal of SWMS as part of documentary evidence for WTM accreditation
	Section 3.5	Perquisite added for AWTM-NP
	Section 3.7	Removal of SWMS as part of documentary evidence for OTMA accreditation
	Section 3.8	SoA issued by others' requirements clarified
	Section 4.1	Removal of SWMS / hazard assessment as part of documentary evidence for refresher eligibility
	Section 4.2.1	BWTM refresher training course minimum duration 6.5 hours
	Section 4.2.2	Addition for refresher training to cover TMA and Shadow Vehicle Exclusion Zones and Avoidance of Road Crossing. Risk Management to be covered in BWTM refresher
	Section 4.2.3	TC, BWTM and OTMA refresher requirement for two practical assessments
	Section 6.1	Section updated
	Section 6.2	PTCD Training relocated to section 2.3.4.6 New section – Interstate National Skillsets / Units of Competency
	Section 14	Privacy statement added.
	Attachment 4	Refresher training updated

June 2025	Whole document	AWTM-NP accreditation added
	Section 2.3.4.1	Clarification – maximum 15 participants for on road practical
	Section 3.4	Removal of BWTM exemption for WTM pre-requisites
	Section 3.5	AWTM-NP added
	Section 4.1	Removal of reference to office based WTM staff
	Section 4.1.2	AWTM-NP added
	Section 4.2.2	Addition of PTCD for refresher training
	Section 4.2.3	Knowledge demonstration removed
	Section 6.1	Austroads TTM Training updated
	Section 6.2	PTCD training added
	Section 7.4	Ongoing trainer currency requirements added, AWTM trainer requirements added
	Section 9.3	Auditing of RTOs updated
	Attachment 4	Refresher training updated
August 2024	Section 3.6	OTMA prerequisites updated
July 2024	Section 2.3.4.5	WHS training requirements updated
	Section 2.5	Drivers Licence definition updated
	Section 4.1	Refresher training update for Traffic Controller
	Section 6.2	Update to Austroads National Training
September 2023	Section 2.1	Updated to reference WHS Act
	Section 2.3.1	Virtual training for AWTM/WTM added
	Section 2.3.4.1	Training day updated to 7.5 hours
	Section 2.3.4.3	Inspection and review terminology updated
	Section 2.3.4.5	New section – WHS
	Section 3.6	OTMA prerequisites updated

	Section 4.1	Re-accreditation requirements clarified
	Section 4.2.3	OTMA reaccreditation requirements updated
	Section 6	Austroads TTM Project updated
	Section 9.5	New section – Reporting course attendance
	Attachment 4	Refresher training updated
May 2022	Section 4.1	Documentary evidence requirements for refresher training amended
June 2021	Whole Document	Terminology Change - Traffic Guidance Scheme (TGS) to replace Traffic Control Diagram (TCD)
	Whole Document	Unit of Competency codes updated
	Whole Document	Adoption of the Austroads Guide to Temporary Traffic Management and AS1742.3-2019
	Section 2.3.4.1	OTMA course maximum class size added; course duration amended BWTM and TC combined course duration amended
	Section 2.3.4.3	AWTM course assessment requirements added
	Section 2.3.4.4	OTMA course assessment requirements added
	Section 3.4, 3.5, 3.6 and 4.1	Details of documentary evidence added for AWTM, WTM, OTMA and all refresher courses added.
	Section 3.5	AWTM accreditation - Addition of one year experience added to prerequisites; removal of RIWHS201D and RIIGOV401D as prerequisites
	Section 3.6	Interim training and previous course references removed
	Section 3.7 and 3.8	Provisional accreditations removed
	Section 4.1	Details of documentary evidence added; Clarification that previous unit versions accepted for re-accreditation
	Section 4.1.1	Inclusion of BWTM-Non Practitioner accreditation
	Section 4.2.1	OTMA accreditation added
	Section 4.2.2	Guidelines for the use of TMAs in WA and AGTTM added; OTMA added to table; Emergency preparedness and validating TMP/TGS added

	Section 4.2.3	Simulated practical removed; OTMA accreditation added
	Section 5.6	RIIWHWS201D and RIIGOV401D units removed from AWTM registration requirement
	Section 5.7	Requirement to meet BWTM registration criteria to deliver OTMA
	Section 6	Removal of RIIWHWS201D and RIIGOV401D as prerequisites for AWTM; Austroads Learning and Assessment material updated; Austroads Safety at Roadworks Project added
	Section 7.4	Additional OTMA trainer requirements added; trainer / assessor experience requirements modified; requirement to inform Main Roads when trainers no longer training
	Section 8	Updates to application form requirements
	Section 8.2	Digital 'Photographic Identification acceptable
	Attachment 1	Registration Application Proforma updated
	Attachment 4	Refresher training updated
Nov 2017	Section 2.3.4.1	Class size amended
	Section 4.2.2	Amendment to re-accreditation requirements when undertaking additional units
	Attachment 4	Attachment added – Refresher Training
Feb 2017	Section 2.3.1	Use of eLearning permitted in addition to face to face training
	Section 2.3.4.1	Course duration requirements amended.
	Section 3.2, 3.3 & 3.5	Unit of competency RIIWHWS201D added to BWTM, TC & AWTM accreditation prerequisites
	Section 3.5	Unit of competency RIIGOV401D added to AWTM accreditation prerequisites
	Section 3.6	Amendments to OTMA prerequisites
	Section 5.3, 5.4 & 5.6	Unit of competency RIIWHWS201D added to BWTM, TC and AWTM registration requirements
	Section 5.6	Unit of competency RIIGOV401D added to AWTM registration requirements

May 2016	Section 6	New Section - Austroads National Traffic Control at Worksites
April 2016	Whole Document	AQTF changed to Standards for RTOs
	Section 2.3.3	Simulated practical allowed for some components of assessment
	Section 3.6	RIIRTM301D Operate a truck or trailer mounted attenuator unit of competency added
	Section 3.9	Traffic Management Re-Accreditation re-located to section 4
	Section 4.1	Re-accreditation requirement to provide experience evidence from previous 12 months
	Section 4.2	Re-accreditation requirements amended
	Section 5.7	Registration Criteria for RTOs to Issue OTMA Accreditation amended
	Section 6.4	Trainer and assessor requirements amended
	Section 6.5	Requirement for Main Roads to approve all contractor and sub-contractor arrangements.
April 2015	Whole Document	Unit codes updated
	Section 2.3.4	New section – Traffic Management Course Delivery. Requirements added for course duration and class size.
	Section 2.3.4.2	Section 4.8 Delivery of unit of competency moved to section 2.3.4.
	Section 3.4	Amendments to pre-requisites of Worksite Traffic Management Accreditation
	Section 3.6	Timeframe amended for interim TMA Operator Training
	Section 3.9	Grace period for seeking re-accreditation added
	Section 4.5	Registration Criteria for RTOs issuing WTM accreditation amended.
Oct 2014	Section 3.2 and 3.3	TC and BWTM prerequisite to hold a statement of attainment in RIICOM201A 'Communicate in the Workplace'
	Section 3.5	AWTM prerequisite to hold or have held BWTM accreditation or statement of attainment in 'Implement Traffic Management Plan'

	Section 3.6	TMA operator prerequisites added.
	Section 3.9	Re-accreditation – applicants to achieve statement of attainment in current units of competency
	Section 4	RTO's scope of registration – can be explicit or implicit
	Section 4.2 and 4.3	RTO's delivering TC and BWTM to be scoped in RIICOM201A 'Communicate in the workplace'
	Section 4.7	Registration requirements to issue Operate TMA accreditation added.
	Section 4.8	New section – Delivery of units of competency
April 2014	Section 2.3	New section - Main Roads WA Training and Assessment Requirements
	Section 2.3.1	New section - On-line Training
	Section 2.3.2	New section - Use of Logbooks for Assessment
	Section 2.3.3	New section – Use of Simulated Practicals
	Section 3.9.2	Re-Accreditation Practical Assessments – removed third party evidence for assessment
Nov 2013	Section 3.6	Prior approval to deliver PTC not required
	Section 3.7	Prior approval to deliver PBWTM not required
	Section 3.9.2	Controlling traffic at night removed from TC re-accreditation requirements
Sep 2013	Section 2.3	Definition of “direct supervision” added Definition of “simulated practical” added
	Section 3.7	Provisional Basic Worksite Traffic Management Accreditation section added
	Section 3.8	Being exempt from attending a refresher course changed to parts of a refresher course
	Section 3.9.2	Using a logbook included in BWTM refresher practical assessment.
	Section 6.3	Table 1: Adding applicants company to the database now a requirement (no longer optional).
Feb 2013	Section 7.2	Removal of the requirement for RTO's to submit information in comma-separated values (CSV) file format.

Aug 2012	Attachment 2	Replace Sample Traffic Management Certificate Layout with current corporate graphics
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June 2012		Original draft issued
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Attachments

- 1 Registration Application Proforma
- 2 Sample Traffic Management Certificate
- 3 Sample 'Photographic Identification' card layout
- 4 Refresher Training

1. INTRODUCTION

This document must be read by any Registered Training Organisation that would like to issue Traffic Management accreditation on behalf of the Main Roads Western Australia (Main Roads WA).

Main Roads WA Code of Practice for Traffic Management for Works on Roads (CoP Works) and or Traffic Management for Events (CoP Events) requires anyone setting up and maintaining signs and traffic control devices, controlling traffic or developing Traffic Management Plans at an event or roadworks site on a road, to be accredited by Main Roads WA.

This document, as amended from time-to-time, provides specifications for Registered Training Organisations (RTOs) registered with the Training Accreditation Council Western Australian or with ASQA, to be approved by Main Roads WA, to provide Traffic Management accreditation on behalf of Main Roads WA.

This provision of service agreement provides a framework for Main Roads WA to select, register and monitor the performance of RTOs authorised by Main Roads WA to accredit persons based on the accreditation pre-requisites specified in the CoP Works or CoP Events, as applicable.

Any comments, suggestions or improvements to this document should be directed to the Road Safety Policy Coordinator at: roadsafety@mainroads.wa.gov.au

This document shall apply to the following levels of traffic management accreditation:

- Event Traffic Controller (ETC)
- Traffic Controller (TC)
- Basic Worksite Traffic Management (BWTM)
- Basic Worksite Traffic Management – Non-Practitioner (BWTM-NP)
- Worksite Traffic Management (WTM)
- Advanced Worksite Traffic Management – Non-Practitioner (AWTM-NP)
- Advanced Worksite Traffic Management (AWTM)
- Operate Truck Mounted Attenuator (OTMA)

Only training organisations that have been approved by Main Roads WA may issue the above traffic management accreditation in Western Australia.

2. BACKGROUND

2.1 Legislation

Under Section 297(1) (Powers to Erect Traffic-Control Signals and Road Signs) of the *Road Traffic Code 2000* the Commissioner of Main Roads (CMR) is listed as the only person with authority to erect, establish or display, alter or take down any road sign road marking or traffic-control signals on the State's road network. Under Section 297(2) of the *Road Traffic Code 2000* the CMR can delegate this authority to 'Authorised Bodies' such as Local Governments, Utility Service Providers and Main Roads WA' Integrated Services Providers, subject to the terms and conditions set out in an Instrument of Authorisation.

In accordance with Regulation 83 of the *Road Traffic Code 2000*, an offence is committed if a motorist fails to comply with a hand-held "STOP" sign.

Under Section 19 (Primary duty of care) of the *Work Health and Safety Act 2020*, the CMR has an obligation as a person conducting business or undertaking (PCBU) to ensure, as far as reasonably practicable, the health and safety of workers:

- a) engaged, or caused to be engaged, by Main Roads; and
- b) workers whose activities in carrying out work are influenced or directed by Main Roads,

as well as the health and a safety of other persons put at risk from the work being carried out (road users).

The above legislation places considerable responsibility on the CMR to ensure that traffic management is conducted in a safe manner for road workers and road users, including those managing and participating in events on roads. To encourage uniform, safe and appropriate traffic management, the CMR requires all traffic management to be carried out in accordance with the requirements of the Traffic Management for Works on Roads Code of Practice and/or the Traffic Management for Events Code of Practice, as applicable.

These documents can be viewed in the 'Technical & Commercial > Working on roads' section of Main Roads WA' website at www.mainroads.wa.gov.au. They describe the approval requirements, the requirement for compliance with Australian Standard AS 1742.3 (Manual of Uniform Traffic Control Devices - Traffic Control for Works on Roads) and Austroads Guide to Temporary Traffic Management (AGTTM), the additional requirements or any variations to the AS 1742.3 / AGTTM, and the training and accreditation requirements for those undertaking the various worksite traffic management tasks for works on roads and for events.

2.2 Accreditation Requirements

The Main Roads WA traffic management accreditation recognises persons who have met the knowledge, skills and experience requirements to undertake worksite traffic management in an effective and efficient manner, and in a way to ensure the safety of workers, event participants, and all road users.

The training associated with this accreditation addresses the skills and knowledge requirements of Main Roads WA staff, Local Government personnel, utility service providers, event organisers, and their consultants/contractors who may be responsible for the implementation, control, design, review and approval of traffic control guidance plans for the safe and effective management of traffic at worksites and events.

Personnel undertaking any tasks listed in Section 8 of the CoP Works must hold the relevant Main Roads WA traffic management accreditation that corresponds to the tasks listed in Table 6. Personnel undertaking any tasks listed in Section 10 of the CoP Events must hold the relevant Main Roads WA traffic management accreditation that corresponds to the tasks listed in Table 3.

2.3 Main Roads WA Training and Assessment Requirements

2.3.1 On-line Training

Main Roads WA does not permit on-line training for the delivery of any Traffic Management Accreditations or Re-accreditation. However, Main Roads permits the use of eLearning in addition to the required face-to-face minimum duration to assist applicant's preparation for the course. Assessments shall all be face to face.

RTOs may seek Main Roads approval to deliver AWTM and/or WTM courses virtually via platforms such as MS Teams using video conferencing. This training must be interactive

with participants and trainers using web cams to verify participants participation throughout the course. Approval will be provided for a period of 12 months. All other training and accreditation requirements must be met.

2.3.2 Use of Logbooks for Assessment

Logbooks are a useful training tool to help applicants gain practical experience of traffic management prior to being assessed for competence in the relevant unit . When applicants are to be assessed, assessment shall be undertaken by, or in consultation with, a qualified assessor. This means that RTOs must not be relying solely on third party statements when assessing any traffic management units.

In accordance with Standards for RTOs, the use of logbooks with third party assessment evidence only is not acceptable for assessing Traffic Management units of competency.

2.3.3 Use of Simulated Practicals

Simulated practicals are a useful tool to help applicants gain practical experience of traffic management prior to being assessed for competence in the relevant unit.

Simulation should be considered as a valid instructional method to be used in the delivery of Traffic Management training but assessment **must** occur under live traffic conditions on three occasions (this means on an operational public road).

Along with the three live traffic practical assessments some aspects of the performance criteria may pose too high a risk to occur in live traffic situations, e.g. dealing with offending motorists and/or dealing with traffic controllers who fail to adhere to procedures. These aspects may be assessed under a simulated practical.

2.3.4 Traffic Management Course Delivery

2.3.4.1 Course Duration and Class Size

Minimum Face-to-Face Course Duration Requirements

Main Roads WA Traffic Management courses must be delivered in accordance with the minimum face-to-face durations set out below. The hours specified refer to training and assessment time only. Unless otherwise specified, a full training day comprises 7.5 hours of training and assessment, with a 30-minute lunch break.

- ETC: Duration as specified in the *Main Roads ETC Training Course Curriculum Document*.
- BWTM: Minimum duration of 1.5 days (12 hours total).
- TC: Minimum duration of 1.5 days (12 hours total).
- BWTM and TC (combined): Minimum duration of 3.5 days¹ (27 hours total), comprising three days of 7.5 hours each and a minimum of 4.5 hours on a fourth day.
- WTM: Minimum duration of 4 full days (30 hours total).
- AWTM / AWTM-NP: Minimum duration of 4 full days (30 hours total), plus completion of all required assignments for AWTM.
- OTMA: Minimum duration of 2 days (15 hours).

Note: The durations specified above are minimum requirements only. It remains the responsibility of each Registered Training Organisation (RTO) to ensure that sufficient

¹ Includes additional PTCO training, see section 6.3.

training and assessment is provided to enable learners to achieve the required competencies and to comply with the Standards for Registered Training Organisations (RTOs) and all other applicable regulatory requirements.

Participant Numbers and Trainer-to-Trainee Ratios

To ensure effective training delivery, adequate supervision, and meaningful participant engagement, class sizes for the theoretical component must not exceed 20 participants per trainer/assessor.

For the practical (on-road) component, participant numbers must not exceed 15 participants per training group. A training group is defined as a single practical training session conducted at one site or within one operational environment.

Under no circumstances is this limit to be exceeded by increasing the number of trainers/assessors at the same location. Where more than 15 participants require practical training, they must be split into separate groups and delivered at separate sites and/or in clearly segregated sessions, each complying with the maximum group size.

This requirement is necessary to ensure that, within the limited duration of practical training, each participant can be adequately observed, assessed, and provided with meaningful feedback. Exceeding 15 participants in a single practical environment compromises assessment quality, reduces individual supervision, and introduces unacceptable safety risks.

For optimal safety and training outcomes, a maximum of 10 participants per trainer/assessor is strongly recommended for on-road components.

Note: Maximum number of 5 trainees per trainer / assessor for OTMA practicals (4 is recommended).

When determining trainer-to-participant ratios, a risk-based approach must be applied, taking into account factors such as road environment (including speed, traffic volume, and road geometry), as well as participant skill level and experience. At all times, safety, assessment integrity, and training quality must be prioritised over participant numbers.

2.3.4.2 Delivery of units of competency not specific to traffic management

The following gives guidelines for the delivery of the additional units of competency required by Main Roads for traffic management accreditations:

(a) Communicate in the workplace

Communication skills are vital for safe and effective worksite traffic management. It is a prerequisite for people gaining accreditation in Traffic Controller and/or Basic Worksite Traffic Management to hold a statement of attainment in RIICOM201E Communicate in the workplace.

It is recommended that the communicate unit be delivered as a co-requisite in both Traffic Controller and Basic Worksite Traffic Management courses to strengthen the focus on communication in both courses.

Applicants gaining accreditation should have the English language, literacy and numeracy levels to access, interpret and apply:

- workplace documentation such as JSAs, SWMS, log books and daily diaries;
- traffic management plans (TMP) and traffic guidance schemes (TGS);
- Relevant part of AGTTM;
- sign position and placement;
- two way radios; and
- communicate in meetings or to a group.

(b) Carry out the risk management process

Risk management is a vital component of traffic management planning. As such, the unit of competency RIIRIS402E Carry out the risk management process should be delivered as a co-requisite to RIICWD503E Prepare work zone traffic management plan and be assessed in the context of traffic management planning.

2.3.4.3 AWTM Training

Following successful completion of the in class components of the AWTM course, applicants must prepare the following as part of the AWTM course assessment:

- two detailed Traffic Management Plans, both TMPs shall use the Main Roads Worksite TMP Template and be based on a real life road location with a site inspection undertaken by the applicant.
 - one relatively simple TMP, and
 - one TMP involving staging and multiple TGS
- undertake a compliance inspection

Traffic Management Plans

The TMPs for assessment shall include:

- TGSs to a standard that could be implemented by a person with BWTM accreditation
- One of the TMPs shall include the management of pedestrians

Relatively Simple TMP

The TMP shall use the Main Roads TMP template and cover all aspects including traffic analysis and risk assessment. The TMP shall contain as a minimum:

- 1) Temporary speed limit
- 2) Lane closure OR single lane shuttle

TMP involving staging and multiple TGS

The RTO shall develop a number of work scenarios for the applicant to develop a TMP, the TMP shall contain as a minimum:

- 1) Multiple stages, with clarity on each stage of the works. The following shall be included in the TMP:
 - a. Excavations
 - b. Traffic control with end of queue calculations (portable traffic control devices shall be the preferred method of traffic control, use of manual traffic controllers shall be justified in the risk assessment)
 - c. Lane closure
 - d. Speed reduction
 - e. Aftercare
- 2) Site Specific Risk Assessment. The Assessor shall ensure that the risk event is identified and appropriately documented and managed.
- 3) Traffic Management Analysis:
 - a. Methods for managing all road users, including options considered for allowing each road user type to be managed around, through or past the worksite. The applicant to justify the selected method for each.
 - b. Traffic volume analysis using TrafficMap with calculations and commentary of appropriate levels of service
 - c. Lane, road and network capacities and impacts (the assessor shall ensure the designer understands and documents impacts to adjoining road networks particularly with road closures, ensure existing and detoured volumes are considered)
- 4) Stakeholder consultation and communication plan. Appropriate use of the NoR form.
- 5) Methods and/or TGS for the implementation of the TMP
- 6) How to access to the site
- 7) Multiple TGSs, including an aftercare TGS.

Compliance Safety Inspection / Suitability Review

A compliance safety inspection or suitability review of either a live work project or a simulated project determined by the training provider, using the Traffic Management Audit Compliance/Suitability Audit template shall be completed with the following:

- undertake a site inspection and provide a description of the topographical features of the site, such as inclines and declines
- provide details on road users at the site such and the impacts to public transport infrastructure, cycle infrastructure or pedestrian infrastructure
- Observations and/or data of traffic flow, cycle flow and pedestrian flow, including peaks and troughs, traffic speeds, etc.
- Identification of multiple non-compliance and/or safety issues of the TMP and/or site
- Where appropriate findings shall be justified by referring to appropriate standards, policies, guidelines, code of practice, legislation etc.
- appropriate recommendations provided and Corrective Action Report

2.3.4.4 Operate Truck Mounted Attenuator Training

To ensure suitable locations are selected for the practical component of Operate Truck Mounted Attenuator Training, training providers shall confirm these locations with Main Roads WA. Practicals should occur on multi-lane roads during times of relatively low traffic volume and adequate sight distance.

One of the TMA set ups assessed should include a lane closure with a VMB or static advanced warning signs.

2.3.4.5 Work Health and Safety (WHS)

The unit of competency RIIWHS201E – Work safely and follow WHS policies and procedures has not been included in either the Traffic Controller or Traffic Management Implementers skill sets and will not be delivered as part of the Austroads national training framework. It has therefore been determined this can be removed from the prerequisites for Traffic Controller and Basic Worksite Traffic Management.

The removal of this unit of competency allows training providers to continue to deliver WHS training and assessment that is better tailored and contextualised towards the temporary traffic management industry. The majority of the performance criteria and knowledge evidence should be retained.

The following should be noted:

- The course duration must not change, refer to section 2.3.4.1
- RTOs are free to continue training the Work Health and Safety unit as is and deliver the unit of competency as part of the TC and/or BWTM courses

The following must be covered in the context of temporary traffic management:

ELEMENT	MODIFIED PERFORMANCE CRITERIA	Training / Assessment Method
1. Access and apply site safety procedures	1.2 Access, interpret and apply WHS documentation and procedures, such as JSA, SWMS, TGS, etc.	Training and Practical assessment – ensure applying safe procedures during practical. Must include TMP and SWMS / JSA. Site specific inspection as per section 5 of AGTTM Part 6.
	1.4 Identify, act on and report breaches of worksite safety (incident report)	Training and practical assessment – filling out incident report form.
2. Apply personal safety measures	2.1 Select and wear personal protective equipment	Training and practical assessment
	2.2 Establish and maintain a clean, tidy and safe working area 2.4 Apply safe lifting and manual handling procedures and techniques	Training and practical assessment
3. Apply operational safety measures	3.1 Recognise and respond to alarms	Training and practical assessment.
	3.5 Identify emergency escape routes and procedures	Training and Practical assessment – always ensure an escape path/route.
4. Maintain personal wellbeing	4.1 Identify risks to personal wellbeing and recognise preventative strategies	Training and practical assessment
	4.2 Identify, address and report situations which may endanger others	
5. Identify and report incidents	5.1 Recognise and report incidents and injuries to relevant personnel 5.2 Prepare written records of incidents and injuries according to workplace procedures 5.3 Contribute to workplace incident investigations	Training and practical assessment (Incident Report)

Knowledge Evidence	Training / Assessment method and reference to Performance Criteria (PC).
Key legislation* required to work safely and follow WHS policies and procedures Equipment Safety procedures:	Training and written or verbal questioning assessment refer to PC 1.2
Fitness of duty policies, including: • Smoking restrictions • alcohol impairment • improper use of drugs • Illness	Training and written or verbal assessment refer to PC 1.2, 1.4 and 4.2
Emergency situations, including: • incident and injury • extreme weather • any situation that poses an immediate risk to health, life, property and environment	Training and written or verbal assessment refer to PC 1.4, 3.1, 3.5, 4.1 and 4.2 Must include practical training (verbal) on managing emergency vehicles as per the TMP
Use of personal protective equipment, including: • skin protection • hearing protection • eye protection • protective clothing and ensembles • any other relevant protective equipment that will protect the wearer from injury	Training and written or verbal assessment refer to PC 2.1.
Principles and techniques for manual lifting	Training refer PC 2.4 written or verbal
Human factors that affect work activities, including: • sleep • alertness • fatigue • stress • heat stress	Training and written or verbal assessment refer PC 4.1 and 4.2.

*Key legislation to include:

- The **duty of care of workers**, as per section 28 of the WHS Act, for example in layman's terms:
 - Act section 28(a) Legal requirement to take reasonable care of your own health and safety, e.g. wear PPE, ensure hydration, situational and traffic awareness.
 - Act section 28(b) Legal requirement to take reasonable care that what you do (or do not) put anyone else at risk, e.g. confirm that it is safe to send traffic prior to sending traffic; ensure pedestrian safety.
 - Act section 28(c and d) Legal requirement to follow reasonable safety instructions and workplace procedures, as long as you're able to do so, e.g. Regulation 300 - legal requirement to work in accordance with the Safe Work Method Statement (SWMS); Regulation 50(d), do not smoke or vape in company vehicles; conduct on-site risk assessments, follow working around TMAs protocols.

- **Managing risk in the workplace**

- as per Part 3.1 of the WHS Regulations, these requirements apply to supervisors, team leaders and anyone directing work:
 - Identify reasonably foreseeable hazards.
 - Eliminate risks so far as is reasonably practicable.
 - If elimination is not possible, minimise risks so far as is reasonably practicable.
 - Apply the hierarchy of control (most effective to least effective).
 - Right to request a review of control measures that are not effective.
- The above risk management process may be simplified for students as 'WorkSafe SAMM' – Spot the hazard, Assess the risk, Make the changes, Monitor and review the effectiveness of the controls.
Traffic management examples -The Traffic Management Plan, Risk Register, SWMS, AGTTM Part 6 Section 5 site specific risk assessments, JHAs, pre-start meetings.

- **Use of PPE** (WHS Regulations – Reg 46). Where PPE is provided, workers must:
 - Use or wear PPE correctly, so far as they are reasonably able
 - Not intentionally misuse or damage PPE
 - Report any damage, defects, or need for cleaning to their supervisor as soon as they become aware of itFailure to comply can result in penalties (up to \$4,200 for individuals).

RTOs may consider adding the following table outlining offences and penalties to help lift worker awareness of the potential consequences of not meeting worker responsibilities, particularly where failure in a duty leads to exposure to, or actual harm or death.

Offences and penalties

Health and safety duty offences (sections 30A-33)

The WHS Act provides for the following categories of offences for breach of health and safety duties. The maximum penalties are different depending on the category of the offence and whether the offender is an individual (e.g. a worker, or a PCBU), an officer (as defined) or a body corporate.

Industrial manslaughter – applies to those with a WHS duty where their conduct in failing to comply with that duty caused a death. Only PCBUs and their officers can be charged with industrial manslaughter. The prosecution must establish, beyond reasonable doubt, that the person knew their conduct was likely to cause the death of, or serious harm to, an individual and they acted in disregard of that likelihood.

Category 1 – applies to those with a WHS duty where their conduct in failing to comply with that duty caused the death of, or serious harm to, a person.

Category 2 – applies to those with a WHS duty where their conduct in failing to comply with that duty exposed a person to the risk of death, injury or harm to health.

Category 3 – applies to those with a WHS duty who failed to comply with that duty.

Maximum penalties for breach of health and safety duty offences

Offence	Duty holder		
	Body corporate	Individual as a PCBU or officer	Individual as worker or other
Industrial manslaughter	\$10 000 000	\$5 000 000, 20 years in jail	Not applicable
Category 1	\$3 500 000	\$680 000, 5 years in jail	\$340 000, 5 years in jail
Category 2	\$1 800 000	\$350 000	\$170 000
Category 3	\$570 000	\$120 000	\$55 000

Note: Where a penalty provides for a fine or term of imprisonment, the Court may impose a sentence that includes either or both penalties.

Source WorkSafe WA – Overview of the Work Health and Safety Act 2020

2.3.4.6 Portable Traffic Control (PTCD) Training

All Traffic Controller training courses must deliver the following nationally recognised units of competency:

- RIIWHS206 - Control traffic with portable traffic control devices and temporary traffic signs; and
- RIIWHS303 - Position, set up and program portable traffic control devices.:

From 1 March 2026:

- All individuals obtaining a new Traffic Controller accreditation must have successfully completed the above units of competency.
- All individuals seeking Traffic Controller re-accreditation must also have successfully completed the above units of competency.

Training delivery must comply with the Main Roads [Training and Assessment Requirements for PTCDs](#) document. This includes, but is not limited to, requirements relating to:

- Equipment and resources;
- Course duration;
- Assessment and evidence requirements.

2.4 Registered Training Organisations Roles and Responsibilities

The function of the RTO is in the delivery of the training, assessment of competency, and in the issuance of an Australian Qualification Framework (AQF) Statement of Attainment. The primary role of the RTO under the Provision of Service agreement is to:

- Assess the competency of Applicants.
- Ensure that applicants meet the entry requirements before sitting the traffic management course, e.g. where applicable evidence of industry experience, drivers licence, etc.
- Ensure that the applicants meet the entire accreditation requirements as prescribed in the Main Roads WA Traffic Management for 'Events' and or 'Works on Roads' Codes of Practice.
- Evaluate applicant's skills and knowledge on re-accreditation.
- Issue Traffic Management accreditation on behalf of Main Roads WA
- Process applicant's application form and on-send to Main Roads WA.
- Update the Main Roads WA online Training and Accreditation database.
- Issue Main Roads WA Traffic Management Certificates of accreditation and photographic identification cards.

RTOs under this agreement shall have a responsibility to ensure Applicants' unit/s of competency are recognised under the Australian Qualification Framework system and by Main Roads WA.

2.5 Definitions

Terms used in this document have the following meanings:

AGTTM	Austroads Guide to Temporary Traffic Management
AS 1742.3	Australian Standard 1742 2019, Manual of Uniform Traffic Control Devices, part 3: Traffic Control for Works on Roads, or later version as amended from time to time
ASQA	Australian Skills Quality Authority
CoP Works	Main Roads WA document: “Traffic Management for Works on Roads Code of Practice”. The Code of Practice may be updated from time to time as required. Where there appears to be differences in specific task requirement or qualifications or pre-requisites, or where matters could be interpreted differently from this Provision of Service Agreement, the Code of Practice or interpretation given in the Code of Practice shall prevail.
CoP Events	Main Roads WA document: “Traffic Management for Events Code of Practice”. The Code of Practice may be updated from time to time as required. Where there appears to be differences in specific task requirement or qualifications or pre-requisites, or where matters could be interpreted differently from this Provision of Service Agreement, the Code of Practice or interpretation given in the Code of Practice shall prevail.
Driver Licence	Recognised driver’s licence means a driver’s licence that permits, or has permitted, the holder to legally operate a motor vehicle (other than a moped) on Western Australian roads without supervision, including: a) an Australian driver’s licence; or b) an overseas driver’s licence accepted for driving in Western Australia for a temporary or limited period, irrespective of whether it is eligible for direct transfer to a Western Australian licence.
Main Roads WA	Main Roads Western Australia. Is a business name used by the Commissioner of Main Roads, a body corporate, pursuant to Section 9 of the Main Roads Act 1930
Regulator	includes the Training Accreditation Council and or the Australian Skills Quality Authority (ASQA)
Road Sign	a board, plate, screen, road marking, or other device, whether or not illuminated, displaying words, figures, symbols or anything else to direct or warn traffic on, entering or leaving a road
RTO	Registered Training Organisation
Simulated Practical	Shall meet the description in the unit of competency.

3. TRAFFIC MANAGEMENT ACCREDITATION PRE-REQUISITES

3.1 Accreditation Pre-Requisites for ETC

A Main Roads WA Event Traffic Controller accreditation certificate shall be issued to applicants meeting all of the following pre-requisites:

- Successful completion of Main Roads WA' Event Traffic Controller training course²,
- Current or previous evidence of holding a valid driver's licence,
- Aged 18-years or older.

3.2 Accreditation Pre-Requisites for TC

A Main Roads WA Traffic Controller accreditation certificate shall be issued to applicants meeting all of the following pre-requisites:

- an Australian Qualifications Framework compliant Statement of Attainment in the Resources and Infrastructure Industry Training Package Unit RIIWHS205E – Control traffic with a stop-slow bat (or equivalent) or the replacement unit of competency if and when applicable,
- an Australian Qualifications Framework compliant Statement of Attainment in the Resources and Infrastructure Industry Training Package Unit RIICOM201E – Communicate in the workplace (or equivalent) or the replacement unit of competency if and when applicable,
- an Australian Qualifications Framework compliant Statement of Attainment in the Resources and Infrastructure Industry Training Package Unit of Competency RIIWHS206 – Control traffic with portable traffic control devices and temporary traffic signs, or equivalent (or the replacement unit of competency if and when applicable);
- an Australian Qualifications Framework compliant Statement of Attainment in the Resources and Infrastructure Industry Training Package Unit of Competency RIIWHS303 – Position, set-up and program portable traffic control devices, or equivalent (or the replacement unit of competency if and when applicable);
- Current or previous evidence of holding a valid driver's licence,
- Evidence of being issued with a valid Construction Safety Awareness Training card (blue card) or Construction Induction (white card) (as per WHS Regulations).

² **Event Traffic Controller'** course curriculum document, course presentation and assessment material to be provided by Main Roads WA.

3.3 Accreditation Pre-Requisites for BWTM

A Main Roads WA accreditation certificate in Basic Worksite Traffic Management shall be issued to applicants meeting the following pre-requisites:

- an Australian Qualifications Framework compliant Statement of Attainment in the Resources and Infrastructure Industry Training Package Unit RIIWHS302E – Implement traffic management plans (or equivalent) or the replacement unit of competency if and when applicable,
- an Australian Qualifications Framework compliant Statement of Attainment in the Resources and Infrastructure Industry Training Package Unit RIICOM201E – Communicate in the workplace (or equivalent) or the replacement unit of competency if and when applicable,
- Evidence of being issued with a valid Construction Safety Awareness Training card (blue card) or Construction Induction (white card) (as per WHS Regulations)..

3.4 Accreditation Pre-Requisites for WTM

A Main Roads WA accreditation certificate in Worksite Traffic Management will be issued to those meeting the following pre-requisites:

- an Australian Qualifications Framework compliant Statement of Attainment in the Resources and Infrastructure Industry Training Package Unit of Competency RIIRIS402E – Carry out the risk management process (or equivalent) or the replacement unit of competency if and when applicable, and;
- a current certificate of accreditation in Basic Worksite Traffic Management, and;
- evidence of been issued with a valid WorkSafe WA Construction Safety Awareness Training card, and;
- attendance of the 4 day course in 'Worksite Traffic Management' – including national units RIICWD503E - Prepare traffic management plans and traffic guidance schemes and RIIRIS402E - Carry out the risk management process.

This includes successful completion of the in class written assessments that involves participants amending three (3) TGSs that require updating. Participants to address site specific issues in the risk assessment and changes to be noted in the daily diary, and;

- documentary evidence of at least 1 year's practical experience in traffic management;
or
- documentary evidence of at least 2 years practical experience in road construction or maintenance.

Documentary evidence of experience must include the following:

- minimum 1 of the following: work docket, daily diary or pre-start documentation
- provide details of a minimum of 3 worksites with details of supervisor with contact details to be verified

3.5 Accreditation Pre-Requisites for AWTM – Non-Practitioner

A Main Roads WA accreditation certificate in Advanced Worksite Traffic Management Non-Practitioner will be issued to those that undertake the 4-day AWTM course and successfully complete all class written assessments but will not be required to undertake the post course TMP assessments.

Participants must hold, or have previously held, a current or expired Basic Worksite Traffic Management (BWTM) or Advanced Worksite Traffic Management (AWTM) accreditation prior to enrolment in the AWTM-NP course.

Note: RTOs may contextualise the course content to tailor towards the applicant e.g. content for undertaking TMP reviews rather than TMP design.

3.6 Accreditation Pre-Requisites for AWTM

A Main Roads WA accreditation certificate in Advanced Worksite Traffic Management will be issued to those meeting the following pre-requisites:

- Documentary evidence of at least 1 years' experience in traffic management, road asset management, road safety, road design, road construction or road maintenance;

Documentary evidence must include the following as a minimum either:

- a letter or Third Party Report from their employer detailing the type of work performed, OR
 - details of a minimum of 3 worksites with details of supervisor with contact details to be verified
- An Australian Qualifications Framework compliant Statement of Attainment in the Resource and Infrastructure Industry Training Package Unit of Competency RIICWD503E – Prepare traffic management plans and traffic guidance schemes (or equivalent) or the replacement unit of competency if and when applicable,
 - An Australian Qualifications Framework compliant Statement of Attainment in the Risk Management Unit of Competency RIIRIS402E – Carry out the risk management process (or equivalent) or the replacement unit of competency if and when applicable,
 - Evidence of holding or having held a Main Roads Western Australia accreditation in Basic Worksite Traffic Management or an Australian Qualification Frameworks compliant Statement of Attainment in 'Implement Traffic Management Plan'.
 - Evidence of being issued with a valid Construction Safety Awareness Training card (blue card) or Construction Induction (white card) (as per WHS Regulations).

3.7 Accreditation Pre-Requisites to Operate a Truck Mounted Attenuator (OTMA)

A Main Roads accreditation certificate in Operate Truck Mounted Attenuator will be issued to those meeting the following pre-requisites:

- an Australian Qualification Framework compliant Statement of Attainment in the Resources and Infrastructure Industry Training Package Unit of Competency RIIRTM301E – Operate truck or trailer mounted attenuators (or equivalent) or the replacement unit of competency if and when applicable;
- hold a current and valid Heavy Vehicle licence of a suitable class to operate the TMA (medium rigid as a minimum);
- hold a valid Work Safe WA Construction Safety Awareness Training card;
- hold a current Main Roads Basic Worksite Traffic Management Accreditation;
- Documentary evidence of setting up 3 TTM sites in the last 12 months, including details of a minimum of 3 worksites with names and contact details of the participants employer or direct supervisor/manager (who can verify the participants attendance on the site).

3.8 Statements of Attainment Issued by Others

Statements of Attainment issued by Registered Training Organisations (RTOs) that are not approved by Main Roads WA are not accepted for the purpose of obtaining Main Roads WA Traffic Management Accreditation, unless the qualification was obtained through a training provider approved by another Australian road authority jurisdiction and recognised under the arrangements outlined in Section 6.2.

4 TRAFFIC MANAGEMENT RE-ACCREDITATION

4.1 Introduction

Re-accreditation of all traffic management accreditation holders is required every three years³, following which it is a requirement that 'refresher training' is undertaken to maintain accreditation with Main Roads WA. Such refresher training and assessment shall be developed by the RTO and provided to those seeking re-accreditation. 'Recognition of Prior Learning' through work experience or other means shall be considered in the development of any refresher training course or package.

Re-accreditation is required to ensure that practitioners are kept up-to-date with any changes in legislation, standards and guidelines etc. and also changes in technology and work practices over the previous three year period. The extent of training required for re-accreditation is related to the applicant's level of day-to-day exposure to task required to be carried out, as well as to the extent of changes that have occurred to the relevant resource documentation since the date of previous accreditation.

Those who seek re-accreditation will need to provide evidence of active engagement in the industry within the previous 12 months.

For Traffic Controller, Basic Worksite Traffic Management, Worksite Traffic Management (site based) and Operate TMA accreditation, documentary evidence of experience* must include as a minimum:

- details of a minimum 3 worksites with a supervisor contact details that can be verified,

*The evidence of active engagement requirements must relate to the accreditation being offered with the exception of a person with Traffic Controller accreditation that also hold BWMT accreditation. A person with Traffic Controller accreditation, that also holds BWMT accreditation, may provide documentary evidence related to tasks undertaken as a BWMT to be eligible for the Traffic Control refresher course.

For Advance Worksite Traffic Management accreditation, documentary evidence of experience must include details of at least three (3) TMPs that the applicant has prepared, endorsed or approved that have been implemented at a worksite.

It the responsibility of the training provider to examine the evidence provided, should this raise any doubts regarding competency of the attendee in any aspects, additional training and assessment may be deemed required (this may increase the time required to undertake the course).

The applicant must submit the above evidence of active engagement prior to sitting the refresher course. If evidence cannot be provided, the applicant will be required to undertake the full course in accordance with section 2.3.4.

Assessment for re-accreditation shall be undertaken in accordance with Section 4.2 (Traffic Management Assessment for Re-Accreditation). Applicants must have achieved statements of attainment in the current units of competency prior to being re-accredited (previous unit versions are acceptable e.g. RIIOHS302A and RIIOHS205A).

³ The expiry date of Main Roads WA Traffic Management accreditation is listed on the Main Roads WA Certificate of Accreditation and as shown on the photographic identification card.

Those seeking re-accreditation will have three (3) months after their accreditation has expired to attend a refresher course. Failing this, the individual will be required to attend the full course (exceptional circumstances can be sent to Main Roads for the final decision). This may also apply to participants from interstate who hold the relevant units of competency but not the Main Roads traffic management accreditation (see section 6.2).

Applications seeking Main Roads WA Event Traffic Controller re-accreditation will be required to re-sit the full Main Roads WA Event Traffic Controller training course.

4.1.1 Basic Worksite Traffic Management – Non-Practitioner

People that do not directly undertake TTM roles at worksites, such as parking inspectors, surveillance officers, grader operators, verge mowers, etc., but have previously gained BWTM accreditation may find it difficult to provide evidence of active industry engagement when applying for re-accreditation. In these cases rather than re-sitting the full BWTM course, they may sit the refresher course and gain BWTM non-practitioner accreditation without the need to provide evidence of industry experience.

This will allow them to implement signs and devices associated with short term low impact works, see AGTTM Part 5 and section 8 of the Traffic Management for Works on Roads Code of Practice, that form part of a TMP.

Note: all other requirements for BWTM re-accreditation remain the same.

4.1.2 AWTM Non-Practitioner

Prior to March 2025, office-based staff undertaking traffic management reviews were encouraged to seek WTM accreditation and could undertake WTM refresher training by providing evidence of undertaking TMP reviews.

This will no longer be permitted, i.e. anyone wishing to undertake WTM refresher training will need to hold current BWTM accreditation and meet the experience requirements detailed above.

Anyone that holds WTM, AWTM or AWTM-NP is eligible to sit the AWTM refresher course to obtain the AWTM-NP accreditation without providing any evidence of experience.

The in-class training and assessment for the AWTM-NP course will be the same as for AWTM, however the RTO may contextualise the content to suit the applicant e.g. content for undertaking TMP reviews rather than TMP design.

4.2 Traffic Management Re-Accreditation Training and Assessment Requirements

In the three years since individuals attend traffic management courses key points may have been forgotten and therefore many may not be operating using best practice. It is recognised that the safety of work sites are dependent on the behaviour, attitude, awareness, motivation and skills of traffic management personnel and designers. A refresher course offers an opportunity for applicants to enhance these qualities as well as to share on job experiences and refresh their knowledge of the key functions of their role.

4.2.1 Course Delivery

RPL may be offered to some applicants seeking re-accreditation; however, RTOs are required to gather evidence and will still need to assess the applicant's competency (see below). Attending a refresher course will be more applicable to the vast majority of applicants seeking re-accreditation.

Main Roads WA Traffic Management re-accreditation course duration shall be delivered as follows:

- ETC – shall sit the full course as stipulated within the *ETC Training Course Curriculum Document*;
- BWTM – minimum duration of 6.5 hours;
- TC – minimum duration of half day (4 hours);
- BWTM and TC combined – minimum duration of one (1) day duration⁴;
- WTM – minimum duration of one (1) day (7.5 hours);
- AWTM / AWTM NP – minimum duration of one (1) day (7.5 hours);
- OTMA – minimum duration of one (1) day (7.5 hours)

To ensure appropriate levels of supervision and participation class numbers shall be in accordance with the requirements for new applicants (section 2.3.4.1)

Those who seek re-accreditation will need to hold the valid units of competency as detailed within section 3.

Note: the duration requirement will not apply to applicants undertaking RPL. For any RPL as a minimum the following will apply:

1. The same written/oral assessment of the applicants knowledge and understanding of their responsibilities (see section 4.2.3);
2. Direct observation (video evidence may be sufficient) by the assessor of at least one practical scenario for BWTM and TC accreditation;
3. Substantial verified evidence of practical workplace / on-road experiences.

4.2.2 Re-Accreditation Written Assessments

For all re-accreditations applicants shall be made aware of any relevant changes to the below documents (or replacement). Where there are key significant changes applicants shall be required to undertake a written assessment of their knowledge and understanding of the changes. This shall be relevant to the respective level of accreditation (see attachment 4 for further details).

- Traffic Management for Works on Roads Code of Practice
- Traffic Management for Events Code of Practice
- Requirements for the use of Truck Mounted Attenuators in WA – Code of Practice
- AS 1742 - Manual of uniform traffic control devices Part 3 - Traffic control for works on roads
- Work Health and Safety (General) Regulations
- *Road Traffic Code 2000*
- Austroads Guide to Temporary Traffic Management (relevant parts to the accreditation)

⁴ Does not include the additional PTCD training, see section 6.3.

In addition to the above requirement, the below topics should be covered in the refresher training for each accreditation (refer attachment 4 for more details):

	TC	BWTM	WTM	AWTM* AWTM-NP	OTMA
Duty of Care	Y	Y	Y	Y	Y
Fatigue and hydration management	Y	Y	Y	Y	Y
Reporting procedures	Y	Y	Y	Y	Y
JSAs / SWMS	Y	Y	Y	Y	Y
Hazards – Work plant and road users	Y	Y	Y	Y	Y
Escape paths	Y	Y	Y	Y	Y
PPE	Y	Y	Y	Y	Y
Communication	Y	Y	Y	Y	Y
Daily Diary	Y	Y	Y	Y	Y
Reviewing TMPs and TGSs	-	Y	Y	Y	-
Safe location of TC when using PTCDs	Y	Y	Y	Y	-
Sign cleanliness	-	Y	Y	Y	-
Aftercare signage and delineation	-	Y	Y	Y	-
Safe work methods for setting out and recovering signs and devices	-	Y	Y	Y	Y
TMA and Shadow Vehicle Exclusion Zones and Avoidance of Road Crossing	-	Y	Y	Y	Y
Sign Credibility	-	Y	Y	Y	-
End of queue protection when using traffic controllers	-	Y	Y	Y	-
Risk Management	-	Y	Y	Y	-
Traffic flow	-	-	Y	Y	-
Worker offsets and speed limits	-	-	Y	Y	-
Staging of works	-	-	Y	Y	-
Advance Warning / Sight Distance	Y	Y	Y	Y	Y
Emergency Preparedness		Y	Y		Y
Validating generic TMP / TGS	-	Y	Y	Y	-

*A person seeking re-accreditation in AWTM accreditation shall be assessed to a higher level of knowledge.

4.2.3 Re-Accreditation Practical Assessments

TC and BWTM

For TC and BWTM re-accreditation, as a minimum, applicants shall be required to undertake two practical assessments, under live traffic conditions.

For TC re-accreditation, as a minimum requirement, applicants shall demonstrate skills in:

- Placement of Traffic Controller Ahead signs/Prepare to Stop signs,
- Location of traffic control station,
- Procedures for controlling traffic,
- Co-ordinate traffic using Stop/Slow bats,
- Two-way radio communications, and
- Removing or covering signs when not controlling traffic

For BWTM re-accreditations, as a minimum requirement, applicants shall demonstrate skills in:

- Set out a Traffic Guidance Scheme (Traffic Management Plan),
- Monitor the guidance scheme,
- Close down the guidance scheme.

OTMA

For OTMA re-accreditation, as a minimum, applicants shall be required to undertake two practical assessments, under live traffic conditions.

During the practical assessments, applicants shall demonstrate skills in:

- Set out a Traffic Guidance Scheme (Traffic Management Plan),
- Close down the guidance scheme.

WTM

For WTM re-accreditation, as a minimum requirement, applicants shall be required to submit, for assessment:

- a copy of at least one (1) authorised traffic management plan that was implemented, either from the Main Roads WA template document or equivalent, with traffic guidance schemes they amended.
 - This shall include the risk assessment they conducted to justify the change and daily diary detailing the change.
 - The plan must include multiple traffic guidance schemes, the TGS must contain at least one speed reduction;
- a copy of an onsite inspection (compliance safety inspection, suitability review or site supervisor compliance (operational) safety inspections) of a roadwork or event traffic management site they have completed.

Where the primary role of the Applicant that is seeking their WTM re-accreditation is limited to:

- a) Reviewing, recommending and/or authorising Traffic Management Plans; or
- b) Conducting inspections (compliance safety inspection, suitability review or site supervisor compliance (operational) safety inspections) and modifying the Traffic Management Plans

the applicant may submit for assessment a copy of a Traffic Management Plan they have reviewed or approved that has been implemented at a worksite along with their review comments, recommendations, modifications or the inspection report. All evidence shall have been within the last 12 months of seeking their Main Roads WA Traffic Management re-accreditation.

Where an applicant is unable to produce a sample of a Traffic Management Plan that they have reviewed and modified within the last 12 months of seeking their re-accreditation the applicant will be required to re-sit the WTM assessment task and undertake an inspection of a worksite (compliance safety inspection, suitability review or site supervisor compliance (operational) safety inspections).

AWTM

For AWTM re-accreditation, as a minimum requirement, applicants shall be required to submit, for assessment⁵:

- a copy of a detailed Traffic Management Plan completed in accordance with Main Roads template document or equivalent that had been implemented to an Event or Worksite, which they have developed. The plan must include multiple traffic guidance schemes with at least one speed reduction
- A copy of an onsite inspection (suitability review or compliance safety inspection) of a roadwork or event traffic management site they have completed.

Where the primary role of the Applicant that is seeking their AWTM re-accreditation is limited to:

- a) Reviewing and/or approving Traffic Management Plans; or
- b) Conducting Compliance or Suitability Audits at a Work site or at an Event, in a Roadworks Traffic Manager (RTM) capacity,

the applicant shall submit a copy of two (2) detailed Traffic Management Plans that have been implemented at an Event or Worksite that they had reviewed or approved, together with their review comments, for assessment. The plans must include multiple traffic guidance schemes, with at least one speed reduction.

All evidence shall have been within the last 12 months of seeking their Main Roads WA Traffic Management re-accreditation.

Where an applicant is unable to produce a sample of a Traffic Management Plan that they have reviewed, designed and / or approved within 12 months of seeking their Main Roads WA Traffic Management re-accreditation, an assignment will then need to be submitted by the applicant (as per section 2.3.4.3).

⁵ Assessment shall involve the RTO reviewing the applicants Traffic Management plan to ensure compliance with the Main Roads WA Traffic Management for 'Events' or 'Works on Roads' Codes of Practice, Austroads Guide to Temporary Traffic Management (AGTTM) and Australian Standards Manual of uniform traffic control devices Part 3: Traffic control for works on roads (AS1742.3), as applicable.

5. REQUIREMENTS FOR RTO REGISTRATION

RTOs seeking approval to issue traffic management accreditation on behalf of Main Roads WA must provide evidence of compliance with the following requirements.

5.1 Procedural document to issue Main Roads WA Traffic Management Accreditation

Organisations seeking approval to issue traffic management accreditation on behalf of Main Roads WA shall develop and implement a procedural document that outlines the manner in which Main Roads WA Traffic Management accreditation as outlined below.

The procedural document shall include:

- Procedure for the Processing, Handling and Distribution of the Main Roads WA Traffic Management Accreditation application form⁶.
- The manner by which Applicants are notified of the Main Roads WA Traffic Management application and accreditation process. This information should be provided at the time of application in a clear and easy to read format.
- Process for ensuring applicants have provided evidence of additional pre-requisites (e.g. drivers licence, industry experience, etc.) prior to sitting the course.
- Validation process of the Applicants, Proof of Identity, Drivers Licence, AQF Statement of Attainment(s), Safety Awareness Training Card or Construction Induction card. For WTM accreditation and refresher training validation process of documented evidence of practical experience.
- Issuance of Main Roads WA Traffic Management certificates and 'Photo Identification' card.
- Procedures developed for data entry of the Main Roads WA Training Accreditation database.
- Procedures for professional development (Qualification, Moderation).
- Use of Contractors and Sub-contractors (Qualification).
- Use of trainers and assessor (Qualification).
- Accrediting In-House personnel (Conflict of Interest).
- Record keeping.
- Procedures developed for all other requirements identified in this Provision of Service Agreement.
- Training and Demonstration given to applicants on the:
 - Contents of the Traffic Management page located on the Main Roads website www.mainroads.wa.gov.au.

⁶ Refer to section 8.1 for details on the Main Roads WA Traffic Management accreditation application form.

- Subscription process to the Traffic Management page on the Main Roads website www.mainroads.wa.gov.au.
- Main Roads WA Traffic Management for 'Events' and 'Works on Roads' Codes of Practice.
- Main Roads WA roadway access application process (application kits) and permission required to work on State or on a Local Road.
- Variation to codes and Standards approval process.

5.2 Registration Criteria for RTOs to Issue ETC Accreditation

Organisations seeking approval to issue ETC accreditation on behalf of Main Roads WA shall:

- Meet the registration criteria for RTOs issuing TC and BWMTM accreditation.
- Supply a listing of all trainers and assessors used in the delivery of Main Roads WA 'Event Traffic Controller' traffic management accreditation.

5.3 Registration Criteria for RTOs to Issue TC Accreditation

Organisations seeking approval to issue TC accreditation on behalf of Main Roads shall:

- Be a Registered Training Organisation (RTO) whose scope of registration by the WA Training Accreditation Council or ASQA includes the units of competency RIIWHS205E - Control traffic with a stop-slow bat, RIICOM201E - Communicate in the workplace, RIIWHS206 - Control traffic with portable traffic control devices and temporary traffic signs, and RIIWHS303 - Position, set up and program portable traffic control devices under the Resources and Infrastructure Industry Training Package,
- Supply a listing of all trainers and assessors used in the delivery of Main Roads WA 'Traffic Controller' traffic management accreditation.

5.4 Registration Criteria for RTOs to Issue BWMTM Accreditation

Organisations seeking approval to issue BWMTM accreditation on behalf of Main Roads shall:

- Be a Registered Training Organisation (RTO) whose scope of registration by the WA Training Accreditation Council or ASQA includes the units of competency RIIWHS302E - Implement traffic management plans, and RIICOM201E - Communicate in the workplace under the Resources and Infrastructure Industry Training Package.
- Supply a listing of all trainers and assessors used in the delivery of Main Roads WA 'Traffic Controller' traffic management accreditation.

5.5 Registration Criteria for RTOs to Issue WTM Accreditation

Organisations wishing to be considered for approval to issue WTM accreditation on behalf of Main Roads WA shall:

- Be a Registered Training Organisation (RTO) whose scope of registration by the WA Training Accreditation Council or ASQA includes the units of competency RIICWD503E - Prepare traffic management plans and traffic guidance schemes, RIIRIS402E - Carry out the risk management process and RIIWHS302E - Implement traffic management plans unit of competency under the Resources and Infrastructure Industry Training Package.
- Supply a listing of all trainers and assessors used in the delivery of Main Roads WA 'Worksite Traffic Management' accreditation.

5.6 Registration Criteria for RTOs to Issue AWTM Accreditation

Organisations seeking approval to issue AWTM or AWTM-NP accreditation on behalf of Main Roads WA shall:

- Be a Registered Training Organisation (RTO) whose scope of registration by the WA Training Accreditation Council or ASQA includes the units of competency RIICWD503E Prepare traffic management plans and traffic guidance schemes and RIIRIS402E - Carry out the risk management process under the Resources and Infrastructure Industry Training Package.
- Supply a listing of all trainers and assessors used in the delivery of Main Roads WA 'Advanced Worksite Traffic Management' accreditation.

5.7 Registration Criteria for RTOs to Issue OTMA Accreditation

Organisations seeking approval to issue Operate TMA accreditation on behalf on Main Roads WA, using the national unit of competency shall:

- Meet registration criteria to issue BWTM accreditation
- Be a Registered Training Organisation (RTO) whose scope of registration by the WA Training Accreditation Council or ASQA includes the RIIRTM301E Operate truck or trailer mounted attenuators unit of competency under the Resources and Infrastructure Industry Training Package.
- Supply a listing of all trainers and assessors used in the delivery of Main Roads WA 'Operate TMA' accreditation.

5.8 Future replacement national unit codes

Over time, national unit codes may change, and the requirements or combinations of units at each accreditation level may change as amended in the Code of Practice - Traffic Management Works on Roads, or the Code of Practice - Traffic Management for Events on Roads.

Upon notification of impending changes to unit codes, RTOs should arrange to be scoped in the new unit codes and provide evidence to Main Roads WA of their updated scopes.

6. AUSTROADS NATIONAL TEMPORARY TRAFFIC MANAGEMENT

6.1 Austroads TTM Training Framework

Western Australia is not currently progressing the adoption of the Austroads National Training Framework. At this time, there are no plans to adopt the framework, although this position may be reconsidered in the future depending on developments in other jurisdictions.

Details of the National Austroads Training Framework are available in AGTTM Part 8 and on the Austroads website.

6.2 Interstate National Skillsets / Units of Competency

Anyone who has completed traffic management training outside WA must hold the relevant Main Roads Western Australia (MRWA) traffic management accreditation before undertaking any traffic management duties within the State.

Individuals who have attained the applicable national Units of Competency may be eligible to complete the MRWA refresher training pathway rather than the full course, provided they:

- Provide verified Statements of Attainment for the required national Units of Competency
- Provide evidence that the accreditation is current within an Australian jurisdiction
- Meet all the relevant MRWA training pre-requisites

In addition to the above, applicants must provide evidence of current and active industry experience relevant to the accreditation being sought, as outlined below.

Traffic Control and/or Basic Worksite Traffic Management

Applicants must provide one of the following:

1. Evidence of completing the TMI or TC course in the previous 6 months; OR
2. Documentary evidence of experience in the previous 12 months including details of a minimum three (3) worksites with a supervisor contact details that can be verified.

Advanced Worksite Traffic Management

Applicants must provide the following:

1. Hold, or have held, competency in Traffic Management Design (TMD) Category 2 or Category 3
2. Provide documentary evidence of experience must include details of at least three (3) TMPs that the applicant has prepared that have been implemented at a worksite in the previous 12 months
3. Submit two (2) detailed Traffic Management Plans, completed in accordance with AGTTM Part 2, that have been implemented.
 - The TMPs must include multiple Traffic Guidance Schemes and must demonstrate at least one (1) speed reduction.

Applicants meeting all of the above requirements are eligible to undertake the AWTM refresher course; however, upon successful completion, they must complete the AWTM TMP assessments in accordance with Section 2.3.4.3.

Operate Truck Mounted Attenuator

TMA training in other jurisdictions is not accepted in WA and applicants must undertake the full OTMA course.

Assessment of Eligibility

Eligibility for the refresher training pathway will be assessed by an MRWA-approved training provider on a case-by-case basis.

Where an applicant does not meet all required criteria, they will be required to complete the full MRWA training course to obtain accreditation.

7. COMPLIANCE REQUIREMENTS

RTOs seeking approval by Main Roads WA to issue Main Roads WA Traffic Management accreditation must provide an undertaking to meet the following obligations in the discharge of services:

7.1 Indemnity

Approval to issue Main Roads WA Traffic Management accreditation shall only be granted subject to the RTO providing a signed and witnessed declaration to agree to indemnify and must keep indemnified Main Roads WA, the State of Western Australia, its employees, contractors and agents (but excluding the RTO, its employees, contractors, sub-contractors or agents) from and against all actions, suits, claims and demands taken, made or brought by any person against Main Roads WA in respect of:

- a) the death or injury of any person,
- b) the loss or damage to property (whether real, financial or personal),
- c) breaches of contract by the RTO,
- d) errors and omissions on the part of the RTO, its employees, contractors, sub-contractors or agents (but excluding those indemnified), and
- e) breaches of legislation by the RTO, its employees, contractors, sub-contractors or agents (but excluding those indemnified);

in the course of, arising out of, or caused directly or indirectly by, the RTO undertaking the delivery of and issuing of the Main Roads WA traffic management accreditation, except to the extent the injury or death is caused by the negligence of those indemnified.

Main Roads WA shall agree to use its best endeavours to cooperate with the RTO, at the RTOs cost, in respect of the conduct of any defence, or the agreement of any settlement, of any third party action, suit, claim, demand or proceeding, the subject of the indemnity under this Clause.

7.2 Insurance Cover

RTOs seeking approval to issue Main Road WA Traffic Management accreditation must provide copies of current certificates of insurance and schedule of cover. The following insurances are required:

- a) Public liability insurance covering the legal liability of the Respondent and the Respondent's Personnel arising out of the Services for an amount of not less than \$10 million for any one occurrence and unlimited in the aggregate;
- b) Professional indemnity insurance⁷ covering the legal liability of the Respondent and the Respondent's Personnel under the Contract, if awarded, arising out of any act, negligence, error or omission made or done by or on behalf of the Respondent, or any subcontractor in connection with the Contract for a sum of \$5 million for any one claim, and \$5 million in the aggregate for any one period of insurance, and

⁷ Professional indemnity insurance must be extended to include all subcontractors used in the connection to the provision of this service agreement.

- c) Workers compensation⁸ insurance in accordance with the provisions of the Workers Compensation and Injury Management Act 1981 (WA), including cover for common law liability for an amount of not less than \$50 million for any one occurrence in respect of workers of the Respondent. The insurance policy⁹ must be extended to cover any claims and liability that may arise with an indemnity under section 175(2) of the Workers Compensation and Injury Management Act 1981.

The professional indemnity insurance required under this Clause is to be maintained for the duration of the Contract Term and for a period of six (6) years after the termination of the Contract Term.

7.3 Validation and Moderation

Validation is a process, which involves assessors in discussing and reaching agreement about assessment processes and outcomes. From this process it is expected that assessors would develop a shared understanding of the requirements of the curriculum document, the nature of evidence, how evidence is collected and the basis on which assessment decisions are made.

There are two types of validation:

- Validation of assessment processes and procedures (Validation). This involves assessors working in the same industry or industry sector meeting to discuss practices, which facilitate the consistent interpretation of evidence requirements, and the design of comparable assessment processes and tools within the industry or industry sector.
- Validation for verification of assessment outcomes (Moderation). This involves assessors meeting to ratify assessment decisions made by different assessors from within or across RTOs.

Both validation and moderation are a requirement to receive approval by Main Roads WA to issue Main Roads WA Traffic Management accreditation. RTOs seeking approval must:

- provide evidence of existing processes for validation and moderation of assessment,
- agree to participate in validation and moderation activities as scheduled by Main Roads WA,
- commit to incorporate the results of validation and moderation activities in the continuous improvement of their delivery and assessment strategies and materials, and maintain records of any changes made to delivery or assessment processes as a result.

⁸ Workers Compensation insurance certificate of currency is not required by Main Roads where the RTO is the sole working director and where no other contractors or employees are used in the delivery of Main Roads Traffic Management accreditation.

⁹ This specific requirement '*any claims and liability that may arise with an indemnity under section 175(2) of the Workers Compensation and Injury Management Act 1981*' must be specified in the insurance Schedule of Cover.

7.4 Use of Trainers and Assessors

General

RTO trainer and assessor capability is a critical concern for the delivery and assessment of the Main Roads Traffic Management accreditation. Trainer capability and the quality of delivery and assessment practices directly affects the integrity of the traffic management accreditation framework.

The approved RTO shall only use trainers and assessors (including contractors and subcontractors) in the delivery of Main Roads WA Traffic Management accreditation that have been approved by Main Roads WA. Trainers and assessors shall:

- a) hold a current Main Roads WA' traffic management accreditation in the level of accreditation been delivered; and
- b) satisfy the requirements of the Standards for RTOs or their successors; and
- c) have the required traffic management industry experience¹⁰ required by the unit of competency delivered , that is AQF indicator level 2 = 2 years, AQF indicator level 3-6 =3 years; and
- d) have at least 1 year experience in the management of traffic on roads at a worksite or at an event. (The level of experience shall relate directly to the level of accreditation being delivered.)
- e) Continue to meet ongoing industry currency and professional development requirements as detailed in the Main Roads TTM Trainer Renewal Form.

The approved RTO shall inform Main Roads within 20 business days when an approved trainer is no longer working for the organisation.

Main Roads may, at its discretion, suspend an individual trainer / assessor from delivering and assessing traffic management accreditations. This may be done where there is reasonable evidence that a trainer does not meet the required technical or ethical standards.

Suspension may be permanent, or conditional on successful completion of an approved remediation program. Suspension applies to the individual trainer, not to their employing RTO.

OTMA

Trainers and assessors for the delivery of Operate TMA training shall meet the above requirements and also provide documentary evidence of operating TMAs at static worksites, mobile works and when using multiple TMAs at a worksite.

AWTM

Trainers and assessors for the delivery of AWTM training shall meet all general requirements and also provide documentary evidence of Traffic Management Plans they have prepared.

¹⁰ AQF level indicator 2 requires 2 years of experience. AQF indicator level 3-6 requires 3 years of experience. The level of experience shall relate directly to the level of accreditation delivered and should include recent industry experience.

7.5 Use of Contractors and Sub Contractors

The approved RTO shall not use any sub-contractors or other people or companies who are neither employees nor directors of the training organisation while carrying out the delivery of the training in order to issue Traffic Management accreditation on behalf of Main Roads WA, without disclosing the name, business details, qualification, task to be carried out, of the contractor and or sub-contractor in the RTOs professional indemnity insurance schedule of cover, and;

The approved RTO shall notify Main Roads WA of any amendment made to the professional indemnity insurance schedule of cover within 5-working days of the amendment been made.

All contractor and sub-contractor arrangements in the delivery of training and assessing shall be approved by Main Roads WA.

7.6 Accrediting In-House Personnel (Conflict of Interest)

Approved RTOs shall have documented processes in place that describe how conflict of interest will be managed, to the satisfaction of Main Roads, when providing accreditation to in-house personnel.

8. RECORD KEEPING

8.1 Applicants Traffic Management Accreditation Application Form

A Main Roads WA Traffic Management accreditation application form, provided on the Main Roads website www.mainroads.wa.gov.au > Technical & Commercial > Working on roads > Training and Accreditation, is required to be used by applicants seeking to be issued with Main Roads WA Traffic Management accreditation (including re-accreditation).

RTOs may modify the form to better align with their internal processes, ensuring the main items remain:

- Main Roads application information;
- Part 1: Completed by application prior to sitting the course:
 - Applicant details, Background information, entry requirements
 - Responsibilities as a holder of Main Roads Traffic Management accreditation
- Part 2: Completed by training provider:
 - RTO confirmation of verification of identity, prerequisites, etc.
 - Certificate details
 - Statement by authorised person on behalf of Main Roads

The RTO shall provide Main Roads WA with a copy of the Traffic Management Accreditation Application form within 5 working days from the date that the Main Roads WA accreditation is issued. RTOs shall send the applications forms by email to roadsafety@mainroads.wa.gov.au the email subject shall be in the following format:

Temporary Traffic Management Application Forms – RTO Name – Accreditation Delivered – Date of Accreditation

e.g.

Temporary Traffic Management Application Forms – Safe Training Services – TC and BWMT – 17/04/2019

8.2 Issuance of Certificate/Proof of Accreditation

Main Roads WA accreditation shall include issuing the applicant with:

- a Main Roads WA 'Certificate of Accreditation' certifying that the graduate had been assessed as meeting the pre-requisites specified in the Main Roads WA Traffic Management for Works on Roads / Events Code of Practice together with the Graduate Name, Type of Accreditation, Date of Accreditation, Name of the RTO, Name and Title of the Issuing Officer, Issuing Officer's signature¹¹, Certificate number and expiry date, as per the format shown at Attachment 2,
- a plastic wallet or digital 'Photographic Identification' card with the accreditation number and other details as per the format shown at Attachment 3, as applicable.

The Certificate and plastic wallet or digital 'Photographic Identification' card shall be issued to the graduate within 5-working days from the date that the Main Roads WA Traffic Management accreditation is issued.

8.3 Maintenance of Accreditation Database

The training database is a web-based application primarily designed to enable accreditation details to be updated by approved RTO's and to enable Traffic Management Accreditation verification by the general public.

Approved RTOs shall be required to upload details of those who have successfully met all the accreditation pre-requisites into the Main Roads WA Training Database within 5-working days from the date of issue of the Main Roads WA Traffic Management accreditation as shown in table 1 below.

Table 1
Applicant Details

FIRST NAME	<i>(as shown on drivers licence)</i>
LAST NAME	<i>(as shown on drivers licence)</i>
DATE OF BIRTH	<i>(as shown on drivers licence)</i>
COMPANY	
SUBURB	
STATE	
POSTCODE	
POSTAL ADDRESS	
PHONE NUMBER	
MAIN ROADS WA ACCREDITATION	<i>(Course)</i>
CERTIFICATE NUMBER	
DATE OF ACCREDITATION	

The Certificate Number is assigned by the RTO. The following alpha/numeric format must be followed in assigning a number for each student and qualification:

Number Format (ABC-DE-12-00015-01)

¹¹ Electronic signature is acceptable.

First three/eight letters (ABC)	Acronym of Company name
Next two/four letters (DE)	Acronym of Course name (ET, TC, BWTM, BWTM-NP, WTM, AWTM-NP, AWTM, OTMA)
First two digits (12)	Year of accreditation
Middle five digits (00015)	Sequential number assigned by the Training Provider
Last two digits (01)	01 for first accreditation, 02 for second accreditation and so on

Each of the above codes to be separated by a hyphen (-).

8.4 Record of Approved RTOs

RTOs approved to issue accreditation on behalf of Main Roads WA will be listed on the Main Roads WA website. The website listing shall be the only official record of approved RTOs.

Main Roads WA reserves the right to delete RTOs from the website list where non-conformance with this Service Agreement is identified.

9. QUALITY ASSURANCE

RTOs seeking approval to issue Main Roads WA Traffic Management accreditation must agree to meet the requirements of the Standards for RTOs in all aspects of the service provision covered by this Service Agreement, except where this Service Agreement is in conflict with the standards.

9.1 Evaluation

The registration and accreditation process will be monitored and evaluated using the following mechanisms:

- Standing agenda items at Main Roads WA Traffic Management for Works on Roads or Events Advisory Group meetings.
- Two meetings¹² held annually with RTOs and Main Roads WA. Meetings to be held at the Main Roads WA Head Office (Don Aitken Centre), Waterloo Crescent, East Perth WA. Proposed dates are in March and August of each year.
- Auditing of RTOs by Main Roads WA.
- Moderation sessions as arranged by Main Roads WA.

9.2 Auditing of the Training and Accreditation Database

The Main Roads WA online database may be audited from time to time to ensure that the names and contact details of Applicants issued with a Main Roads WA Traffic Management accreditation have been correctly entered by the RTO.

¹² Attendance by at least one RTO representative shall be considered compulsory in order to retain RTO accreditation.

The online database will also be audited for data entry completeness, duplication and cross referenced against the application as detailed in section 8.

9.3 Auditing of Approved RTOs

The primary purpose of the audit is to determine compliance with the terms and conditions as set out in this Service Agreement or its replacement.

An audit may be conducted by a government person(s) who will conduct the audit directly, and/or a person(s) from a professional company engaged by a government person to conduct the audit.

The RTO will at all times provide access to, assist and comply with the requirements of the auditor (or audit team).

Evidence the auditor may wish to see includes (but is not limited to):

- Verifying compliance and record keeping requirements;
- Talking with trainers, applicants and the employers of applicants;
- Viewing RTO's resources and facilities.

In addition, the audit may also involve:

- Examining the RTO's training and assessment material (including course material issued to students);
- Observing the RTO's classroom practice (sitting in on classrooms);
- Reviewing applicant's practical written assessments.

To ensure that the course content material being delivered and the assessment of applicants meet relevant laws, regulations and codes of practice specific to Western Australia. As well as ensure that applicants issued with a Main Roads WA Traffic Management accreditation are cognizant of their responsibility and proficient in the task of using road signs to manage traffic on a road used by the general public.

During the audit, the Auditor (or Audit Team) may make notes of their observations and an Audit closeout meeting may be held with the RTO to discuss their findings.

The RTO must fully cooperate with the Auditor (or Audit Team) and the audit process, taking all reasonable steps to present evidence that demonstrates its compliance.

The Auditor or the Audit Team shall be provided with access to the classroom, and where requested, to be provided with copies of all training and assessment material including material issued to applicants for the audit team's retention, at no cost to the Auditor or the Audit Team. All material provided will not be disclosed by the audit team to any other third party without prior approval from the RTO.

The audit(s) may be undertaken in conjunction with or in addition to audits undertaken by the Training Accreditation Council or ASQA. Audit findings undertaken by Main Roads WA may be shared with the RTO's Regulator.

Main Roads reserves the right to conduct covert audits to determine the RTO's compliance with the terms and conditions as set out in this Service Agreement or its replacement. Such monitoring may be conducted without prior notice to the RTO and may include the use of anonymous visits, calls, or other customer interactions.

9.4 Professional Development

RTOs seeking approval to issue Main Roads WA Traffic Management accreditation must:

- Provide evidence of existing processes for professional development of their trainers and assessors in the following areas:
 - ETC, TC, BWTM, WTM, AWTM, OTMA (depending on the level of accreditation been delivered.),
 - Assessment,
 - Delivery, and
- Agree to participate in professional development activities as scheduled by Main Roads WA.

9.5 Reporting Course Attendance

RTOs must report course completion outcomes to Main Roads every 6 months including the number of competent and not yet competent outcomes issued for each TTM accreditation level. The time period should cover:

- 1 January to 30 June; and attendance reports to be sent to Main Roads by 31 July; and
- 1 July to 31 December; and attendance reports to be sent to Main Roads by 31 January

10. RETENTION OF RECORDS

To enable Main Roads WA to meet its statutory and legal record keeping requirements of public records, RTOs are required to retain applicant's records, as specified in section 8, for seven years. After this time, unless the subject of legal proceedings, the records may be appropriately destroyed.

11. TERM OF REGISTRATION

The Term of Registration of this Provision of Service Agreement is 3 years from date of release.

The Term of Registration shall also come to an end when:

- a) The RTOs scope of registration had been terminated by the Trainer's Regulator or when the training package detailed Section 5 (Requirements for RTO Registration) had been amended or superseded,
- b) The RTOs insurance Certificate of Currency has expired¹³, or
- c) The RTO requests termination of the registration

Main Roads WA has, at its full discretion, the option to extend the Term of Registration to any or all Registered Training Organisations by up to two terms of one year each. If the RTO wishes to exercise an option under this Clause, then the RTO must give Main Roads WA notice at least 20 Business Days before the expiry of the RTO's insurance cover.

¹³ RTOs shall be required to submit to Main Roads WA, prior to the expiry of their insurance cover, copies of their renewed insurance Certificate of Currency together with the Schedule of Cover in line with the requirement of Clause 5.2 (Insurance Cover). Failure to make this information available to the Main Roads WA Roads Safety Policy Co-ordinator will automatically terminate this Provision of Service Agreement.

12. TERMINATION OF REGISTRATION

12.1 Termination by Main Roads WA

Main Roads WA will be able to terminate a Training Provider registration, if, in the opinion of the Main Roads WA Executive Director Planning and Technical Services, the Training Provider;

Commits:

- (1) A breach of any condition of this Provision of Service Agreement, which cannot be remedied.
- (2) Reoccurring or consistent breaches of any condition of this Provision of Service Agreement.
- (3) A remediable breach of this Provision of Service Agreement and fails or refuses to remedy that breach within a time period stipulated in writing by Main Roads WA to remedy such breach.

Fails to:

- (4) Respond against an adverse finding recorded against the RTO during the Audit undertaken under Section 9 (Quality Assurance) to the satisfaction of Main Roads WA.
- (5) Keep current their insurance certificates of currency or fails to, or refuses to, make available to Main Roads WA copies of their renewed insurance Certificate of Currency and Schedule of Cover.

Or the RTO:

- (6) Scope of registration is terminated by the Training Accreditation Council of Western Australia or ASQA.
- (7) Is found to be operating outside their scope of registration.

The Provision of Service agreement may also be terminated in the interest of Main Roads WA or otherwise in the public interest.

12.2 Transfer of Records – Termination of Agreement

When a RTO ceases delivering Main Roads WA Traffic Management accreditation or intends to cease trading, it should, with 10-working days prior to ceasing operation, contact Main Roads WA Road Safety Policy Coordinator to make arrangements to transfer all applicant records to Main Roads WA as required under Section 8 (Record Keeping).

Within 10-working days of ceasing operations, the RTO shall ensure that the Main Roads WA online Training and Accreditation database is updated and for all documentation required under Section 8 (Record Keeping) to be forwarded to Main Roads WA. The documentation is to be complete and accurate. For electronic records, the RTO shall make arrangement for the mechanism or software by which the material can be retrieved to be available to Main Roads WA at no charge.

13. APPLICANT GRIEVANCES

Grievances from any person or organisation relating to any part of the training, assessment (excluding Event Traffic Controller accreditation) shall be referred to the Training Accreditation Council or ASQA for determination.

Grievances from any person or organisation relating to any part of the training, assessment for Event Traffic Controller accreditation shall be referred to the Commissioner of Main Roads WA for determination.

Grievances from any person or organisation relating to any part of the accreditation process shall be resolved between parties by an independent arbitrator, appointed by Main Roads WA, at the applicants cost.

14. EXPRESSIONS OF INTEREST

Expressions of Interest for approval to provide Main Roads WA Traffic management accreditation should be lodged with:

Road Safety Policy Coordinator
Road Safety Branch
Main Roads Western Australia
PO Box 6202
EAST PERTH WA 6892

Telephone: (08) 9323 4111 (or 138 138)

Email: roadsafety@mainroads.wa.gov.au

Expressions of Interest must include:

1. Training.gov.au printout of the RTO's registration and individual unit code(s). (See Section 5 – Requirements for RTO Registration.)
2. Supporting documentation to demonstrate compliance with the insurance requirements. (see Section 7.2 – Insurance Cover)
3. Trainers and assessors Main Roads WA accreditation. (See Section 7.4 – Use of Trainers and Assessors)
4. Trainers and assessor work history in the management of traffic at Events or Works on Roads. (see Section 7.4 – Use of Trainers and Assessors)
5. RTO's procedural document in managing conflicts of interest, when issuing Main Roads WA Traffic Management accreditation to in-house personnel. (see Section 7.6 – Accreditation of In-House Personnel).
6. Completed and signed proforma at Attachment 1 (Registration Application Proforma*).

*Main Roads Western Australia collects and processes personal information provided through this form for the purpose of assessing, processing and managing your application or request. Your information may be shared with relevant government agencies, contractors or service providers where necessary to support this process, or as required or authorised by law. Providing the requested information is necessary for us to consider your application. If you choose not to provide it, we may be unable to assess or progress your request

Attachment 1

REGISTRATION APPLICATION PROFORMA

DELIVERY OF TRAFFIC MANAGEMENT ACCREDITATION ON BEHALF OF MAIN ROADS WA – PROVISION OF SERVICE AGREEMENT

REGISTRATION APPLICATION PROFORMA FOR REGISTRATION OF RTOS			
Legal Name of Registered Training Organisation:			
Trading Name of Registered Training Organisation:			
National Provider Code:		Website:	
Name of Contact Person:		Phone No:	
Email:			
Accreditation to be provided (Tick ✓ applicable):	☐ Event Traffic Controller ☐ Traffic Controller ☐ Operate TMA ☐ Basic Worksite Traffic Management ☐ Worksite Traffic Management ☐ Advanced Worksite Traffic Management		
Location (Address) of Principal Training Venue: (Tick ✓ applicable):			
Proposed Trainer / Assessors (include application)			
<u>Name</u>	<u>Accreditation to be delivered</u>		
Contractors and Sub Contractors			
Will Contractors and or Sub Contractors be used?	Yes ☐ No ☐	If Yes Attach a list of the names, business details, qualifications, tasks to be carried out of all contractor or sub-contractors used in the delivery of Main Roads WA Traffic Management Accreditation.	
DECLARATION On behalf of _____, I do hereby declare to indemnify Main Roads WA against Clause 7.1 (Indemnity) of this agreement and agree to comply with all the requirements in this provision of service agreement (or as amended from time to time), if I am approved to issue Main Roads WA' Traffic Management accreditations on behalf of the Commissioner of Main Roads Western Australia. Signature of person making the declaration:			
_____	_____	_____	_____
Print Name (Applicant)	Signatures of Applicant	Date of Application	
In the presence of:			
_____	_____	_____	_____
Print Name (witness)	Signatures of witness	Date witnessed	

Attachment 2

Sample Traffic Management Certificate Layout

Stock

Certificate specification

Size
A4
Material
160g/m2 Card

Background
White

Main Roads Western Australia
TRAFFIC MANAGEMENT



CERTIFICATE OF ACCREDITATION

This is to certify that

Jane Citizen

has been assessed as meeting the pre-requisites
specified by Main Roads Western Australia for

TRAFFIC CONTROLLER

Including the units of competency:

Control traffic with stop-slow bat
Communicate in the workplace

27 August 2012

Issued on behalf of Main Roads WA by
Safe Training Services WA


John Smith
Managing Director Safe Training Services WA



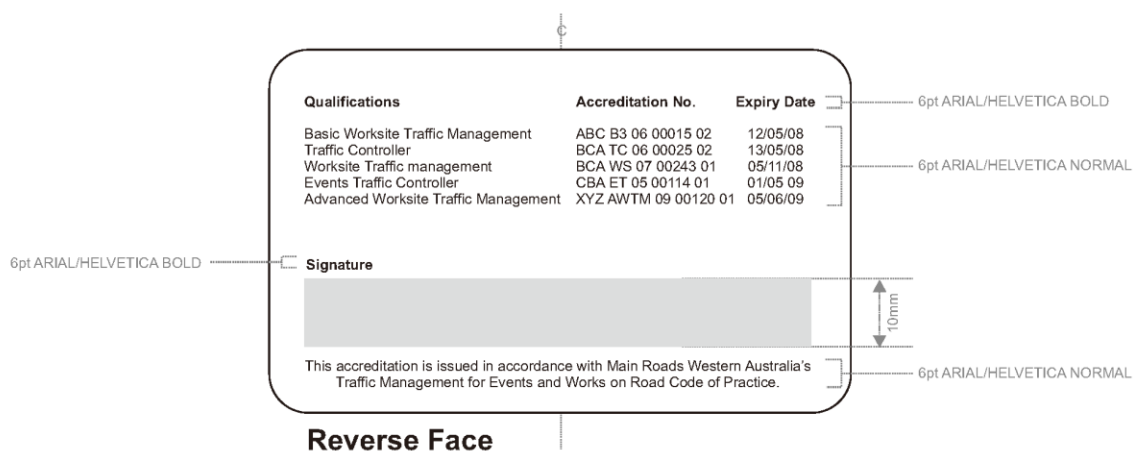
CERTIFICATE NUMBER STS-TC-12-00015-01

EXPIRY DATE 26 August 2015

Attachment 3

Sample 'Photographic Identification' Card Layout

SAMPLE ID CARD LAYOUT



Number Format (ABC-DE-12-00015-01)

First three/eight letters (ABC)	Acronym of Company name
Next two/four letters (DE)	Acronym of Course name (ET, TC, BWTM, WTM, AWTM, OTMA)
First two digits (12)	Year of accreditation
Middle five digits (00015)	Sequential number assigned by the Training Provider
Last two digits (01)	01 for first accreditation, 02 for first renewal and so on

Each of the above codes to be separated by a hyphen (-).

Attachment 4
Refresher Training

BWTM & TC Refresher Training:

Code of Practice Changes – Training

The following should be included in Training presentations and/or handouts:

Training updates	Western Australia is not currently progressing the adoption of the Austroads National Training Framework. BWTM / TC tasks (8.1): Only a person with BWTM/TC combined can position, set up and program a PTC
Traffic Control updates	Section 6.8: PTCDs for traffic control on all MRWA state roads. Roadworks Pilot vehicles now mandatory MRWA sites with no cones/bollards for delineation.
TMA's and Shadow Vehicles*	Section 6.9 TMA's TMA's now mandatory on roads listed in Code of Practice. Section 6.13 Shadow Vehicles: Shadow vehicle to protect TM workers on Main Road roads on roads exceeding 15,000 vpd OR at night 2,000 vpd.
TTM Implementation, Operation and Removal*	Section 6.3 Requirements for minimum sand bags to secure signs. Section 6.14: Crossing road should be avoided where possible and not permitted on high-volume high-speed roads (where TMA's are required). Crossing the road to implement/remove signs is not permitted on Main Roads roads with the following traffic volumes: • All work on roads with traffic volumes that exceed 15,000 vpd (AADT); OR • Night works on roads that exceed 2,000 vpd (AADT)

Code of Practice Changes - Assessment

The following should be assessed:

1. Incident Response (Section 4.2.1)*

Example Question:

You arrive at a traffic management site on a Main Roads controlled road and witness a serious crash that requires the road to be closed. After emergency services have been contacted, what must occur next?

Answer: Main Roads must be contacted on 138 138 to obtain direction regarding the most appropriate detour routes and road closure arrangements.

2. Sign Spacing Tolerance (Section 4.2.6)*

Example Question:

A Traffic Guidance Scheme requires a warning sign to be located 45 m from the work area. What is the maximum distance the sign could be placed under the updated tolerance?

Answer: Because the tolerance is 25% or 15 m (whichever is greater), the sign may extended: 25% of 45 m = 11.25 m; OR 15 m

45 m + 15 m = 60 m from the work area.

3. Signs Blocking Paths (Section 4.6)*

Example Question:

What must be considered when placing signs adjacent to a footpath or shared path?

Answer: Signs must not obstruct pedestrian access. Sufficient width must remain for a person using a wheelchair, mobility aid, pram, or similar device to safely pass unless the path is formally closed and an alternative route is provided.

4. Roadworks Pilot Vehicle Procedure (6.8.8)

Example Question:

A Roadworks Pilot Vehicle driver needs to turn the vehicle around to begin escorting traffic from the opposite direction. What must occur before the driver turns around?

A. The driver may turn around whenever they identify a safe gap in traffic.

B. The driver may turn around once they have advised one Traffic Controller of their intention.

C. The driver must maintain two-way radio communication and only turn around when advised that traffic is securely held from both directions, unless an alternative documented and risk-assessed procedure applies.

D. The driver may turn around provided they are travelling below the posted roadworks speed limit.

*BWTM only

Additional Topics

Training / Assessment

Topic	What should be covered?
Duty of Care	Assessment: Ensure attendees are aware of their duty of care to provide safe worksite for roadworkers, traffic management personnel, and road users (including pedestrians and cyclists). e.g. Who do traffic management personnel owe a duty of care to? a) Road workers and traffic management personnel b) Vehicles c) Pedestrians and Cyclists d) All of the above Trainers should ensure attendees are aware that signs and vehicles should not block sight lines at intersections or driveways. Signs and devices can be moved within tolerances to ensure the safety of road users.
Fatigue and hydration management	Training: Ensure attendees are aware of the risks associated with fatigue and lack of hydration Example questions: Name 3 risks to health and wellbeing? Why is fitness for duty important?
Reporting procedures	Ensure attendees are aware of the requirements to undertake routine inspections of the TTM site, fill out daily diary and how to report issues.

JSAs / SWMS	Assessment: Ensure attendees are aware of the risks associated with a traffic management and what should be covered within the JSA / SWMS: e.g. driving to site, accessing the site, working near traffic, method for implementing traffic management, using gaps in traffic, spotters, etc. Ensure attendees are aware of their obligation to complete a site specific SWMS. Trainers should refer to the lessons learnt from the lighting tower incident and traffic management implementer fatal incident.
Escape paths	Training – highlight the importance of escape paths to workers, traffic management implementers and traffic controllers. Ensure Traffic Controllers do not enter the live traffic lane until the vehicle has come to a complete stop and only if necessary. Trainers should refer to the TC and BWTM fatal incidents and lessons learnt.
PPE	Training e.g. Identify the personal protective equipment (PPE) that is required, as a minimum, on a work zone traffic control site? A: • High visibility garments: vests, long sleeve shirts, overalls • For night or wet weather work, retroreflective outer garments are required • Safety boots
Communication	Ensure trainers cover risks involved with miscommunication at worksites, particularly between traffic controllers when opening traffic lanes or during shuttles.
Hazards – Work plant and road users	Ensure attendees are made aware of the risks of work plant as well as road vehicles to TM personnel.
Daily Diary	Covered above.
Reviewing TGSs*	Assessment – attendees should be able to read TGSs and find major errors along with determining which TGSs are appropriate for certain work types.

Sign cleanliness	Optional
Aftercare signage and delineation*	Training – ensure attendees are made aware of the importance of leaving a safe worksite after hours for the public.
Safe work methods for setting out and recovering signs and devices*	Training – ensure attendees are aware of the risks involved with site set up (refer above).
Sign Credibility*	Training – ensure attendees are aware of the need to have appropriate traffic management to help ensure road user compliance, e.g. signs being left up that are not applicable and inappropriate speed limit reductions cause road users to be non-compliant at all worksites.
End of queue protection when using traffic controllers*	Training – use of traffic controllers can often introduce a high risk of high speed end of queue collisions resulting in serious injury and fatal crashes. Ensure attendees are aware of the requirements to help prevent collisions: • Adding additional PTS signs, • Having additional TC, • VMS signs or other additional warning signs • Ensuring TCs are not holding traffic for too long.
Risk Management	see above in JSA/SWMS
Traffic flow	Optional
Worker offsets and speed limits	Optional
Staging of works	Optional
Advance Warning / Sight Distance	Attendees should be made aware of the need importance of providing advance warning and adequate sight distance when setting up traffic management.
TMA and Shadow Vehicle Exclusion Zones and Avoidance of Road Crossing*	Training – ensure attendees are aware of the importance of exclusion zones around TMAs / shadow vehicles and where no crossing the road is permitted.

*BWTM only

Items indicated as training should be included in training presentations and/or handouts.

Items indicated as assessment should be included in training presentations and/or handouts and assessed in questionnaires, assignments and/or within TMPs provided by the attendee.

It is up to the RTO whether to cover items listed as optional.

WTM, AWTM and AWTM-NP Refresher Training:

Code of Practice Changes - Training

The following should be included in Training presentations and/or handouts:

Training updates	Western Australia is not currently progressing the adoption of the Austroads National Training Framework. Austroads TTM Training on hold in WA. BWTM / TC tasks (8.1): Only a person with BWTM/TC combined can position, set up and program a PTCD
Traffic Control updates	Section 6.8: PTCDs for traffic control on all MRWA state roads. Roadworks Pilot vehicles now mandatory MRWA sites with no cones/bollards for delineation.
TMA's and Shadow Vehicles*	Section 6.9 TMA's TMA's now mandatory on roads listed in Code of Practice. Section 6.13 Shadow Vehicles: Shadow vehicle to protect TM workers on Main Road roads on roads exceeding 15,000 vpd OR at night 2,000 vpd.
TTM Implementation, Operation and Removal*	Section 6.3 Requirements for minimum sand bags to secure signs. Section 6.14: Crossing road should be avoided where possible and not permitted on high-volume high-speed roads (where TMA's are required). Crossing the road to implement/remove signs is not permitted on Main Roads roads with the following traffic volumes: • All work on roads with traffic volumes that exceed 15,000 vpd (AADT); OR • Night works on roads that exceed 2,000 vpd (AADT)

Code of Practice Changes – Assessment

The following should be assessed:

1. TMP Site Visits (Section 4.2.1) (AWTM / AWTM -NP only)

Example Question:

What evidence is required to demonstrate that a site visit has been completed for a site-specific TMP?

- A. A verbal declaration from the designer
- B. A generic photograph of the site
- C. A date and location stamped record using the Main Roads GPS SLK App or similar application
- D. Notes made after returning to the office

2. Consultation and Communication (AWTM / AWTM -NP only)

Example Question:

Why is consultation an important part of TMP preparation?

Answer: Consultation helps identify stakeholder requirements, operational constraints, public transport impacts, emergency access requirements, and potential safety issues before the TMP is submitted for approval.

3. Incident Management (Section 4.2.1)

Example Question:

What should a TMP for works on Main Roads controlled roads include regarding major incidents that will require the road is closed?

Answer: The TMP should reference the applicable Main Roads Incident Management Plan (IMP) or Contingency Traffic Management Plans and include instructions for personnel to contact the Main Roads Incident Manager on 138 138 during major incidents.

4. Blocking Paths (Section 4.6)

Example Question:

When designing a TGS, what must be considered if a sign is to be located adjacent to a footpath?

Answer: The sign must not obstruct access for pedestrians, including wheelchair users, unless the path is formally closed and a compliant alternative route is provided.

Example Question:

A warning sign is proposed on a footpath and would leave only a narrow gap that a wheelchair user could not pass through. What should the designer do?

- A. Leave the sign in the proposed location
- B. Remove the sign completely
- C. Assess alternative locations or traffic management arrangements that maintain accessibility
- D. Ignore the issue if pedestrian numbers are low

Answer: C

5. Sign Spacing (Sections 4.2.6 and 6.1.9)**Example Question (4.2.6):**

A sign is shown in a TGS at 80 m from the work area. What is the maximum distance the BWTM could extend this location under the tolerances?

Answer: 25% of 80 m = 20 m.

The maximum distance becomes:

$$80 \text{ m} + 20 \text{ m} = 100 \text{ m}$$

Example Question (6.1.9)

Under Section 6.1.9, how far may signs be placed from the worksite when sight distance issues or physical obstructions exist?

- A. Up to 10 m further away
- B. Up to 25% further away
- C. Up to double the spacing shown in AGTTM Part 3 Table 2.2
- D. Unlimited distance provided visibility is good

Answer: C

Example Question:

True or False:

Signs may be located within speed buffer zones when required by the design.

Answer: True

6. Workers Symbolic Signs (Section 6.1.13)

Example Question:

When is a workers symbolic sign generally not required?

- A. During night works
- B. On roads with speed limits below 50 km/h
- C. When the work area is 6 m or more from the traffic lane
- D. When traffic volumes are low

Answer: C

7. Lane Status Signs (Section 6.1.14)

Example Question:

What is the primary purpose of lane status signs?

Answer: To provide clear advance warning to road users about the status of lanes ahead so drivers can safely merge, change lanes, or prepare for lane closures.

Example Question:

A lane closure is located immediately beyond a curve and motorists receive very little warning. How could updated lane status sign guidance assist and what else could be done?

Answer: The designer should review lane status sign placement to ensure adequate advance warning is provided, allowing drivers sufficient distance to react and merge safely. The length of the safety buffer should also be extended to a point which can be clearly seen by approaching traffic (section 5.6, AGTTM Part 3).

8. End of Queue Management (AWTM / AWTM -NP only)

Example Question:

A designer calculates that 4.2 vehicles per minute will arrive at a worksite. What value should be used in a queue calculation?

- A. 4 vehicles
- B. 4.2 vehicles
- C. 4.5 vehicles
- D. 5 vehicles

Answer: D

Explanation: Vehicle numbers should be rounded up because a fraction of a vehicle cannot exist in a queue.

Example Question:

When calculating queue lengths, which of the following factors should be considered?

- A. Vehicle stopping times
- B. Travel time through the worksite
- C. Heavy vehicle lengths
- D. Additional work-related traffic
- E. All of the above

Answer: E

9. Portable Traffic Control Devices (Section 6.8.3)

Example Question:

For the purposes of PTCD use, how is a signalised intersection defined?

- A. Within 20 m of the stop line
- B. Within 30 m of the stop line
- C. Within 50 m of the stop line on approach
- D. Within 100 m of the stop line

Answer: C

10. Roadwork Pilot Vehicles

Example Question:

What should Traffic Management Designers be aware of regarding Roadwork Pilot Vehicles under the updated Code?

Answer: Designers should be familiar with the additional guidance relating to pilot vehicle signage, communications, operating procedures, and safe vehicle turnaround requirements when incorporating pilot vehicle operations into TMPs and TGSs.

Additional Topics

Training / Assessment

Topic	Where it should be covered
Duty of Care	Training: ensure attendees are aware of their duty of care to provide safe worksite for road workers, traffic management personnel, and road users (including pedestrians and cyclists). Refer to fatal incident involving a cyclist, where the safety of cyclists was not considered. Refer to images showing signs blocking sight lines at intersections.
Fatigue and hydration management	Training: ensure attendees are aware of worksite issues related to fatigue and hydration management e.g. fatigue of traffic controllers can impact the safety of the site.
Reporting procedures	Optional

JSAs / SWMS	Optional
Escape paths	Training – highlight the importance of escape paths to workers and traffic controllers. Trainers should refer to the TC and BWTM fatal incidents and lessons learnt.
PPE	Optional
Communication	Training: cover risks involved with miscommunication at worksites, particularly between traffic controllers when opening traffic lanes or during shuttles.
Hazards – Work plant and road users	Optional
Daily Diary	Optional
Reviewing TMPs and TGSs	Assessment – attendees should be able to review and amend a TGS.
Sign cleanliness	Optional
Aftercare signage and delineation	Assessment – should cover obligations to provide adequate warning and delineation for road users when works have finished (e.g. removing road worker symbolic signs, speed reductions, ensuring adequate delineation of hazards.)
Safe work methods for setting out and recovering signs and devices	Training – ensure attendees are aware of the need to ensure TMPs cover the implementation and removal of signs and devices. Refer to fatal incident during implementation.
Sign Credibility	Training – ensure attendees are aware of the need to have appropriate traffic management to help ensure road user compliance, e.g. signs being left up that are not applicable and inappropriate speed limit reductions cause road users to be non-compliant at all worksites.
End of queue protection when using traffic controllers	Assessment – use of traffic controllers can often introduce a high risk of high speed end of queue collisions resulting in serious and fatal crashes. Ensure attendees are aware of the requirements to help prevent collisions: • Determining predicted queue length, • Ensuring Stopping Sight Distance, • Adding additional PTS signs, • Having additional TC, • VMS signs or other additional warning signs • Ensuring TCs are not holding traffic for too long.

Risk Management	Assessment - Ensure TMPs that are submitted as part of re-accreditation adequately identify and mitigate site specific risks.
Traffic flow	Assessment – attendees should show understanding of desirable traffic lanes and maximum shuttle flow length.
Worker offsets and speed limits	Assessment – attendees should be assessed on what speed limits should be set based on worker proximity to the traffic.
Staging of works	Assessment – important for attendees to ensure that each stage of a project is appropriately staged and each stage is shown on separate diagrams.
Advance Warning / Sight Distance	Optional
TMA and Shadow Vehicle Exclusion Zones and Avoidance of Road Crossing*	Training – ensure attendees are aware of the importance of exclusion zones around TMAs / shadow vehicles and where no crossing the road is permitted.

Items indicated as training should be included in training presentations and/or handouts.

Items indicated as assessment should be included in training presentations and/or handouts and assessed in questionnaires, assignments and/or within TMPs provided by the attendee.

It is up to the RTO whether to cover items listed as optional.

OTMA Refresher Training:

Requirements for the use of Truck Mounted Attenuators in WA – Code of Practice

Section 4.1	Mandatory use of TMAs
e.g. Q: True or False: TMAs are mandatory to protect workers when working in the live lane on a multi-lane MRWA road with 15,000 vpd. A: True Q: Works will occur within 3 m of the live traffic lane on the Kwinana Fwy and will take 15 minutes to complete, is a TMA required? A: Yes	
Section 5.	Traffic Management Arrangements
e.g. Q: When the TMA is being used as a shadow vehicle, what approximate distance should the TMA be placed behind the work area or work vehicle? A: 20 to 40 m.	
Section 6.	Risk Management
e.g. Q: In the hierarchy of control, what type of control is a TMA? A: Engineering control.	
Section 7.4	Trailer Mounted Attenuators
Q: Does Main Roads WA permit trailer mounted attenuators? Answer: No	
Section 7.6	Operational Procedures
e.g. Q: What is the maximum speed a host vehicle can travel at while the TMA is deployed? A: 40 km/h Q: Can the host vehicle undertake a U-turn manoeuvre while the TMA is deployed? A: No.	

Q: If the vehicle is parked and the TMA is deployed as a stationary barrier vehicle which direction should the wheels be directed?

- a) Towards the traffic side
- b) Towards the non-traffic side
- c) Straight ahead

A: c) straight ahead

Q: When the TMA is deployed are you permitted to reverse the vehicle?

A: No, the TMA vehicle should not be reversed if while the attenuator is deployed.

Additional Topics

Training / Assessment

Topic	What should be covered
Duty of Care	Assessment: Ensure attendees are aware of their duty of care to provide safe worksite for roadworkers, traffic management personnel, and road users (including pedestrians and cyclists). e.g. Who do traffic management personnel owe a duty of care to? e) Road workers and traffic management personnel f) Vehicles g) Pedestrians and Cyclists h) All of the above
Fatigue and hydration management	Training: Ensure attendees are aware of the risks associated with fatigue and lack of hydration Example questions: Name 3 risks to health and wellbeing? Why is fitness for duty important?
Reporting procedures	Ensure attendees are aware of the requirements to undertake routine inspections of the TTM site and how to report issues.

JSAs / SWMS	Assessment: Ensure attendees are aware of the risks associated with a traffic management and what should be covered within the JSA / SWMS: e.g. driving to site, accessing the site, working near traffic, using gaps in traffic, spotters, etc. Trainers should refer to the lessons learnt from the traffic management implementer fatal incident.
Escape paths	Training – highlight the importance of escape paths to workers and traffic controllers.
PPE	Training e.g. Identify the personal protective equipment (PPE) that is required, as a minimum, on a work zone traffic control site? A: • High visibility garments: vests, long sleeve shirts, overalls • For night or wet weather work, retroreflective outer garments are required • Safety boots
Communication	Ensure trainers cover risks involved with miscommunication at worksites, particularly between traffic controllers when opening traffic lanes.
Hazards – Work plant and road users	Ensure attendees are made aware of the risks of work plant as well as road vehicles to TM personnel.
Daily Diary	Covered above.
Safe work methods for setting out and recovering signs and devices	Training – ensure attendees are aware of the risks involved with site set up.
Advance Warning / Sight Distance	Ensure attendees are aware of sight distance requirements in the context of deploying a TMA.
TMA and Shadow Vehicle Exclusion Zones and Avoidance of Road Crossing*	Training – ensure attendees are aware of the importance of exclusion zones around TMAs / shadow vehicles and where no crossing the road is permitted.

Items indicated as training should be included in training presentations and/or handouts.

Items indicated as assessment should be included in training presentations and/or handouts and assessed in questionnaires, assignments and/or within TMPs provided by the attendee.

It is up to the RTO whether to cover items listed as optional.