



# State Road Traffic Management Company Registration Scheme Newsletter

## Reminder for Conditional Registration

Under the State Road Traffic Management Company Registration Scheme, Conditional Registration serves as a provisional status for traffic management companies. This status allows companies to operate while they work towards Full compliance with the scheme's requirements. The purpose of conditional registration is to facilitate a smooth transition for companies into the new regulatory framework, ensuring that they can continue to provide traffic management services while addressing any outstanding compliance issues.

During the Conditional Registration period, companies are expected to meet specific conditions set by Main Roads WA. These conditions may include demonstrating progress in areas such as safety standards, training, and operational procedures. The aim is to ensure that all traffic management activities on state roads are conducted safely and efficiently.

It's important to note that Conditional Registration is a **temporary status**. Companies are required to achieve Full compliance within a specified timeframe to maintain their registration and continue operating under the scheme. Failure to meet the necessary requirements may result in deregistration or suspension of the company's ability to perform traffic management work on state roads.

## TMAA Visit Main Roads

On Wednesday 9 July, Mehdi Langroudi, Executive Director of Network Operations at Main Roads, was the guest speaker at the Traffic Management Association of Australia (TMAA) WA State Division Breakfast, held at Kailis Bros in Leederville. Mehdi's introduction was followed by a presentation on C-ITS by Meifang Lai on how the technology can benefit the safety of roadwork sites in Western Australia.



*Pictured: Mehdi Langroudi and Britt O'Dwyer*

After the event, the Traffic Management Company Registration scheme welcomed Matthew Berini (CEO TMAA), Britt O'Dwyer (WA Board Member + WA Chair) and Rebecca Bullock (Membership Engagement Coordinator TMAA) to the Road Network Operations Centre (RNOC) for a brief tour and intro to the wider team.



*Pictured: Danni Parker, Matt Berini, Alex Hendrick, Rebecca Bullock, Britt O'Dwyer, Alana Mills, Gareth Peers and Andrew Reilly*

## Traffic Control at Permanent Traffic Signals

Traffic Management Planners are reminded that while traffic control with a stop-slow bat is permitted at permanent traffic signals, the use of Portable Boom Barriers **must** be considered as a safer alternative to remove traffic controllers from the roadway (see section 6.8.3 of the Code of Practice).

This must be based on a risk assessment included with the TMP.



## Reminder – Mandatory PTCD Training Effective 1 March 2026

### What's Changing?

- From 1 March 2026, PTCD training becomes **mandatory** in WA for anyone issued the Main Roads Traffic Controller accreditation.

- It will be integrated into the combined Basic Worksite Traffic Management (BWTM) and Traffic Controller (TC) training course, including refresher courses.
- The training will **not** be required for those only undertaking the BWTM accreditation.

### Background

- Dec 2019: AGTTM published stating PTCDs are the preferred method to control traffic.
- Jan 2020: Units of competency for the set up and operation of the PTCDs included within the national traffic management skillsets.
- Feb 2021: mandatory requirements for PTCDs introduced in WA.
- March 2025: PTCDs mandated on all Main Roads controlled roads when conducting shuttle flow operations.

### Why is PTCD Training being mandated?

- Ensures all Traffic Controllers (TCs) are trained and competent with PTCDs.
- Simplifies auditing of site accreditations.
- Supports further expansion of devices and removal of TCs from the roadway.
- Aligns WA more closely with other Australian jurisdictions while offering a significantly lower cost alternative to adopting the Austroads training framework.

### What will be taught?

The training includes the following units of competency:

- **RIIWH5206** – Control traffic with portable traffic control devices and temporary traffic signs
- **RIIWH5303** – Position, set-up and program portable traffic control devices

### Transition Details

TCs with accreditation expiring after 1 March 2026 do not need to complete PTCD training immediately. They will undertake PTCD training as part of their next scheduled refresher.

## Preparation of Traffic Management Plans

Reminder that section 4.2.1 of the Code of Practice states:

*'All TMPs must be prepared by a person holding Main Roads accreditation in Advanced Worksite Traffic Management (AWTM).'*

Additionally, TMPs must be signed by the person that prepared them, include their name, AWTM certificate number and the date of endorsement of the plan.

The person preparing a TMP must also include a statement on the plan confirming that a site visit was undertaken by them or another person under their direction, prior to preparing the plan along with a date stamped photo from the site visit.

## Auditing Snapshot

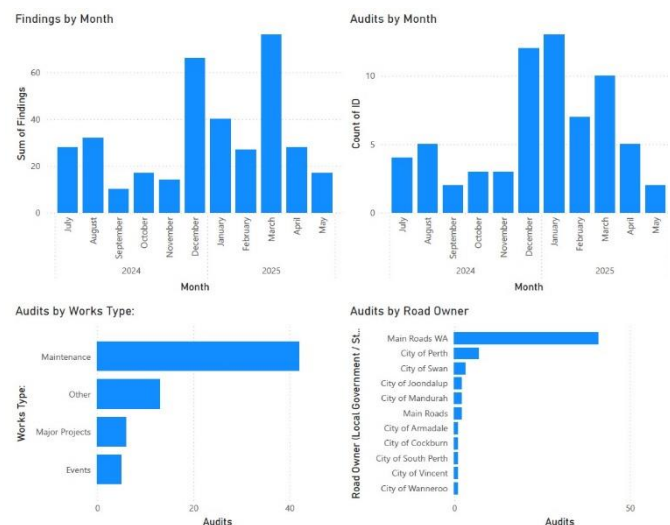
Main Roads conducted a record 72 random audits in 2024/25. As we enter a new financial year this upwards trend will continue across all roads in the State.

Some of the common non-compliant themes onsite continue to be:

- Signs not being secured, particularly in regional areas. Main Roads auditors will be targeting sites with unsecured signs. Companies are reminded of the importance of ensuring compliance with the Code of Practice in this regard.
- Onsite traffic management not contacting RNOC on arrival or departure from site - as a reminder, companies must notify RNOC on 138 111 when working on any State Road in the Perth Metropolitan region. RNOC must also be contacted for any work at traffic signals.
- Variable Message Signs – Contractors and traffic management contractors are reminded to ensure VMS boards used on

site do not introduce additional hazards to road users. Among the non-compliant installations observed include blocking of footpaths, conflict with traffic signals, boards overhanging into live lanes and board displays not complying with the maximum allowable screens permitted.

To get an insight into who and where we have audited, see the below graphic:



## Contacting the Registration Scheme team

As a reminder, if you have seen something unsafe or have a concern regarding a traffic management company, contact the registration scheme team at [TMCreg@mainroads.wa.gov.au](mailto:TMCreg@mainroads.wa.gov.au)

## State Road Traffic Management Registration Scheme (SRTMCRS) Minimum Pay Rates

Please be advised that the current SRTMCRS minimum pay rates remained unchanged following the release of the 2025 Fair Work Commission Annual Wage Review.



Please note that although the Base Rates of Pay under the Scheme have not changed, due to increases in allowances we have updated the summary i.e. an increase Industry Allowance of \$1.69 per hour. For the full pay summary, please see [here](#).

## Guidelines for Traffic Modelling

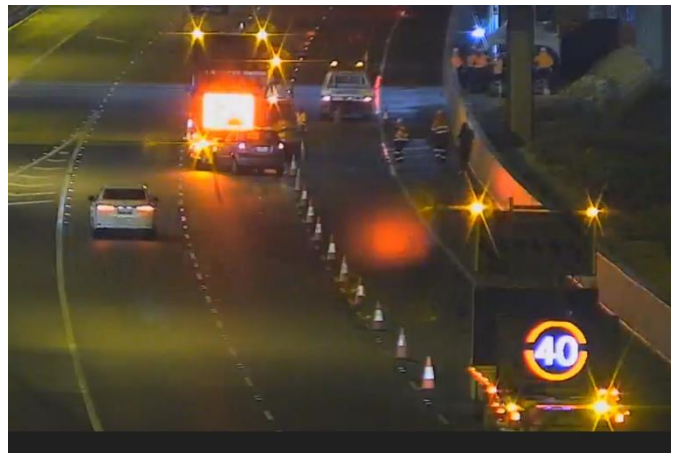
High complex traffic management scenarios that have a significant impact on road users and the community can sometimes be subject to more rigorous traffic management planning, such as provision of traffic modelling. Traffic modelling in temporary scenarios can assist in informing road agencies and contractors on the expected impact so that contingency plans or alternative means of traffic management can be considered.

To assist practitioners in ascertaining when modelling maybe required Main Roads has published a new [Guideline for Traffic Modelling – Temporary Traffic Management](#).

## Safety Alerts!

Below are some of the safety issues identified by the SRTMCRS auditing team.

### 1. Safety Alert – TMA Strikes



The above images show two separate TMA strikes in one week. These incidents show the important role TMA's and their operators have in protecting worksites on or beside active roads against errant vehicle intrusion.

### 2. Safety Alert 1 – Line marking

This site is an example of unsafe line marking.



Dashcam Photograph 3 – Example of southbound driver in northbound lane within northern transition area



Photograph 4 – Example of southbound driver (4WD) entering northbound lane before braking and moving left within northern transition area



Photograph 5 – Example of northbound driver (4WD) negotiating the sub-standard taper with misleading existing lane markings on the approach to this

The above image illustrates a worksite with unsafe line marking representing a significant risk to road users. Roadworks planners and practitioners are reminded that in accordance with Clause 4.2.5 of AS 1742.3 - 2019 ***'Any regulatory pavement marking, which is inappropriate to, or conflicts with, the temporary worksite situation must be covered, obliterated or removed'***

## FAQs

The [FAQs](#) are continuing to be updated based on new information and any questions raised by industry.

## Subscribe for updates

Our next industry newsletter will be published in October. To stay up to date with the Main Roads traffic management company registration scheme ensure you subscribe by [following this link](#).

## Helpful Links:

Fair Work info line & self-help tools



The Fair Work Ombudsman website contains a range of helpful resources for employees and employers, such as:

- Pay and Conditions Tool – find pay rates, leave, notice and redundancy entitlements.
- Step-by-step practical guides – to easily deal with workplace issues, like an underpayment or problem at work.
- Library – for answers to technical workplace questions, if you're familiar with workplace relations and need more detailed information.
- Send an anonymous tip-off – report a workplace that isn't following the law.

<https://www.fairwork.gov.au/about-us/contact-us/call-us#what-we-help-with>

## Further information on Pay & Conditions:

For further information please email [Tmcreg@mainroads.wa.gov.au](mailto:Tmcreg@mainroads.wa.gov.au) or visit [www.mainroads.wa.gov.au/technical-commercial/work-on-roads](http://www.mainroads.wa.gov.au/technical-commercial/work-on-roads).

You can also contact the following industry associations and unions:

### **The Australian Flexible Pavement Association (WA)**

PO Box 4037  
Woodlands WA 6018

### **Traffic Management Association of Australia**

TMAA WA Division Chair  
Britt O'Dwyer  
Email: [britt.odwyer@tmaa.asn.au](mailto:britt.odwyer@tmaa.asn.au)

TMAA WA Division Vice Chair  
Max Line  
Email: [max@lgctraffic.com.au](mailto:max@lgctraffic.com.au)

### **CFMEU**

T: (08) 9228 6900  
E: [info@cfmeuwa.com](mailto:info@cfmeuwa.com)  
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80 Beaufort Street  
Perth WA 6000

### **AWU**

T: (08) 9221 1686  
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