

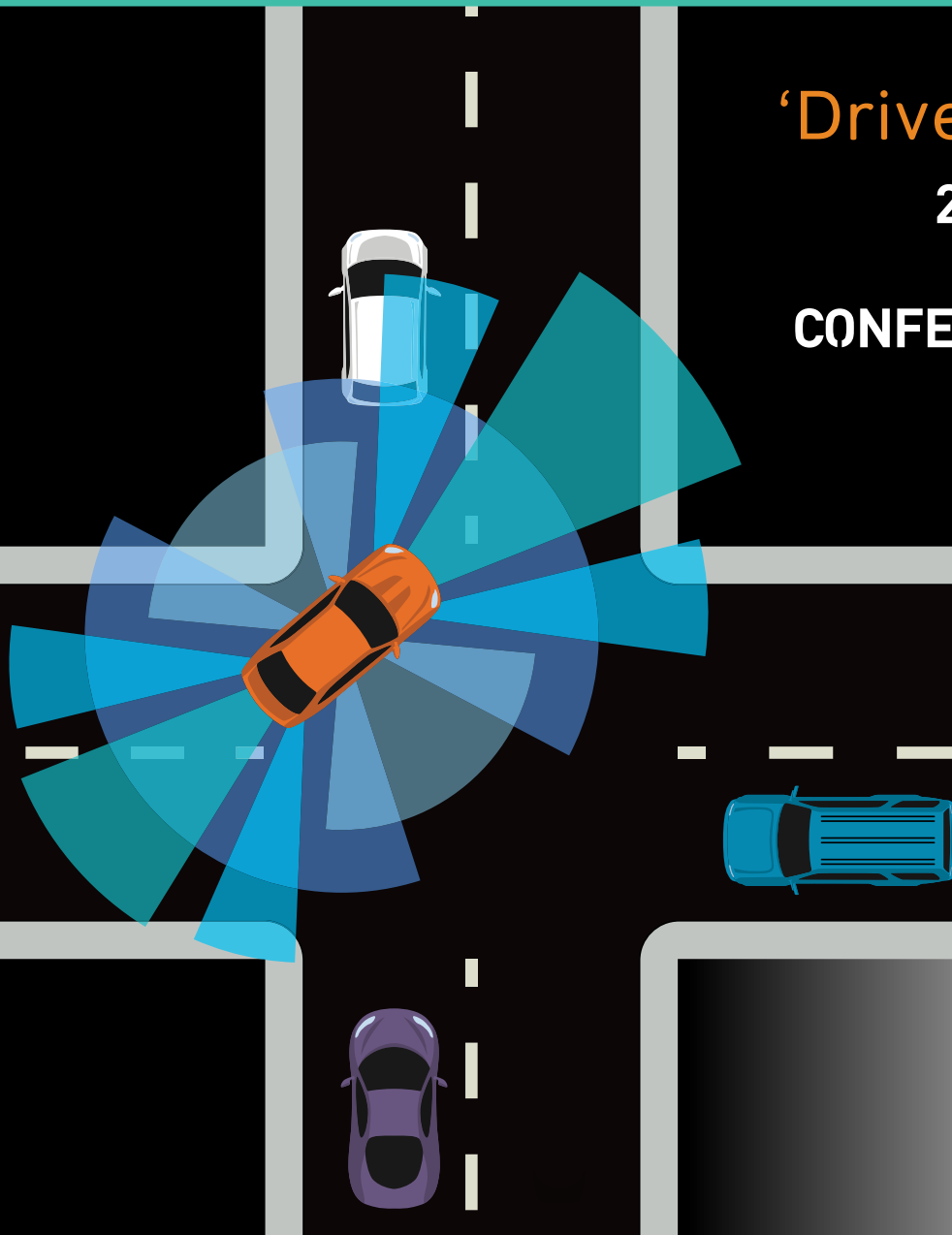
ROADMARKER

The Official Publication of the Roadmarking Industry Association of Australia

AUTUMN 2018

'Drivers of Change'

2018 AUSTRALASIAN
ROADMARKING
CONFERENCE / EXHIBITION
& WORKSHOP
> DETAILS INSIDE



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2018



Yellow Ribbon Road
Safety Week

Taking it to the next level – TMA's
Safety at Road Worksites Project



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Question: Do speed limits printed on the road offer a significant advantage for the road user over speed signs on a post?

Answer: Speaks for itself!!

Submit your funny photos to: info@riaa.com.au

Between the Lines

We welcome our new General Manager, Paul Robinson, for his inaugural contribution to Roadmarker magazine.

In January this year, I had a minor car accident. I went to pull into a parking spot as I'd done a million times before, and somehow clipped the car next to me with my front bumper. The wonder of modern crumple zones meant the front of my car resembled a Hollywood disaster movie!

The one "ray of sunshine" was that my Insurance policy entitled me to a replacement hire car, a 2017 Holden Astra. In driving that car, I soon discovered that if got too close to the lines of my lane, the car would auto correct and automatically steer into the centre of the lane. I marvelled at the technology of the car, without giving the line markings any thought.

Fast forward three months, and ALL I'm thinking about are line markings on roads, and the people that put them there. So now I'm on a crash course familiarising myself with Truck Mounted Attenuators, Cold Applied Plastic, glass beads etc.

A bit about me, I come to the RIAA brand new to the line marking industry, after stints as the Membership Manager at the RACV, Ambulance Victoria, and the Australian HR Institute. I took the unusual (for some) path of securing an Economics degree overseas at the University of Phoenix, and also obtained a Graduate Diploma in Project Management from the Australian Graduate School of Business.

But that's the last you'll hear about me, from this point on its all about YOU. I'm tremendously excited about the opportunities open to this industry, and determined to be accessible to you and listen to your views on the issues we can tackle as a collective industry.

And that process starts now, as we **CALL FOR PAPERS for the 2018 Conference "Drivers of change"**. Please turn to the details in the centre pages.

My initial commitment is to do everything in my power to improve safety for our industry and represent our collective views far and wide towards that end. Please play a part in our industry by getting in touch and letting us know what RIAA can do to make the industry better for you and how RIAA can be the best partner for you. The opportunities that I already see working on harmonisation, optimising technology, and further improving our service and range of member benefits give me great confidence for RIAA and the Industries future.

I'm looking forward to working with you all.

Paul Robinson
GENERAL MANAGER

ROADMARKING INDUSTRY
ASSOCIATION OF AUSTRALIA

*** IMPORTANT MESSAGE FROM THE DIRECTORS

As a Board, the Directors of the RIAA would like to extend thanks to all those who have supported the Association during a difficult 12 months, as we transitioned to a new General Manager following the departure of Dean Crutchfield. The Directors have worked tirelessly to recruit a new manager and maintain the operation of the Association during this extended period.

Unfortunately there have been elements within the membership and

the broader Industry, that have chosen over the last 12 months, to criticize and attempt to destabilize the Association. At a time when the RIAA most needed member support, a small group chose to undermine and cast disparaging rumours. This is deeply regrettable.

As we welcome Mr Paul Robinson to the General Manager position, a person of considerable related Industry experience, the RIAA could not be clearer in its' direction and importance in the Industry in delivering Road Safety.

The RIAA far from being in crisis, is at the forefront of Industry development with this years' Conference theme – Drivers of Change. In acknowledgement of the importance of the RIAA role, the Roads and Maritime Services, NSW have confirmed as Gold sponsors of the RIAA.

The Directors of the RIAA feel that far from having lost its' way, the Association is well placed to assume a leading role in an Industry that is key to the future demands of road safety, autonomous vehicles and efficient road networks.

As a group of volunteers the Directors give their time freely, and willingly put aside their personal business interests for the betterment of the Industry. The Board are open and available to the members to discuss Industry related issues, and always welcome member contributions. In fact, as the Conference and AGM draw closer, please give consideration to nominating for a Board position, and be part of an exciting time in our Industry.

Thank you for your support and be assured, we are united and committed to making our industry stronger.

RIAA Board of Directors
ROADMARKING INDUSTRY
ASSOCIATION OF AUSTRALIA

A minute with our members



A minute with Robert Leonard

NAME:

Robert Leonard

POSITION HELD:

Business Owner (with Jill!!)

NICK NAME:

– Censored –

BRIEF WORK HISTORY & HOW YOU GOT INVOLVED IN THE ROADMARKING INDUSTRY:

Used to have a Transport Company, then went into truck sales and became National Sales Manager for Volvo Trucks Australia.

Being always ready to speak my mind I did not fit into Corporate Life very well. We started a small business in 2008 fitting out workshops and was constantly asked to mark the

workshop lines. We then purchased a push line marker and started marking lines.

This led us to look at other opportunities in the line marking industry and in 2011 we sold our line marking business and purchased Airless Spray Equipment in Brisbane which had been running for over 20 years. Since then we have refocussed the business to only selling and servicing line marking equipment and renamed it Access Linemarking Equipment

FAVOURITE FOOD:

Japanese (or anything that does not move)

PETS:

Don't have any

FAVOURITE TV SHOW:

V8 Supercars, F1

FAVOURITE MOVIE:

The Shawshank Redemption

FAVOURITE BOOK:

Jean M Auel's Earths Children series

WHAT TYPE OF CAR DO YOU DRIVE?

Ford Ranger

IDEAL HOLIDAY:

On the boat

FAVOURITE SPORT:

Motor racing

DREAM JOB:

My current job



A minute with Ryan Walker

NAME:

Ryan Walker

POSITION HELD:

Head of Sales at Crystalite

BRIEF WORK HISTORY & HOW YOU GOT INVOLVED IN THE ROADMARKING INDUSTRY:

During and after uni, instead of working in the family business of Linemarking & Manufacturing preform, I followed my passion of boating and game fishing. I worked as a skipper and later Sales Executive for Riviera driving and selling luxury boats. Unfortunately this market died very suddenly following the GFC and I also learnt that in the end every

“job” is just that - a job. The timing was perfect as Scott

(father) approached me again to come and start at Crystalite, working on developing new product lines and expanding manufacturing. This was around 5 years ago now and have never looked back.

FAVOURITE FOOD:

Cant knock a good piece of Wagyu Sirloin

PETS:

Not at home enough for one

FAVOURITE TV SHOW:

Australian Story

FAVOURITE MOVIE:

Anything with Jason Statham

FAVOURITE MUSIC:

Everything from Paul Kelly to Pnau

WHAT TYPE OF CAR DO YOU DRIVE?

Toyota Hilux

IDEAL HOLIDAY:

A season as a deckie on a game boat in the Dominican Republic or Bermuda

DREAM JOB:

See above

FAVOURITE SPORT:

Anything in the ocean

Roads and Maritime Services is proud to be enabling safe journeys through NSW, ensuring clear and efficient road markings.



Princess Highway at Victoria Creek

For further information visit www.rms.nsw.gov.au

What will you do for Yellow Ribbon National Road Safety Week?

Let's get Australia focused on protecting vulnerable lives!

There is no question that our road infrastructure is of fundamental importance to each and every Australian, allowing the high-speed movement of people and goods within and across our urban and rural environments. Your industry plays such a fundamental role in this because you literally turn bitumen into roadways. By defining the road, your work directly contributes to greater freedom, safer movement and to increased wealth for each member of our society.

However, your job also puts you and your mates directly in harm's way. Because of this, your life and other the lives of other vulnerable road users are often put at risk because of poor driver behaviour. And as we have seen across the road industry, this can result in serious injury and death.

But should vulnerable workers ever have to be seriously injured or even die, simply for doing their job? We believe that under no circumstances should you or your work mates be injured just because you work on the

roads. Indeed you, your loved ones and indeed every Australian, has a right to get home safely. That's the reason we are involved in road safety.

With National Road Safety Week just weeks away (30 April to 6 May 2018), this article will give you an idea as to the scope of road safety issues in Australia, what we have done to improve the safety of those who are vulnerable and what you can do to support our efforts. Who knows, by helping to change attitudes, the life you help save may be someone you love!

Aren't road crashes just accidents?

Australians often forget that those who build, maintain and use the road system, and those whose job it is to assist and protect us on those roads, are directly in harm's way, twenty four hours a day. As a result, these vulnerable individuals can be seriously injured... indeed, they can and do, lose their lives.¹

When incidents that cause death or serious injury occur, the media often refers to them as "accidents". By calling them accidents, this promotes both an indifference to road trauma as well as generates an acceptance that people will die on our roads and highways.

But these are no "Acts of God"... They have causes and if we know those causes, and show a little leadership and political will, we can change outcomes and save lives.

So ask yourself... why is it that we are outraged if someone is killed or seriously injured in an airplane, boat or rail incident but not when someone is killed on our roads?

When an airplane, train or ship incident occurs, it is taken very seriously. The Australian Transport Safety Bureau will investigate and report on why the incident happened and it is then the ATSB's responsibility to putting in place policies that minimise risk.

¹ On 7 November 2017 a Traffic Controller Mr Ken Altoft was killed on the Bruce Hwy at Tanawha Queensland, just doing his job as a Traffic Controller.

NATIONAL ROAD SAFETY WEEK.

Slow down & drive so others survive.



30 April – 6 May 2018



SAFER AUSTRALIAN ROADS AND HIGHWAYS™



“I refuse to use the word ‘toll’ because a toll suggests it’s a price we have to pay to use our roads. We shouldn’t use the word ‘toll’, because it seems to give a level of acceptance, again, to the fact that there are going to be these crashes and serious injuries and deaths every year.”

Speech by former Minister for Infrastructure and Transport, Hon Darren Chester MP on 16 February 2018 in Commonwealth Parliament

The reason this is done is obvious. Where lives are lost or serious injuries occur, our community does not want a repetition of the same event. In short, we don’t expect people to be killed on planes, on trains or on ships. That’s why there is no concept of an annual aircraft toll? Or when someone is injured on a train or boat, why we don’t talk about the rail toll or road toll.

But if you are killed or seriously injured in a road related incident, unless you are in a high profile position or seen as famous, there is no equivalent ATSB investigation with a recommendation for immediate action in order to prevent a similar incident from occurring again. Indeed it is unlikely that the person who suffers death or trauma will even rate a mention!

Road crashes are different because car crash trauma remains largely hidden from public consciousness... often deaths are reported as if the person doesn’t even have a name. They just become a statistic. We even refer to it as the “road toll”, as if that’s the cost society bears for moving goods and services on our roads. But it doesn’t need to be this way!

If we were to tell the story of how each person was killed or seriously injured, tell our community about how tough it is for trauma victims to get through each day, discuss how families and friends struggle to cope for the rest of their lives, how many people would have to die before we said enough is enough!

So let’s be quite specific... ***we know that your life and the lives of your colleagues are at risk every day but we believe that you should never be seen as collateral damage just because people drive on our roads. You and your loved ones matter and everyone has a right to get home safely.***

That is the fundamental key to our work and why we created Yellow Ribbon National Road Safety Week. You see, until I was personally affected, I had no idea as to the size of the problem we face.

What’s the implications of road crashes in Australia?

Since 2000, unbelievably, **over 26,000 individuals have been killed on Australian roads.** Additionally, with over 30,000 people hospitalised each year as a result of road crashes, more than **half a million people have been seriously injured** over the same period.

But these disturbing statistics drastically underestimate the true human and personal cost of trauma that the victim endures, as well as the trauma that people must live through having lost a loved one or having a loved one seriously injured. The associated suffering ripples through our society. As someone

who has lost a loved one because of an avoidable crash, this is something that never heals.

While the human costs are immeasurable, the financial costs can be approximated. With an estimated cost of \$30 billion to the Australian economy annually, this means that **since 2000, the cost to our nation has been over \$500 billion... Over half a trillion dollars in seventeen years.**

Given the enormous suffering created, let alone the enormous financial costs, imagine if our leaders took this matter seriously and implemented policies to reduce the number of people killed or seriously injured, by say 50% by 2025. Just imagine the positive changes that would occur if we committed to looking after everyone on our roads and highways.

We needed to change thinking and ask the following question.

“If every life is precious, what needs to be done so everyone can get home safe?”

If we are to make road safety a priority, we needed to do the following:

- i) bring the facts to the community and what could be done;
- ii) make it personal by showing the human side of the story; and
- iii) ask people to become join us as road safety advocates.

Why I got involved – A personal story

On 15 February 2012 there was a crash on the Hume Freeway, eight kilometres south of Mittagong in NSW. A young woman’s car had overheated and subsequently broken down, and an NRMA tow-truck driver had been called out to assist her. She was in a very dangerous circumstance because the breakdown lane was only 1.5 metres wide meaning her car overhung into a 110 kph lane. She could neither get herself or her vehicle off the road

because a guardrail ran for 1600 metres and there was brambles on the other side of the guardrail.

At the same time that the NRMA tow truck driver arrived, a truck driver was driving up towards the breakdown. The trouble was that he chose to be distracted in that cabin and as a result he drove a minimum of 11.1 second towards the breakdown without even looking up.

Because he was focussed on himself and not on the road ahead, he careered directly into them, horrifically killing both. It was on the 6pm news with helicopter vision. An anonymous young woman and the towie who was sent to assist. It was very sad but people would have seen this as the sort of thing happens all the time ... Just another couple of road statistics.

However there was a major difference for me and my family for the young woman that was killed was my beautiful, kind, intelligent and loving daughter. Her name was Sarah and she was just 23 years old. Killed because Australia’s most important freeway had not been built or maintained to Austroad’s standards... Killed because a driver’s selfish behaviour meant he couldn’t be bothered doing what he was supposed to do... Drive So Others Survive!



Our lives were shattered that day and let me be quite frank about this, you never recover from having a loved one so needlessly killed in such a totally avoidable circumstance. You never recover from having to identify your child



who was left in pieces on that road... You never recover from having to bury someone you love... a person who had their whole life in front of them.

In our sorrow, however, we knew that we had to do something so that others didn’t suffer what we would continue to go through each day. We realised that just like our line markers, traffic controllers, roadside assistance, towies and anyone who find themselves ‘in harm’s way’ on our roads, needed to be given priority.

Despite our grief, just four weeks later we started a road safety petition focussed on protecting those who are vulnerable. As a result, the “Drive So Others Survive!” concept was born and became public. In the next 8 weeks, the Petition received significant media attention, and as we talked about saving lives, the Petition figures rapidly grew.

On 15 May 2012, three months to the day since Sarah was killed, we presented a 23,000 signature Petition to the then Acting Premier Hon Andrew Stoner MP at a major media conference at NSW Parliament. All present were wearing yellow lapel ribbons, Sarah’s favourite colour. While it wasn’t realised at the time, with television media showing the 200 strong crowd standing on the steps of Parliament House and with the subsequent tying of a yellow ribbon on a Fire Engine outside, Yellow Ribbon Road Safety had been created.²

In 2013, a not-for-profit organisation called Safer Australian Roads and Highways (SARAH) was formalised. Inspired by Sweden’s Vision Zero initiative, SARAH’s founding principle was that “no loss of life is acceptable”. Our commitment was to ensure a road system and associated road users whose actions result in zero fatalities and serious injuries.

² On 7 November 2017 a Traffic Controller Mr Ken Altoft was killed on the Bruce Hwy at Tanawha Queensland, just doing his job as a Traffic Controller.



That same year, we started our voluntary work across the States and Territories and in doing so, Yellow Ribbon National Road Safety Week (National Road Safety Week) was born. By coincidence, United Nations Global Road Safety Week also occurred in May 2013 and so the Week became a UN registered initiative. It had now become a national event.



Asking all Australian to "Drive So Others Survive!"

National Road Safety Week had become a call to action, with "Drive So Others Survive!" as our motto and yellow ribbons as our symbol. Because of the promotion of our motto, a change in focus has started to occur. We see a move by agencies and organisations away from just asking the driver to protect his/herself, to asking the driver to focus on and protect those on the road ahead.

Of course, this concept was ripe for adoption because both individuals and organisations have believed for some time that we need to change driver behaviour. So a chord was struck around the nation, especially with line markers, traffic management, road workers, roadside assistance, tow truck drivers, logistics firms and of course, police and emergency services.

These same organisations also recognised that displaying yellow ribbons was a simple a way to demonstrate their support for road safety. As a result, ribbons started appearing on vehicles and fleets, and individuals and organisations stood in solidarity declaring "I Drive So Others Survive!".

In May 2013, Queensland Motorways (now Transurban) offered to be the first organisation to light a national icon

in yellow in support of the Week. Not only did they light the iconic Sir Leo Hielscher Bridges (aka Gateway Bridges) in Brisbane but they changed the VMS signs on their freeways to ask the community to "Drive So Others Survive!" At the same time, motoring organisations joined the "Drive So Others Survive" campaign and placed yellow ribbons and yellow ribbon stickers on their fleets.

Road Safety statements and videos started to flow, most notably by the then Governor-General, Hon Dame Quentin Bryce AD CVO, and then by the Hon General Sir Peter Cosgrove AK MC. With the leadership of the Governors-General, Prime Ministers Abbott and then Turnbull became supporters along with Premiers, Chief Ministers, Ministers and Opposition Leaders.

Last year, NSW saw more than 30 bridges, building and national icons lit from the Pacific to the Indian Ocean. Over the past few years these have included Old Parliament House (Canberra), Queensland and Victorian Parliament House, Gateway Bridges (Brisbane), Storey Bridge (Brisbane), Victoria Bridge, Art Gallery Spire (Melbourne), Brisbane City Council City Hall (Brisbane), Parliament House (Victoria), Bolte Bridge (Melbourne), Gladesville Bridge (NSW), Newcastle City Council Clock Tower (NSW), Big Merino Goulburn (NSW), Goulburn Soldiers Club (NSW), Telstra Tower (ACT), National Carillon (Canberra), Questacon (ACT), The Royal Australian Mint (ACT), The National Archives (ACT), Albert Hall (ACT), the Kings Avenue Bridge (Canberra), Majura Parkway Overpass (ACT),



Adelaide Oval, Riverbank Bridge (South Australia), Features in Darwin Mall (NT), Launceston Town Hall (Launceston), Bass Strait Maritime Centre (Devonport), Roundabout Fountain (Hobart), Perth City Building, Elizabeth Quay (Perth), Swan River Bell Tower (Perth).

On 7 May 2017, National Road Safety Week became part of the launch of UN Global Road Safety Week for the Western Pacific which was held at the Sydney Opera House. For the first time SARAH was able to successfully negotiate for the great national and international symbol, the Sydney Harbour Bridge, to be lit in yellow for National Road Safety Week. I am pleased to say that the lighting of the Sydney Harbour Bridge is happening again this year (30 April to 6 May 2018).

What will you do for National Road Safety Week?

We started our campaigns because your life matters... your mate's life matters... your loved one's life matters!

We are certainly proud of what has been accomplished but if we are to change community attitudes and get drivers and riders to actively look after your safety, and the safety of your loved ones, then we must each become road safety advocates. We need you to be involved so we can get the change.

So what can you do to help promote the week?

From 30 April to 6 May 2018 there will be road safety activities occurring around the country and each day during the Week will have a theme. We want you to participate and encourage others to do the same. .. and Yes, you can participate in more than one!

2018 National Road Safety Week – Daily Focus

- **Monday 30 April – Remember the 1200** – *(Spend a moment remembering the more than 1200 killed & 30,000 Australians who suffered serious injuries on our roads last year)*
- **Tuesday 1 May – Protecting those who protect us** – *(A time to focus on the experiences and tell the story of police and emergency services, RFS, CFA, SES etc)*
- **Wednesday 2 May – Protecting those who help us** – *(A time to focus on the experiences and tell stories of Line Markers, Towies, Roadside Assistance, Traffic Controllers, Road Workers etc)*
- **Thursday 3 May – Protecting every life** *(A time to focus on the experiences and tell the story of other road users and especially school children and pedestrians)*
- **Friday 4 May – Shine A Light on Road Safety** *(Turning on your lights to show you Drive So Others Survive!)*
- **Saturday 5 May – Yellow Ride** *(focus on two wheel road users - cyclists and motor cyclists - yellow ribbons on bikes - rides by clubs)*
- **Sunday 6 May – Regional and Remote Users** *(looking after your mates - effects of speeding, distraction, alcohol/drugs and tiredness noting two thirds of deaths occur on regional/remote roads, effects on communities)*

We want you to become a road safety advocate!

Want to join us in protecting vulnerable lives? Here are some specific things you can consider to support the Week.

There are lots of things that you can do with mates. There are lots of things that you can lead!

Put yellow ribbons on your fleet and personal vehicle, sign the road safety week pledge at www.sarahgroup.org/home/#home/pledge, organise a toolbox talk and share your near miss experiences with mates, upload a video to Facebook and tell road users to protect you and your family, talk with your friends and loved ones about why they need to "Drive So Others Survive!", encourage your children to talk about why their safety is important, spend time with someone who has lost a loved one or is caring for someone who has been seriously injured, ask your school to run a road safety day and get the kids to dress in yellow, run a road safety "look after your mates" event, etc.

Make sure you show others what you have done! Record it, photograph it, upload it and tag it with #NRSW and #DriveSOS. You can also send your photos or videos with comments to NRSW2018@sarahgroup.org and we'll put them on our gallery page.

You can find out more about National Road Safety Week, order yellow ribbons for your vehicle or fleet and get "Drive So Others Survive!" stickers by heading to www.sarahgroup.org.

But whatever you do, tell people to look after each other on our roads and highways, and then set the example by showing you "Drive So Others Survive!".

We're committed to your safety and the safety of your loved ones but we also need your advocacy.

So what will YOU do for 2018 Yellow Ribbon National Road Safety Week?

By Peter Frazer

President, Safer Australian Roads and Highways

SARAH wishes to acknowledge Ennis Flint – A proud Major Sponsor of Safer Australian Roads and Highways as well as a Principal Partner of 2018 Yellow Ribbon National Road Safety Week.

TIPS & HINTS – PISTON PUMP MAINTENANCE

Piston pumps have internal packings (or seals) that require changing periodically. A sign of these packings being worn is a small amount of paint appearing at the top of the pump where throat seal lubricant is placed.

If your pump is just starting to leak, this is a sign of pump packing wear and now is the time to service your pump.

Changing the packings at the first sign of pump wear will prolong the life of the pump by lessening the wear of the hard parts. Ignoring packing wear can lead to pump component damage leading to higher maintenance costs.

The general purpose of the packings is to create a seal, direct fluid flow and help the pump build pressure. There are two sets of packings – upper (or throat) and lower (or piston). Throat packings seal the displacement rod to the top of the pump cylinder. Piston packings create a seal inside the cylinder as the rod moves up and down.

The packings are available in a repair kit from your authorised dealer and will usually include other recommended replacement parts (for example balls for the inlet and outlet valves and other gaskets, seals and o-rings).



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EQUIPMENT FOR:

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- LINE MARKING
- THERMOPLASTIC
- LINE REMOVAL





RSA is a specialist road safety audit organisation which provides consulting services to road authorities, contractors, designers, Worksafe and the legal profession. In its 24 years of operation, its personnel have been and are currently involved in providing road safety auditing, specialist road safety advice, risk analysis and crash countermeasure development throughout Australia and internationally on some of the largest infrastructure and complex road projects.

Merge and Continuing Lane Closure

This article will provide a brief overview and include some examples of RSA's observations related to traffic management practices associated with lane closures and brightness of electronic signs, which can have a direct impact on the safety of general public and road workers, especially workers involved in line marking activity.

In Victoria, the main documents used when developing traffic management plans (TMP) are:

- AS1742.3 Manual of Uniform Traffic Control Devices Part3; Traffic Control for Works on Roads;
- VicRoads Supplement to AS1742.3;
- Road Management Act 2004, Code of Practice Worksite Safety- Traffic Management;
- Various VicRoads publications and guides relation to specific products such as temporary barriers and use of TMA's, etc.



AS1742.3 and road authorities generally require traffic guidance schemes (TGS) and traffic management plans (TMPs) to be prepared by suitably qualified and accredited professionals. Although this requirement is generally met, RSA has noted that some TMSs appear to have been prepared without the developer inspecting the site. This practice not only increases the risk of injury for road workers and general public but also poses a greater legal liability issue for the road authority, principal contractor and the traffic management company that developed the TMP. Another common problem noted when auditing TMPs is that although they may be developed by suitably

experienced or accredited personnel, there is a tendency to adopt guidelines without understanding the first principles behind the development of a particular criteria in the guidelines. It is therefore critical for developers of TMPs to have an appreciation and good understanding of the standards and guidelines and the type of works that the TMP is intended to facilitate. More importantly, the developers of TMPs should attempt to understand how the public will perceive the implemented measures and will they understand the intended message being conveyed in relation to the conditions ahead, change in travel path or actions that is required of them.

Some Examples of Issues Related to Implemented Lane Closures

Example 1

The use of the flashing arrow after the lane drop does not add to safety (once drivers have already merged) but could give them the impression that another lane is closing. This might be relatively harmless during the day in clear weather and easy to read road environments, but what about at night or roads that are more difficult to read?



Example 2

The right lane has been closed for hundreds of metres and in the darkness it's difficult to know whether there is a need to change lanes again. In addition, the sign 'merge left' was added, compounding the issue at night, on a freeway, and on a curve.



Good Practice and Guidelines

While individual practices will always vary and practitioners copy each other's practices, overall, historically, best practice sees the flashing arrows reserved for lane drops/merges, with the flashing bar or flashing scatter (below) for other purposes such as indicating the presence of trucks/activity behind closed lanes.

This is also the direct and indirect recommendation within three key documents: 1. VicRoads' 'Guidelines for the Use of Truck Mounted Attenuators'; 2. AS1742.3 2009 3.12.2 (ii), and 3; the Code of Practice Figures 6-10.



Note: It would have been more appropriate to replace the arrow board shown circled in the photo with a flashing scatter, given that the board is reinforcing the message that the lane is still closed and not instructing drivers to merge left.

Electronic Sign Lighting Intensity

There's been an increase in RSA identifying strobe lights on TMAs as traffic hazards during road safety audits.



The very bright flashing rotating / strobing lights contradict various traffic engineering principles in relation to contrast and distraction and incorrectly supports the notion that 'brighter is better'.

Its use is directly inconsistent with AS1742.3 2009 3.12.2 (para 2), along with informal traffic engineering sign illumination design guidance documents such as VicRoads' veiling luminance guidelines and Austroads Guide to Traffic Management 10 re: 'rolling, scrolling and flashing'.

This can be a major distraction for both directions of traffic, even on widely divided carriageways. Not only can they be highly distracting and blinding but are wholly unnecessary. The lane closures have to be clear and conspicuous on their own merits. Flashing arrow boards and other smaller hazard lights on truck's do all of the 'visual' work required for a driver to be warned and to navigate.

Traditional 'scatter flashing lights' are simple, effective, and not too bright.

Safety Message

Everyone working on the road have a responsibility for their own safety as well as the general public. If you feel unsafe or have concerns with a particular traffic management setup for your work area, bring it to the attention of your supervisor for the matter to be raised with the principle contractor or the company engaged to implement the traffic management measures. This action may result in preventing an incident at the work zone and more importantly save someone's life.



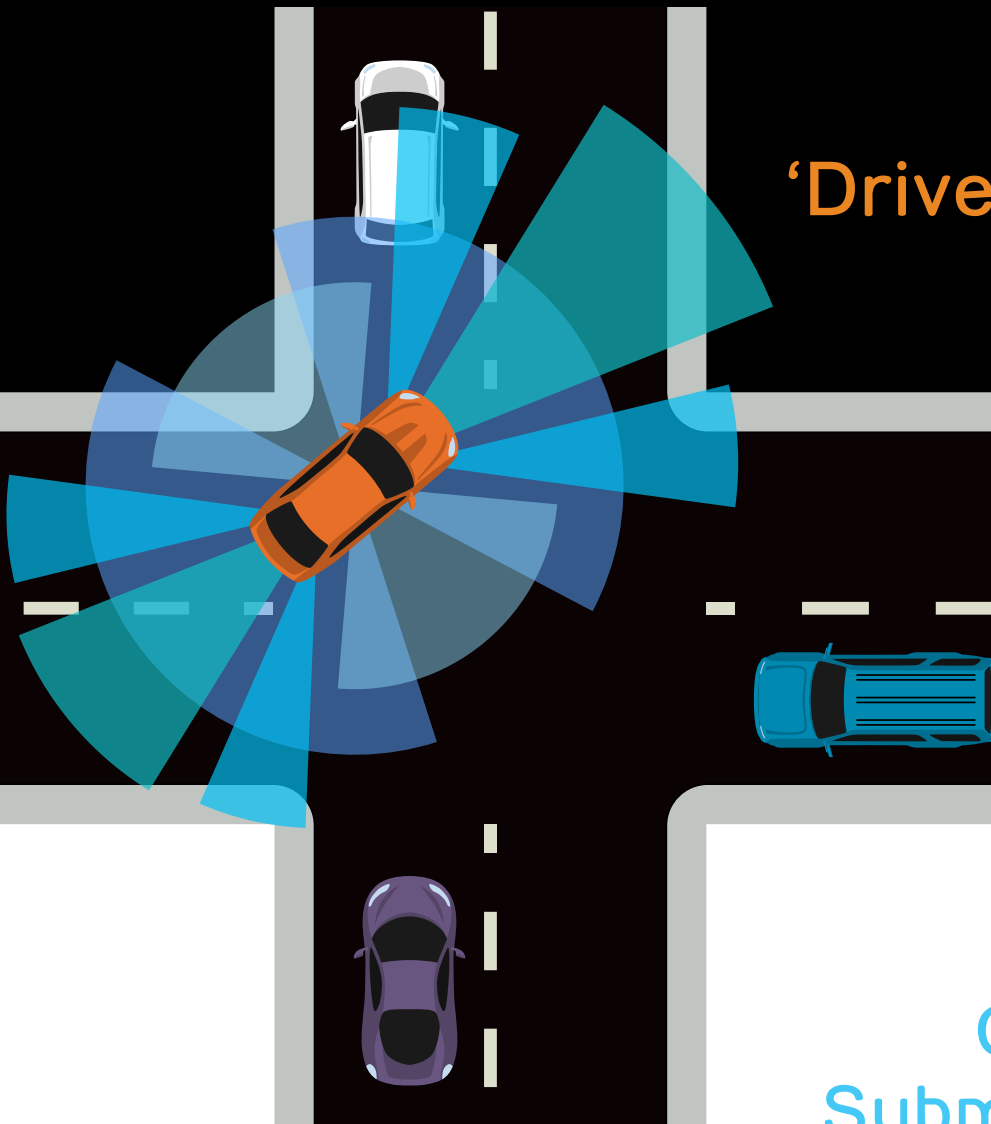
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29th–30th August 2018

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‘Drivers of Change’



Call for papers
Submit by 31st May

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Wednesday 7th - Thursday 8th Sep 2018

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“**DRIVERS OF CHANGE**” theme will provide you the opportunity to present papers to get everyone talking about your association and your industry.

As part of this preparation we would like to invite you to share your knowledge and expertise and submit your papers for review. **Papers need to be submitted prior to Thursday May 31st 2018.**

Sessions may include:

- Technical Papers or Case Studies - the latest technology from around the world.
- The Value of Linemarking: For customers, Pavement marking has a price but no value.
- Enforcement: We are over regulated, with unrealistic expectations - what’s the point without enforcement and penalties.
- Harmonization - is it that hard to achieve?
- Customer Service - dealing with difficult clients and suppliers.
- The future of Linemarking - Where can we expect to be in 5, 10 or 20 years?
- Your Workplace - and you thought it was tough out on the road!!! We now have to be social workers, therapists, councilors, experts on substance abuse. I just want to paint lines.

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To submit your paper please email to info@riaa.com.au

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ROADMARKING INDUSTRY ASSOCIATION OF AUSTRALIA CONFERENCE

29th-30th August 2018

Delegate Registration



Company Name:

Contact Name:

Address:

Suburb/City: State: Post Code:

Telephone: Mobile:

Email:

2 Day Conference Registration:

(Includes all Sessions, Breakfast with a special Guest Wednesday, Lunches, morning & afternoon teas & the Cocktail Function; but NOT the Dinner)

	Early Bird Price to 30/6/18	Price after 1/7/18	No. required	Total \$AUD
RIAA/NZRF Members (Registration of first Delegate)	\$1155.00	\$1265.00		
RIAA/NZRF Members (Additional Delegates)	\$825.00	\$910.00		
Non Members (Registration of first Delegate)	\$1485.00	\$1595.00		
Non Members (Additional Delegates)	\$1155.00	\$1270.00		
Member Day Delegate		\$726.00		
Non Member Day Delegate		\$825.00		
Dinner/Show (Thursday Night)		\$195.00		
Cocktail Function		\$85.00		
Total Amount Payable in \$AUD				

TRANSFERS – FREE SHUTTLE BUSES supplied to and from Accommodation/Conference, included in your price.

Signature: Date of Application:



ROADMARKING INDUSTRY ASSOCIATION OF AUSTRALIA CONFERENCE

29th-30th August 2018

Accompanying Persons Registration

Delegate Name:

Accompanying Persons Name:

*Child's Name: Age:

*Child's Name: Age:

*Child's Name: Age:

*Child's Name: Age:

*Child's Name: Age:

Address:

Suburb: State: Postcode:

Telephone: Mobile:

Email:

PLEASE NOTE: Registration Fees DO NOT include accommodation.

	Early Bird Price to 30/6/18	Price after 1/7/18	No. required	Total \$AUD
Cocktail Function		\$85.00		
Dinner/Show (Thursday Night)		\$195.00		
Adults & Children 14 +				
Children 5 – 13				
Children 1 – 4				
Total Amount Payable in \$AUD				

Please send your registration form and cheque to **Roadmarking Industry Association of Australia, PO Box 5070, Hallam, VIC 3803**. If paying by credit card or EFT, please complete one of the payment options below and Email this Registration Form to: riaadmin@riaa.com.au

CREDIT CARD PAYMENT AUTHORISATION:

I/We hereby authorise you to charge my/our credit card in the amount of \$_____ for Conference Fees as follows:

VISA MASTERCARD

Card Number: _____

Card Expiry: ____ / ____ CVV: _____

Card Holder Name: _____

Card Holder Signature: _____

ELECTRONIC FUNDS TRANSFER:

An Electronic Funds Transfer has been arranged to be deposited for Conference Registration as follows:

Deposit Date: _____ Deposit Amount: \$ _____

Account Name: Roadmarking Industry Association of Australia Ltd
Bank Name: Bank of Melbourne
BSB Number: 193-879
Account Number: 106302218

Name: _____

Signature: _____

Cancellation Policy: No refunds given for cancellations made less than 14 days prior to conference.



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VALE



Earl Brent Rouse

19 November 1965 - 26 August 2017

It is with great sadness that we note the passing of Brent Rouse formerly of Roadmarkers NZ & Oz Linemarking. Brent passed away in August 2017 (Hamilton NZ) after a long and gruelling battle with cancer. For those who knew Brent he was a charismatic charmer, inclusive of everyone and always creating fun to be had. There was also a serious and professional side to him, determined and motivated he encouraged all who were around him to achieve their best.

Brent's career was a varied one because he could turn his hand to many things. He always had ideas and visions of better ways to do things and, even as a young man, he was driven to succeed. He started out when he was still at school working two jobs, a milk run and at a burger bar, saving for his first home. After leaving school Brent spent time in the family business, Roadmarkers Waikato in Hamilton NZ. He married young and became a proud father to David, which was all part of the plan.

Working through the ranks at Roadmarkers Brent finally persuaded owners, (and heads of the family), Eric and Glennis to give him a management role... He flourished in this role helping the company to grow and expand, first to the South Island in a joint venture, and then expanding into Australia.



Maree Walker

It is with regret that we advise the passing of Maree Walker on the 10th of November 2017, aged 61.

Maree was the business administrator of Crystalite for twenty years and was involved in the contracting days and changing the business to thermo manufacturing. She saw the move from Eastwood to South West Rocks.

Her happy and friendly manner was well known in the industry.

She survived cancer for nearly three decades until her short battle with it returning in late 2017.



Brad Cartmill

It is with great sadness that we advise of the sad passing of Brad Cartmill aged 55 on the 31st of December 2017.

Brad was admitted to Gold Coast Private Hospital in mid-December suffering chest pains and after experiencing a number of setbacks passed away on New Year's Eve.

Brad had worked at the Gold Coast City Council (Later the City of Gold Coast Council) since 1980 in the Traffic Section department and the Transport and Traffic branch where he held the position of Traffic Engineering officer before his sudden death. Brad had started his career on a sign installation crew before performing several years of roadmarking and using his experience, knowledge and skill to mentor others in the industry.

Brad's dedication to his job and his sense of humour will be sadly missed by all who had the privilege of knowing and working alongside him.

He is survived by his children Braidee and Corey, our condolences go out to them, his extended family and friends.



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Austrroads Safety at Road Worksites



In 2015, Austrroads initiated the Safety at Road Worksites strategic priority project. The Austrroads Board recognised that safety at roadworks was a significant issue for road agencies, industry and road users. It was acknowledged that improvements were required to manage the risks associated with providing the optimal level of safety for employees and contractors working in or near traffic, combined with the need to provide a safe road environment for all road users.

Following the completion of a series of research tasks in 2015/16, Austrroads committed to a new program of works to improve capability within the industry and provide guidance for practitioners. This program consists of a number of elements.

Austrroads Guide to Temporary Traffic Management Practice

The first element for this program is developing and publishing a new Guide series for Temporary Traffic Management Practice. This Guide will sit alongside Australian Standard AS1742.3 "Traffic Control Devices for Works on Roads".

The format for the Guide to Temporary Traffic Management Practice has been developed based on the New Zealand (NZ) Code of Practice for temporary traffic management.

The NZ Code demonstrates a holistic consideration of all matters relating to temporary traffic management including guidance, training, accreditation and policy. The structure for the new Guide will include the following parts:

1. Introduction
2. Traffic Management Planning
3. Traffic Control Devices and Approval Process for new devices
4. Static Worksites
5. Mobile Works and Unsealed Roads
6. Short Term Low Impact Worksites
7. Guide for Field Staff – Implementation and Supervision
8. Traffic Controller Instructions
9. Processes and Procedures
10. Sample Layouts
11. Supporting Guidance

The details of the Guide parts currently being developed are as follows;

PART 2

Traffic Management Planning

The safe management of traffic at any site relies on good planning to address the identified impacts on all road users. This then allows for risks to be identified, planned for and mitigated. For simple jobs planning may involve only knowing the traffic features and when the busy periods are. Complex jobs will need to manage traffic, pedestrians, cyclists, public transport and many other issues.

The preparation of a Traffic Management Plan (TMP) has always been a requirement of the Australian Standard AS1742.3. Austrroads is now preparing more comprehensive guidance on how to prepare a TMP.

PART 4

Design of Static Worksites

The Australian Standard AS1742.3 has previously presented relatively comprehensive guidance for designing a Traffic Guidance Scheme (TGS) for a Static Worksite. This information, and updated information To date, four separate contracts

being prepared to more readily step designers through the process to develop the TGS. Importantly, there is an increased focus on the need to firstly consider the safer options for worksites by closing the road to traffic.

PART 5

Design of Mobile Worksites

It is recognised by many in the industry that the current guidance for mobile worksites has not kept up with practices commonly used today. Therefore, this guidance is being substantially reviewed to capture and accommodate contemporary practices with regards to truck mounted attenuators, variable messages signs and other devices.

PART 6

Short Term Low Impact Works

At many short term work sites, the risks associated with setting up a static worksite are greater than the risk being protected. In these cases, a number of practices for short term, low impact works can be applied. This guide is being developed in the form of safe work method statements.

PART 7

Guide for Field Staff

There is currently only limited guidance for field staff. As these staff are undertaking an activity which is recognised as being hazardous, the need to provide more comprehensive guidance has been identified.

This guide will work through developing the appropriate safe processes for a risk assessment at every site, the implementation of a TGS, and all tasks associated with the monitoring, management and record keeping at a site.

PART 8

Traffic Controller Instructions

This task is recognised as the most dangerous activity at a road works site. This guide is adopting comprehensive guidance developed by a number of State Road Authorities to raise the level of protection for these workers and to ensure they have the skills to safely protect others and themselves.

PART 9

Processes and Procedures

There are numerous processes and procedures associated with the development and implementation of safe traffic management at road work sites. This guide is targeted at documenting these practices, detailing the training needs for everyone in the industry and the road categorisation system to be rolled out.

PART 11

Supporting Documentation

This Guide will provide more detailed information on a number of topics that support the practices in the remaining parts of the Guide. At present the elements of this part of the guide include:

- Risk Assessment for Temporary Traffic Management
- Surveillance and Audit of Temporary Traffic Management
- Planning, design and operations for Events on Roads
- Temporary Traffic Management for emergencies and unplanned works.

To date, four separate contracts have been issued to consultants to assist with the development of the Guide.

In March 2017, Aurecon commenced preparation of Parts 4, 5 and 6 of the Guide. In September 2017, Aurecon was awarded a second contract to prepare Part 2 on Traffic Management Planning and Part 8 on Traffic Controller Instructions.

In October 2017, Wave International was awarded a contract to prepare Part 7, a Guide for Field Staff and Part 9 on Processes and Procedures.

And in December 2017, Solutions in Transport commenced work preparing Part 11 on the Supporting Guidance.

**SAFER
OPTIONS
PROTECT
PEOPLE
SAFE WORK
METHODS
COMPREHENSIVE
GUIDANCE
RISK
ASSESSMENT
DOCUMENT
SUPPORT
PLANNING**



CATEGORY 1	CATEGORY 2	CATEGORY 3
Most urban streets Most rural roads Most rural highways Roads can be (a) with or without a centreline (b) sealed or unsealed.	High-volume roads Greater than 10,000vpd. Major urban streets Some arterial roads Some 2-lane 2-way roads 1-way streets Multi-lane roads.	High-volume and high-speed multi-lane roads and motorways Includes on-ramps and off-ramps Speed limit $\geq 80\text{km/h}$.



Categorisation of the Road Network

New Zealand has for many years applied a system for categorising the road network to ensure that traffic management is scaled according to the risk and the complexity of the road network to which it is applied. This system is now proposed to be adopted in Australia.

(See table above.)

National Training in traffic management

The training for temporary traffic management is also being revisited to align with this road categorisation. Training needs to be nationally adopted and harmonised to ensure that there is a consistently high standard of traffic management practice, supporting a nationally mobile industry.

Austrroads previously developed a nationally accredited training program for traffic controllers which is being

progressively adopted by Australian road agencies. It is proposed that this training material consisting of eight units of competency will be reviewed and expanded to align with a new road categorisation and harmonised model of guidance and training based on the New Zealand Code of Practice for Temporary Traffic Management (CoPTTM) model.

National Registration and Prequalification Schemes

Registration of individuals working at all levels of traffic management at roadworks will ensure that practitioners are trained by approved Registered Training Organisations (RTOs) and that accreditation can be readily accessed by a mobile industry.

Currently, each road agency is responsible for the training and certification of traffic management individuals within their state. Each state road agency administers their scheme with differing operating models and price structures. However, the state based approach

is limited in its ability to provide a nationally harmonised approach to competency based training and the current certification by each state does not fully support a national industry that works across state borders.

Austrroads is currently investigating the establishment of a training portal for industry with the aim to achieving greater harmonisation of practice and improved training outcomes. It is envisaged that any portal would be open to all of industry, without barriers to entry based on membership or affiliation.

Similarly, a prequalification schemes for companies operating in temporary traffic management is also proposed.

Australian Standard AS1742.3

In parallel with these works, there has been ongoing works on the review of the Australian Standard AS1742.3, Manual of Uniform Traffic Control Devices – Part 3: Works on Roads.

We need your input – How can you get involved?

Austrroads has recently set up a registration form on the Austrroads website. Please register on this form to receive project updates and alerts when tenders are released and documents released for public comment.



Working Group Members

- RIAA registered as a key stakeholder

Talk to your State Government or Local Government representative



You can write to us at any time

- New practices to be considered
- Suggested amendments to existing practices
- Issues / concerns with existing practice

Email

austrroads@solutionsintransport.com.au



Updates and Industry Consultation

- Receive updates on the project.
- Formal consultation for every part of the project
- Review and comment on the draft documents

Register at

www.austrroads.com.au/road-operations/network-operations/safety-at-road-worksites

For further information

Please contact

Dr Dan Sullivan

Solutions in Transport / Project Manager
Safety at Road Worksites Project

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TAKING IT TO THE NEXT LEVEL



Introducing the Scorpion II® TMA (Truck Mounted Attenuator)

MASH Tested, Passed and Eligible



Since its introduction more than 17 years ago, the remarkable Scorpion® TMA (Truck Mounted Attenuator) has gained an enviable reputation for saving lives and significantly reducing the risk of serious injuries in roadside work zones. Indeed, Scorpion TMA's have proven their performance in the field in well over 2,000 documented impacts in the USA alone, as well as in numerous impacts across Australia and around the world and are directly credited with saving lives and reducing the severity of injuries suffered by vehicle occupants during an impact.

Building on that success, TraFix Devices recently introduced the latest iteration of the Scorpion TMA, the Scorpion II® - and it's now available in Australia through A1 Roadlines, the exclusive Australian distributor of Scorpion TMA's.

Developed in response to the updated MASH (Manual for Assessing Safety Hardware) testing and assessment guidelines, the Scorpion II was the world's first Truck Mounted Attenuator tested, passed and eligible for MASH, TL-3 (tested at 100kph)

Visit the US Federal Highway Administration website: www.safety.fhwa.dot.gov and search 'Letter CC-132' for details

While there can be no doubting the outstanding performance of the Scorpion TMA's Patented design, the Scorpion II® TMA takes it to the next level.

Janine Bartholomew, Manager with A1 Roadlines, explained:

"The Scorpion II TMA combines all of the benefits of the original unit,



while also integrating some new design modifications. Although there are only minor cosmetic differences between the Scorpion and Scorpion II, advances in materials technology have enabled the design to be modified to further enhance its performance during an impact."

Importantly, the Scorpion II® TMA has the added benefit of MASH eligibility.

"With the MASH testing and assessment standards now being referred to in the Australian Standard AS/NZS 3845.2:2017 in place of the previous NCHRP-350 testing, it's important that newly designed equipment is tested, passed and eligible under the MASH requirements," Janine Bartholomew said.

"Most importantly, that does not mean that the older Scorpion units that were tested to NCHRP-350 and approved under the previous guidelines are no good or can't be used – it simply means that as MASH is now the preferred testing and assessment standard, any new models or equipment should be tested to MASH guidelines," she added.

QUICK & EASY TO DEPLOY

As with its predecessor, the Scorpion II TMA is extremely easy to use and fast to deploy in the field.

Available to suit a wide variety of vehicle type and models, the Scorpion II TMA's compact design and balanced weight distribution minimises the impact on vehicle handling, while its 'fold-over' design helps to minimise the total vehicle height while in transit to and from the work zone, without having to compromise on performance in the field.





PERFORMANCE BY DESIGN

The Scorpion II TMA consists of strut and cartridge sections that are linked together on a support frame. This open cartridge design reduces wind resistance and increases fuel efficiency when deployed on the job site and when traveling at highway speeds.

Each energy absorbing cushion has an Aluminium honeycomb core that is enclosed by aluminium powder coated box module that provides maximum durability and longevity. The Scorpion II is equipped with LED brake, directional, signal and running lights to further enhance advanced warnings to drivers.

When impacted, the Scorpion's modular design crushes in progressive stages, which reduces the impact forces on the vehicles occupants and results in lower repair costs and easy parts replacement. The curved side rails are made from corrosion resistant aluminium tubes and offer full width impact protection along the entire length of the Scorpion II by safely redirecting the impacting vehicle away from the deadly "coffin corners" at the rear of the truck.

When fully deployed, the Scorpion II TMA is only 4m in length, thus giving the Scorpion II the shortest overall length of any MASH Eligible Truck Mounted Attenuator on the market. This shorter length reduces incidental impacts and repair costs while still

providing the best safety and reliability you have come to expect from the Scorpion line of crash attenuators.

The Scorpion II is MASH Tested and Eligible with a minimum host truck vehicle weight of only 6,804 kg (15,000 lbs) with absolutely no upper weight limit. This is the widest range of host truck vehicle weights of any MASH Tested and Eligible Truck Mounted Attenuator currently on the market.

Additionally, the Scorpion II TMA is compatible with the Doctor Air Brake® automatic braking system that instantly locks the brakes of the host vehicle upon impact, further protecting the driver of the TMA truck, occupants of the impacting vehicle, and any bystanders or workers near the crash.

MODULAR DESIGN DELIVERS PERFORMANCE & SAVINGS

As well as playing a significant role in its performance during an impact, the Scorpion II TMA's 'modular' design also plays a major role in helping to reduce the cost of repairs (particularly after moderate impacts and/or in the event of accidental damage) with only the damaged components requiring replacement.

With most non-modular units, even minor damage caused by a driver inadvertently reversing into an object or colliding with a stationary object while positioning the vehicle, can have extremely costly consequences. In fact, with some units, even minor impacts can result in having to replace the majority of the TMA unit.

Needless to say, with very low speed and minor impacts accounting for around 80% of the total impacts into TMA's, the cost and inconvenience of having to replace an entire unit or the majority of a unit any time minor

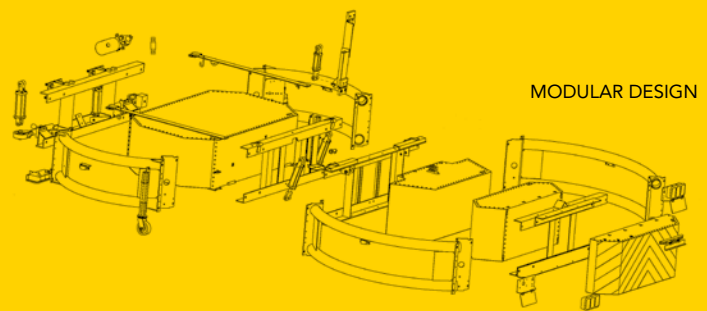
damage occurs can be considerable.

Importantly, even after most 'medium severity impacts', the Scorpion II TMA only generally requires replacement of one or two of the 'cartridge' sections and, depending on the angle of impact, a set of aluminium side deflection bars.

The Scorpion II TMA units are extremely quick and easy to repair, and with the greater majority of repairs coming in at only a fraction of the cost of a replacement unit, they deliver outstanding 'whole of life' value.



DAMAGED SCORPION II



MODULAR DESIGN



THE DAMAGED COMPONENTS BEING REMOVED FOLLOWING AN IMPACT.



WITH THE DAMAGED COMPONENTS REMOVED, THE REMAINING SECTIONS ARE CHECKED PRIOR TO THE NEW COMPONENTS BEING FITTED.



FITTING THE NEW COMPONENTS. THE MAJORITY OF TMA REPAIRS CAN GENERALLY BE COMPLETED WITHIN A ONE-DAY TURNAROUND.

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