



Bulletin

Truck Mounted Attenuator (TMA): *Control* the Hazard

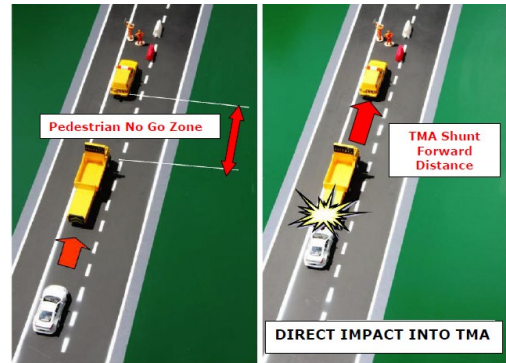
Crews gathered at rear of TMA to conduct Zero Harm Prestart

What is changing?

Vehicles and Mobile Plant play a significant role in the work we do, as such it is vitally important that we all take the time to refresh our knowledge of the relevant hazards and controls.

The use of TMA's has steadily increased and is now a regular part of ensuring the safety of our workers on the road.

It is critical to ensure TMA's remain as a **Control** on our worksites, and not a **Hazard**



EXAMPLE ONLY: Digital Image of NGZ and TMA Shunt Distance

Competency/ Ability to Operate

All TMA Operators must be trained and competent in the safe operation of their crash attenuator unit

Minimum requirements include:

- A current and valid heavy vehicle licence of a suitable class i.e. MR licence or above
- General Construction Induction Card
- RIIRTM301D Operate a Truck or Trailer Mounted Attenuator (TMA)
- Minimum Traffic Control Qualifications:
 - RIIWHS302D Implement Traffic Management Plan
- Any additional State Specific training

Required Action

- Conduct job specific risk assessment prior to use of TMA
- Ensure all operators attend daily Zero Harm Prestart Meeting prior to commencing works
- All TMA Operators must conduct Plant Prestart Inspection prior commencing works
- Minimum buffer distance/ shunt-forward distance to be established, communicated, and maintained **at all times** i.e. 30m or greater
- Under no circumstances should workers or equipment enter the clear area between the TMA and the worksite: **NO GO ZONE (NGZ)**
- Pedestrian workers should also be protected by a works vehicle for secondary protection, particularly in a high-speed work environment.



Are all persons on your job aware of the TMA No Go Zone?