



Bulletin

Truck Mounted Attenuator (TMA): *Control* the Hazard Positioning and Safety Buffer for TMAs

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 we have experienced several mirror strikes from passing vehicles.

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



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 to operate a TMA
- General Construction Induction Card
- **RIIRTM301E Operate a Truck or Trailer Mounted Attenuator (TMA)**
- Minimum Traffic Control Qualifications:
 - RIIWHS302E Implement Traffic Management Plan

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 to commencing works
- Minimum safety buffer distance/ shunt-forward distance to be established, communicated, and always maintained i.e., 40m or greater as per Austroads Guide to Temporary Traffic Management (AGTTM)
- **TMAs shall be positioned (including mirrors) to ensure a clear path for vehicles passing in the adjacent live lane**
- Under no circumstances should workers or equipment enter the safety buffer between the TMA and the area where work activities are being performed.

Are all persons on your job aware of the TMA Safety Buffer?
Is the TMA operator appropriately qualified?