Austroads

National Training Framework for Temporary Traffic Management

Draft for Industry Feedback

National Training Framework for Temporary Traffic Management

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Abstract

This document provides detailed information regarding the proposed National Training Framework for Temporary Traffic Management (NTFTTM). Once this document is approved by the Austroads Board, it will be incorporated into part 8 of the AGTTM.

This document has been developed to enable industry to provide feedback on the proposed scheme.

Feedback is to be provided on the form provided by Friday 28 August 2020.

Keywords

Temporary traffic management, training, road worksites, event management, industry consultation

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About Austroads

Austroads is the peak organisation of Australasian road transport and traffic agencies.

Austroads' purpose is to support our member organisations to deliver an improved Australasian road transport network. To succeed in this task, we undertake leading-edge road and transport research which underpins our input to policy development and published guidance on the design, construction and management of the road network and its associated infrastructure.

Austroads provides a collective approach that delivers value for money, encourages shared knowledge and drives consistency for road users.

Austroads is governed by a Board consisting of senior executive representatives from each of its eleven member organisations:

- Transport for NSW
- Department of Transport Victoria
- Department of Transport and Main Roads Queensland
- Main Roads Western Australia
- Department of Planning, Transport and Infrastructure South Australia
- Department of State Growth Tasmania
- Department of Infrastructure, Planning and Logistics Northern Territory
- Transport Canberra and City Services Directorate, Australian Capital Territory
- Commonwealth Department of Infrastructure, Transport, Regional Development and Communication
- Australian Local Government Association
- New Zealand Transport Agency.

This report has been prepared for Austroads as part of its work to promote improved Australian and New Zealand transport outcomes by providing expert technical input on road and road transport issues.

Individual road agencies will determine their response to this report following consideration of their legislative or administrative arrangements, available funding, as well as local circumstances and priorities.

Austroads believes this publication to be correct at the time of printing and does not accept responsibility for any consequences arising from the use of information herein. Readers should rely on their own skill and judgement to apply information to particular issues.

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1. Introduction

1.1 Background

In December 2019, Austroads launched the new Austroads Guide to Temporary Traffic Management (AGTTM). The AGTTM has 10 parts providing a best practice reference for the development of safe, cost effective and efficient temporary traffic management solutions for Australia and New Zealand. For more information regarding the AGTTM, visit the Austroads website austroads.com.au.

Part 8 of the AGTTM Processes and Procedures contains information regarding the training framework, including roles and competencies, for people working in temporary traffic management. Following the release of the AGTTM, with the support of the Austroads Temporary Traffic Management Technical Reference Group (TTMTRG), Austroads has further refined the training framework. This document provides detailed information regarding the proposed National Training Framework for Temporary Traffic Management (NTFTTM). Once this document is approved by the Austroads Board, it will be incorporated into part 8 of the AGTTM.

The key features of the NTFTTM include:

- consistent training delivery across Australia and New Zealand;
- a centralised database of Approved Training Providers (ATPs);
- a centralised database of all people trained in temporary traffic management;
- a Training Provider that is approved in one jurisdiction may be able to train in another jurisdiction;
- a person who has obtained temporary traffic management training qualification in one jurisdiction may have that qualification recognised by other jurisdictions;
- consistent performance reporting of ATPs and individuals, and sharing of this information across Participating Agencies; and
- the promotion of best practice in the temporary traffic management training industry.

A summary of the training framework process, in the form of a flow chart, is shown in *Appendix A*.

1.2 Scope

The NTFTTM specifies mandatory requirements for traffic controllers, traffic management implementers or traffic management designers working on roads managed by the Participating Agencies listed in Table 1. Other road infrastructure managers may also adopt the NTFTTM as part of individual contracts or as their general practice.

1.3 Temporary Traffic Management Technical Reference Group

The TTMTRG is responsible for the ongoing development and management of the AGTTM and other matters relating to temporary traffic management including training. The TTMTRG reports to the Austroads Network Taskforce. The current members of the TTMTRG are listed in Table 2.

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Table 1: Prospective Participating Agencies in the TTMTRG

Jurisdiction	Agency(s)
Australian Capital Territory	Roads ACT
Northern Territories	Northern Territories Government
Queensland	Department of Transport and Main Roads
South Australia	Department of Planning, Transport and Infrastructure
Tasmania	Department of State Growth
Victoria	Department of Transport
Western Australia	Main Roads WA

Table 2: List of members of the TTMTRG

Jurisdiction	Agency
Australian Capital Territory	Roads ACT
New Zealand	New Zealand Transport Agency
Northern Territories	Northern Territories Government
New South Wales	Transport for NSW
Queensland	Department of Transport and Main Roads
South Australia	Department of Planning, Transport and Infrastructure
Tasmania	Department of State Growth
Victoria	Department of Transport
Western Australia	Main Roads WA
Local Government Representative	City of Yarra
Local Government Representative	Toowoomba City Council
Local Government Representative	Institute of Public Works Engineering Australia (NSW)

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2. National Training Framework for Temporary Traffic Management

2.1 Overview

Austroads will develop and manage through the TTMTRG a national harmonised training framework for temporary traffic management including the training resources for key units of competency based on the AGTTM.

Training Providers need to register with and be approved by the relevant Participating Agency. The Approved Training Providers (ATPs) will be given the national training resources, with any additional jurisdiction-specific requirements by the Participating Agencies to deliver the training courses under a licensing arrangement as described in Section 4. Only ATP issued Statements of Attendance or Statements of Attainment are recognised by the Participating Agencies.

Individuals who would like to carry out traffic management work on roads managed by the Participating Agencies must obtain training provided by an ATP.

2.2 Temporary Traffic Management Roles

There are three temporary traffic management roles as defined in the AGTTM Part 8. They are:

- Traffic Controller (TC),
- Traffic Management Implementer (TMI), and
- Traffic Management Designer (TMD).

Note that the TMI and TMD roles have practitioner and non-practitioner status as described in AGTTM Part 8.

2.3 Road Categories

There are three road categories for temporary traffic management as defined in the AGTTM Part 8. They are:

- **Category 1 Roads** – typically most urban streets and lower volume rural roads
- **Category 2 Roads** – typically high volume roads
- **Category 3 Roads** – typically high volume, high speed roads such as expressways/freeways

See the AGTTM Part 8 for more information regarding road categories.

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2.4 Training Requirements and Competencies

Individuals that intend to carry out traffic management work on roads managed by the Participating Agency are required to undertake the prescribed training provided by an ATP. This prescribed training aligns with existing and proposed units of competency applicable for each role and road category. The training competencies required for each role and for each road category are described in the AGTTM Part 8 and repeated in Table 3. All training competencies are nationally recognised and can be viewed on the national register of Vocational Education and Training (VET): www.training.gov.au.

Table 3: List of training competencies

Training Courses	Skill Sets and Units of Competency
Traffic Controller for road category 1 (TC1)	RIISS00054 Traffic Controller Skill Set for Urban Streets and Low Volume Rural Roads • RIIWHS201E – Work safely and follow WHS policies and procedures • RIICOM201E – Communicate in the workplace • RIIWHS205E – Control traffic with stop-slow bat • RIIWHS206 – Control traffic with portable traffic control devices and temporary traffic signs
Traffic Controller for road category 2 (TC2)	RIISS00063 Traffic Controller Skill Set for High Volume Roads • RIIWHS207 – Control traffic on High Volume Roads
Traffic Management Implementer for road category 1 (TMI1)	RIISS00055 Traffic Management Implementer Skill Set for Urban Streets and Low Volume Rural Roads • RIIWHS201E – Work safely and follow WHS policies and procedures • RIICOM201E – Communicate in the workplace • RIIRIS301E – Apply risk management processes • RIIWHS302E – Implement traffic management plans RIIWHS303 – Position, set up and program portable traffic control devices
Traffic Management Implementer for road category 2 (TMI2)	RIISS00064 Traffic Management Implementer Skill Set for High Volume Roads • RIIWHS304 – Implement traffic management plans on high volume roads • RIIBEF301D – Run on-site operations
Traffic Management Implementer for road category 3 (TMI3)	RIISS00065 Traffic Management Implementer Skill Set for Motorways and Freeways • RIIWHS305 – Implement traffic management plans on motorways and freeways • RIIBEF301D – Run on-site operations
Traffic Management Designer for road category 1 (TMD1)	RIISS00056 Traffic Management Designer Skill Set for Urban Streets and Low Volume Rural Roads • RIIRIS402E – Carry out the risk management process • RIICWD503E – Prepare traffic management plans and traffic guidance schemes
Traffic Management Designer for road category 2 (TMD2)	RIISS00066 Traffic Management Designer Skill Set for High Volume Roads • RIICWD538 – Prepare traffic management plans and traffic guidance schemes for high volume roads
Traffic Management Designer for road category 3 (TMD3)	RIISS00067 Traffic Management Designer Skill Set for Motorways and Freeways • RIICWD539 – Prepare traffic management plans and traffic guidance schemes for motorways and freeways

2.5 Completing a Training Course

To complete a Training Course, an individual will be assessed on two parts.

Part 1 involves the completion of all the prerequisites as described in the AGTTM Part 8; and in class/face-to-face training, which includes a practical exercise in a controlled work environment. Upon completing this part, the individual will be issued with a **Statement of Attendance**.

Part 2 needs to be completed after Part 1. Part 2 requires the individual obtaining industry-based experience within six months after completing Part 1. Upon completing Part 2, the individual will be issued with a **Statement of Attainment** and be considered as a qualified trained person.

Should an individual fail to obtain the industry-based experience within six months after completing Part 1, the individual will be required to complete Part 1 again.

Part 2 assessment is not required for non-practitioners as described in the AGTTM Part 8.

The Statement of Attendance and Statement of Attainment will be issued by the ATP. To be able to work on roads managed by the Participating Agencies, evidence of a Statement of Attainment is sufficient. The ATP or the Participating Agency may also issue a physical industry card in addition to the Statement of Attainment.

The requirements for completing a Training Course, including the prerequisites, and industry-based experience are shown in Table 4.

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Table 4: Requirements for Completing a Training Course

Training Course	Prerequisites	In class/ Face-to-face training	Statement of Attendance	Industry-based experience to be obtained within 6 months under supervision (Not Applicable to Non-Practitioners)	Statement of Attainment
TC1	None	• RIIWHS201E • RIICOM201E • RIIWHS205E • RIIWHS206	✓	Minimum of 20 hours practical on the job experience in the workplace	✓
TC2	• Completion of TC1 • Minimum of 3 months experience, and • At least 80 hours experience in the preceding 3 months	• RIIWHS207	✓	Minimum of 20 hours practical on the job experience in the workplace on category 2 roads.	✓
TMI1	None	• RIIWHS201E • RIICOM201E • RIIWHS302E • RIIRIS301E • RIIWHS305	✓	At least 3 different types of setups. Examples of different setup types are shown below. • Pedestrian and Cycle Control • Intersection • Construction Site • Lane Closure • Shuttle Flow • Contra Flow • Shoulder closure • Higher speed road • Use of portable traffic control devices • Roundabouts • Public Transport Interface	✓

Training Course	Prerequisites	In class/ Face-to-face training	Statement of Attendance	Industry-based experience to be obtained within 6 months under supervision (Not Applicable to Non-Practitioners)	Statement of Attainment
TMI2	• Completion of TMI1 • Minimum of 3 months experience; and • Within the last 12 months, at least 12 set ups of 3 different types from the following list - must include mandatory design types (indicated in bold and underlined): - Pedestrian and cycle control - Construction site - Lane closure - Shoulder closure - **Higher speed road** - Use of portable traffic control devices - Night works	• RIIWHS304 • RIIBEF301D	✓	At least 3 different types of setups on Category 2 roads. Examples of different setup types are shown below • Pedestrian and Cycle Control • Signalised Intersection • Shuttle Flow • Contra Flow • Lane closure • Shoulder closure • Higher speed road • Use of portable traffic control devices • Roundabouts • Public Transport Interface	✓
TMI3	Same as TMI2	• RIIWHS305 • RIIBEF301D	✓	At least 3 different types of setups on Category 3 roads. Examples of different setup types are shown below • Lane closure • Entry Ramp closure • Exit Ramp closure • Carriageway closure • Speed reduction • Shoulder closure • Shuttle Flow • Contra Flow • Detour Plan	✓

Training Course	Prerequisites	In class/ Face-to-face training	Statement of Attendance	Industry-based experience to be obtained within 6 months under supervision (Not Applicable to Non-Practitioners)	Statement of Attainment
TMD1	Either • A minimum of 12 months appropriate experience in temporary traffic management, which could include experience as an Implementer, Or • A tertiary qualification in a civil construction, traffic engineering or road design related field.	• RIICWD503E • RIIRIS402E	✓	Submission of at least 2 different traffic management plan design types that have been implemented. Examples of different design types are shown below. • Pedestrian and Cycle Control • Intersection • Construction Site • Lane Closure • Shuttle Flow • Contra Flow • Shoulder closure • Higher speed road • Use of portable traffic control devices • Roundabouts • Public Transport Interface	✓
TMD2	• Completion of TMD1 • Minimum of 12 months experience; and • Within the last 12 months, at least 4 different traffic management plan design types from the following list - must include mandatory design types (indicated in bold and underlined) - **Pedestrian and cycle control** - **Intersection** - Construction site - **Lane closure** - Shoulder closure - Higher speed road - Use of portable traffic control devices - Roundabouts - Public transport interface	• RIICWD538	✓	Submission of at least 2 different traffic management plan design types that have been implemented for category 2 roads. Examples of different design types are shown below. • Pedestrian and Cycle Control • Signalised Intersection • Shuttle Flow • Contra Flow • Lane closure • Shoulder closure • Higher speed road • Use of portable traffic control devices • Roundabouts • Public Transport Interface	✓

Training Course	Prerequisites	In class/ Face-to-face training	Statement of Attendance	Industry-based experience to be obtained within 6 months under supervision (Not Applicable to Non-Practitioners)	Statement of Attainment
TMD3	• Completion of TMD1 • Minimum of 12 months experience; and • Within the last 12 months, at least 4 different traffic management plan design types from the following list - must include mandatory design types (indicated in bold and underlined) - Pedestrian and cycle control - Intersection - Signalised intersection - Construction site - **Lane closure** - Shoulder closure - **Higher speed road** - Use of portable traffic control devices - Roundabouts - Public transport interface	• RIICWD539	✓	Submission of at least 2 different traffic management plan design types that have been implemented for category 3 roads Examples of different design types are shown below. • Lane closure • Entry Ramp closure • Exit Ramp closure • Carriageway closure • Speed reduction • Shoulder closure • Shuttle Flow • Contra Flow • Detour Plan	✓

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2.6 Assessment of Evidence

All evidence relating to prerequisite and industry-based experience needs to be submitted to and assessed by the Approved Training Provider (ATP).

As a minimum, the following types of evidence must be submitted:

- A work logbook containing the project name, location and job type (for TC and TMI roles), or for TMD roles approved traffic management plan designs
- At least 2 referees from 2 different projects

For industry-based experience, a final onsite assessment may also be conducted by the ATP to verify the individual's competency It should be noted that non-practitioners are not required to undertake industry-based experience.

For people who work at remote locations, a video recording of the individual working at a live worksite under supervision may be considered as part of final onsite assessment.

2.7 Maintaining Qualification

To maintain the qualification, the trained individual needs to either sit refresher training or submit a competency evidence pack to the ATP within 3 years and 3 months from the date of the Statement of Attainment. Information regarding the maintenance of qualification currency is described in the AGTTM Part 8.

2.8 National Central System for individual training registration

Austroads will establish a national central system for individual training registration capturing the list of all Approved Training Providers (ATPs) and trained individuals.

The Participating Agencies will have access to this central system to add, edit and remove ATPs. The ATPs will have access to the central system to add, edit and remove trained individuals.

The following information will be made publicly available via the central system.

For ATPs:

- Company name, address, website, contact telephone number and email address
- Status regarding which Participating Agency the company is operating within

For trained individuals:

- Name
- List of Participating Agency where the person can work
- List of completed training courses and when the course will be expired

2.9 Mutual Recognition

A Training Provider approved to operate in one jurisdiction may apply to operate in another jurisdiction. The Training Provider will need to register with and be approved by the other Participating Agency before the company can deliver the training course within that jurisdiction.

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An individual once trained and qualified in one jurisdiction can apply to be recognised and work in another jurisdiction. The individual will be required to complete a jurisdiction-specific online training module and meet any jurisdiction-specific requirements and have the evidence verified by an ATP, before working within that jurisdiction.

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3. Training Resources

3.1 Austroads Training Resources

The national harmonised training resources, including the refresher training resources will be developed, managed and maintained by Austroads through the TTMTRG. The training resources will be kept up to date in accordance with the AGTTM. Participating Agencies will make them available to Approved Training Providers (ATPs) under a licensing arrangement.

There will be eight training courses developed as described in Table 5.

Table 5: List of Austroads Training Resources for Road Category

TTM Roles	Road category 1	Road category 2	Road category 3
Traffic Controller	TC1	TC2	Not applicable
Traffic Management Implementer	TMI1	TMI2	TMI3
Traffic Management Designer	TMD1	TMD2	TMD3

3.2 Participating Agency Training Resources

The Participating Agencies will incorporate any jurisdiction-specific requirements into the national training resources. The jurisdiction-specific requirements will only cover information that is not included in the AGTTM. For example, a Participating Agency may require a health check of individuals wanting to become a Traffic Controller. The jurisdiction-specific requirements may also cover unique situations that are only applicable to that jurisdiction, such as working near trams in Melbourne. It is Austroads intention to harmonise practice as much as practicable and encourage the reduction of jurisdiction-specific requirements through the TTMTRG.

When an individual would like to have his/her training recognised by another Participating Agency, the individual will need to complete the jurisdiction-specific requirements online training module and met any other jurisdiction-specific requirements This will ensure that the individual is aware of and has completed all the relevant requirements for working in that jurisdiction.

3.3 Approved Training Provider Resources

The Approved Training Providers (ATPs) need to obtain the training resources from the Participating Agency. The ATPs may add materials to the training resources to assist with the delivery of the training course. Such materials must not contradict or take precedence over the information provided in the training resources. For example, an ATP may add a video showing the participants how the bollards should be placed on a road to further clarify the activity.

4. Approved Training Providers

To ensure training is carried out in a consistent and relevant manner, all Training Providers interested in providing training in Temporary Traffic Management must be registered with and approved by the relevant Participating Agency.

Only Registered Training Organisations (RTOs) registered with ASQA can apply to become an Approved Training Provider (ATP).

Information on how to become an ATP can be found on the Participating Agency website as shown in *Appendix B*.

Once approved, the ATP will have access to the training resources as described in Section 3. The ATP must use the provided resources for the relevant training course.

There will be an annual fee associated with becoming an ATP. The fee is used to contribute to the maintenance of the national training framework, updating training resources, auditing and performance monitoring of ATPs and training individuals.

The ATP will set the training fee to cover the training costs and costs associated with the assessment of evidence submitted by the individuals and observed onsite and to input as required into the central system for individual training registration.

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5. Auditing and Performance Management

5.1 General

Participating Agencies will monitor and assess the ongoing performance of each Approved Training Provider (ATP) and trained individuals. The ATP's status will depend on the company maintaining a good level of performance in its delivery of the training courses.

Participating Agencies may require an ATP to complete a temporary traffic management Performance Report to ensure the training resources are up to date and the training is delivered in a satisfactory manner.

The Performance Reports will be used to promote the process of continuous improvement, to support the company's ongoing approval status and to ensure a common understanding of expectations for both parties regarding temporary traffic management training.

Any of the following may result in a review of an ATP status or the issue of a warning letter. For serious breaches, the training provider's approval may be suspended or cancelled.

- the provided training resources were not used to deliver the training;
- the provided training resources were substantially changed and used to deliver the training;
- improper assessment of an individual prerequisites or industry-based experience;
- failure to comply with the terms and conditions of the training framework.

5.2 Appeals

If a training provider or individual is not satisfied with a decision regarding a performance issue identified by a Participating Agency, they may lodge an appeal with that Participating Agency or with the TTMTRG.

Unless agreed otherwise by the training provider/individual and the Participating Agency, the appeal will be heard by a specially convened Appeals Panel which comprises of at least three members of which:

- one member will be from the TTMTRG;
- one member will be from the Participating Agency, excluding the original person who made the decision; and
- one independent industry representative, chosen by the appellant from a pool of three put forward by the Participating Agency or the TTMTRG.

(**Note:** the appellant must make the selection of an industry representative within the time period specified by the Participating Agency or TTMTRG.)

The Appeals Panel will convene (which may be by teleconference or video link) within 20 business days of receiving:

- agreement by the training provider or individual to the independent industry representative; and
- the provision of all information supporting the appeal.

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The Appeals Panel:

- will review the original decision, including the information provided by the training provider/individual and the Participating Agency
- may consider or request new or additional information;
- will act impartially; and
- will provide written reasons for its decision within 20 business days of the hearing.

The Appeals Panel decision will be final and binding on both the Participating Agency and the appellant.

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6. Roles and Responsibilities

6.1 Austroads

Austroads will be responsible for the following key tasks:

- Maintaining and further developing the AGTTM, including responding to stakeholder requirements
- Maintaining and further developing the key training resources as listed in Table 5
- Maintaining a national register of Approved Training Providers and trained individuals through the central system
- Being a point of contact for feedback regarding the AGTTM and NTFTTM.

6.2 Participating Agencies

The Participating Agencies will be responsible for the following key tasks:

- Developing, maintaining and incorporating up to date jurisdiction-specific requirements into the Austroads training resources and providing ATPs with the training resources
- Assessing ATP applications and managing / updating the register of ATPs through the central system
- Managing the licensing arrangement with the ATPs, including collecting necessary licence fees
- Auditing and monitoring the performance of ATPs and trained individuals.

6.3 Approved Training Providers

The Approved Training Providers will be responsible for the following key tasks:

- Registering with ASQA as a Registered Training Organisation (RTO)
- Registering with the relevant Participating Agency to be an Approved Training Provider
- Obtaining the training materials from the Participating Agency
- Delivering the training courses
- Reviewing evidences relating to prerequisites and industry-based experience
- Issuing Statements of Attendance and Statements of Attainment
- Issuing of physical industry card (if required by the Participating Agency)
- Updating Austroads central system for individuals.

6.4 Trained Individuals

Individuals wanting to work in the Temporary Traffic Management industry are to be responsible for the following key tasks:

- Identifying and attending necessary training sessions organised by any of the Approved Training Providers (ATPs)
- Providing the ATP with evidence regarding prerequisites and industry-based experience
- Completing a training refresher course or submitting a competency evidence pack every 3 years for the qualification to be maintained.

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7. Definitions and Interpretation

- **AGTTM** means the Austroads Guide to Temporary Traffic Management
- **ATP** means Approved Training Provider
- **Jurisdiction** means a State, Territory, Local Government entity or New Zealand.
- **NTFTTM** is the National Training Framework for Temporary Traffic Management
- **Participating Agency** is a jurisdiction participating in the National Training Framework for Temporary Traffic Management
- **RTO** means a Registered Training Organisation
- **Training Course** means a set of units of competency that make up a skill set, jurisdiction-specific requirements and other training resource material
- **TTMTRG** means the Austroads Temporary Traffic Management Technical Reference Group
- "**Includes**" or "**including**" shall not be interpreted as a word of limitation.
- The word "**or**" is not exclusive.

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Appendix A Training Framework Flowchart

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1. SKILL SETS AND UNITS OF COMPETENCY (UOC) DETAILS

FOUNDATION SKILL SETS (Part 8 AGTTM)

TC1 Skill Set

Units of Competency (UOC)
RIIWHS201E – Work safely and follow WHS policies and procedures
RIICOM201E – Communicate in the workplace
RIIWHS205E – Control traffic with stop slow bat
RIIWHS206 – Control traffic with portable traffic control devices and temporary traffic signs (based on RIIRTM202D – Position and set up portable traffic signals)

TM1 Skill Set

Units of Competency (UOC)
RIIWHS201E – Work Safely and follow WHS policies and procedures
RIICOM201E – Communicate in the workplace
RIIWHS302E – Implement TMP and TGS
RIIRIS301E – Apply risk management process
RIIWHS305 – Position, set-up and program portable traffic control devices

TMD1 Skill Set

Units of Competency (UOC)
RIICWD503E – Prepare work zone TMP and TGS
RIIRIS402E – Carry out the risk management process

ADVANCED SKILL SETS (Part 8 AGTTM)

Notes:
White text = Existing UOCs
Yellow text = New UOCs

TC2 Skill Set

RIIWHS207 – Control traffic on multilane roads and signalised intersections (NEW)

TM2 Skill Set

RIIWHS304 Implement traffic management plans on multilane roads and signalised intersections (NEW)
RIIBEF301D Run on-site operations

TMD2 Skill Set

RIICWD538 Prepare traffic management plans and traffic guidance schemes for multilane roads and signalised intersections (NEW)

TM3 (Skill sets)

RIIWHS305 Implement traffic management plans on motorways and freeways (NEW)
RIIBEF301D Run on-site operations

TMD3 (Skill sets)

RIICWD539 Prepare traffic management plans and traffic guidance schemes for motorways and freeways (NEW)

2. CHANGE/AMENDMENT TO UNIT OF COMPETENCY – ASQA/AISC

Austroads → Apply for change or request to add new Unit of Competency (UOC) to Australian Skills Quality Authority (ASQA) → Australian Industry Skills Committee (AISC) review and assessment process → Unit of Competency (UOC) updated/added by ASQA and listed on www.training.gov.au

- Industry consultation
- Rely on PWC to check process and policy
- Rely on Industry Reference Committee (IRC) for technical advice and endorsement

Units of Competency updated
RTOs need to obtain new training resources
Transition period to apply new UOCs

3. TO BECOME A REGISTERED TRAINING ORGANISATION (RTO) AND APPROVED TRAINING PROVIDER (ATP)

Company A → Australian Skills Quality Authority (ASQA) to become a RTO → RTO → Apply to Participating Agency to become Approved Training Provider (ATP) → ATP

(ASQA) requirements:
- Training resources
- Unit mapping information
- Trainers, etc

ASQA carries out audits of RTOs

Existing training providers can apply to become Cat 2 and 3 trainers with Participating Agency via Recognition of Prior Learnings (RPL) or Verification of Competency (VOC)

4. TRAINING PROCESS

To become a TC1 (Person A)

Prerequisites: None

Competency based training provided by RTOs
- Face to face: Person A pays training fees to RTO; Complete TC1 skill sets; Complete State supplement skill sets and requirements (new)
- Assessment: In class assessment AND Simulation in an on or off-road environment
- Person A receives TC1 Statement of Attendance
- RTO registers Person A on Austroads national database as TC1 achieving Statement of Attendance

Industry based learning provided by TM companies
- Person A obtains experience within industry to demonstrate capability in a live traffic environment on the relevant road category
- Person A provides evidence of experience to RTO within 6 months from date of Statement of Attendance

To become a TC2 (Person A)

Prerequisites: TC1 AND Minimum of 3 mths experience AND At least 80 hrs experience in the preceding 3 mths

Competency based training provided by RTOs
- Face to face: Person A pays training fees to RTO; Complete TC2 skill sets; Complete State supplement skill sets and requirements (new)
- Assessment: In class assessment AND Simulation in an on or off-road environment
- Person A receives TC2 Statement of Attendance
- RTO updates Person A qualification on Austroads national database as TC2 achieving Statement of Attendance

Industry based learning provided by TM companies
- Person A obtains experience within industry to demonstrate capability in a live traffic environment on the relevant road category
- Person A provides evidence of experience to RTO within 6 months from date of Statement of Attendance

To become a TM1 (Person A)

Prerequisites: None (TC1 or TC2 is desirable)

Competency based training provided by ATPs (suitable for both Practitioners and Non-practitioners)
- Face to face: Person A pays training fees to RTO; Complete TM1 skill sets; Complete State supplement skill sets and requirements (new)
- Assessment: In class assessment AND Simulation in an on or off-road environment
- Person A receives TM1 Statement of Attendance; For non-practitioners, this is all Person A gets
- RTO registers Person A qualification on Austroads national database as TM1 achieving Statement of Attendance

Industry based learning provided by TM companies (for Practitioners ONLY)
- Person A obtains experience within industry to demonstrate capability in a live traffic environment on the relevant road category
- Person A provides evidence of experience to RTO within 6 months from date of Statement of Attendance

To become a TM2 OR TM3 (Person A)

Prerequisites: TM1 AND Minimum of 3 mths experience Within the last 12 mths, at least 12 setups of 3 different types of TGS

Competency based training provided by RTOs (suitable for both Practitioners and Non-practitioners)
- Face to face: Person A pays training fees to RTO; Complete TM2/3 skill sets; Complete State supplement skill sets and requirements (new)
- Assessment: In class assessment AND Simulation in an on or off-road environment
- Person A receives TM2/3 Statement of Attendance; For non-practitioners, this is all Person A gets
- RTO updates Person A qualification on Austroads national database as TM2/3 achieving Statement of Attendance

Industry based learning provided by TM companies (for Practitioners ONLY)
- Person A obtains experience within industry to demonstrate capability in a live traffic environment on the relevant road category
- Person A provides evidence of experience to RTO within 6 months from date of Statement of Attendance

To become a TMD1 (Person A)

Prerequisites: Min 12 mths experience in TTM or Tertiary qualification in civil construction, traffic engineering or road design related field

Competency based training provided by RTOs (suitable for both Practitioners and Non-practitioners)
- Face to face: Person A pays training fees to RTO; Complete TMD1 skill sets; Complete State supplement skill sets and requirements (new)
- Assessment: In class assessment
- Person A receives TMD1 Statement of Attendance; For non-practitioners, this is all Person A gets
- RTO registers Person A on Austroads national database as TMD1 achieving Statement of Attendance

Industry based learning provided by TM companies (for Practitioners ONLY)
- Complete independent individual case studies
- Person A provides evidence of case study to RTO within 6 months from date of Statement of Attendance

To become a TMD2 OR TMD3 (Person A)

Prerequisites: TMD1 AND Min 12 mths experience AND at least 4 different TMP design types

Competency based training provided by RTOs (suitable for both Practitioners and Non-practitioners)
- Face to face: Person A pays training fees to RTO; Complete TMD2/3 skill sets; Complete State supplement skill sets and requirements (new)
- Assessment: In class assessment
- Person A receives TMD2/3 Statement of Attendance; For non-practitioners, this is all Person A gets
- RTO updates Person A on Austroads national database as TMD2/3 achieving Statement of Attendance

Industry based learning provided by TM companies (for Practitioners ONLY)
- Complete independent individual case studies
- Person A provides evidence of case study to RTO within 6 months from date of Statement of Attendance

Austroads produces uniform training resources and supplies to PAs.

Participating Agencies (PA) produces complete training package including State supplement skill sets and requirements (new)

Note: ATPs can not fail Person A and ask Person A to re-do the training for additional fees. This will be a condition as part of licence agreement between PA and ATPs

Austroads maintains national database website.
ATPs have edit access to database Website information (Name and qualification of person A) available to the public
Database to keep track of all edits, changes by who and when

On the job experience. Person A works in the traffic management industry under supervision. Get exposure in different work situations, environment

Note: Accreditation automatically expires and Person A removed from Austroads national database if no evidence received within 6 months from date of SOA. Full training is required once accreditation is expired

Approved Training Providers (ATPs) must purchase training package from PAs. PAs provides support on process to ATPs. PAs can set training conditions and licence fees → ATPs collect **training** fees from attendees

Notes:
Fees collected by PAs can be used to update training resources, audit ATPs, etc.

Fees collected by ATPs can be used to purchase training resources, review evidences, etc.

5. TRANSITIONING FROM EXISTING TO NEW SCHEME FOR INDIVIDUALS

Austroads and PAs agree on commencement date of new scheme (should be at least 12 months from date of announcement)

Within 12 months to commencement date
- Individuals new to the industry can attend new training regime
- OR
- Individuals with existing qualifications can apply through a RTO to become a TC2, TM2, TM3, TMD2 or TMD3

From commencement date
- All individuals with existing qualifications will become TMD1, TM1 and TC1

Verification of experience by ATPs – Complete training (Statement of Attainment)
- ATP reviews evidences
- Once satisfied with evidences, ATP:
  - provides Person A with SOA
  - updates Person A status on Austroads national database

Evidence:
- Log book
- Project examples, job types
- Referees
- Photos, videos

ATPs collect **assessment** fees from Person A. This fee can be made as part of the original training fees

Fees collected by ATPs can be used to cover costs associated with the competency verification process

RENEWAL PROCESS (For practitioners AND non-practitioners) – Failure to renew, person has to redo full training
- Person A contacts a ATP seeking renewal no later than 3 years and 3 mths from the date of obtaining SOA. Person A pays renewal fees to ATP
- Person A provides either competency evidence pack OR sit the refresher training
- ATP reviews evidence
- ATP extends Person A status for another 3 years on Austroads national database

Evidence (Continuing Professional Development):
- Log book
- Project examples, job types
- Referees
- Photos, videos
- Additional training
- Conferences, Awareness sessions

ATPs collect **renewal** fees from Person A

Fees collected by ATPs can be used to cover costs associated with the competency verification process

6. TRANSITIONING FROM EXISTING TO NEW SCHEME FOR RTOs

PAs informs RTOs of change in training arrangement → Existing RTOs interested in TTM training need to register with PAs → Only PA's registered RTOs trainings are recognised. PAs can have agreement with RTOs re terms and conditions, including training resources, licence fees, etc. → PA's registered RTOs becomes ATP and can start training using supplied resources

7. INTER-STATE MUTUAL RECOGNITION FOR INDIVIDUALS

Person A → **Prerequisites:** Must have obtained Statement of Attainment in the relevant field and road category → Obtain State supplement skill sets and requirements (new) from ATP → Attend in-class or online assessment at a RTO training venue and meet jurisdiction specific requirements → ATP updates Person A status for on Austroads national database

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Appendix B Information Websites

Information regarding how to become an Approved Training Provider can be found via the below links:

[Author's Note: To be provided at a later date]

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Austroads

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