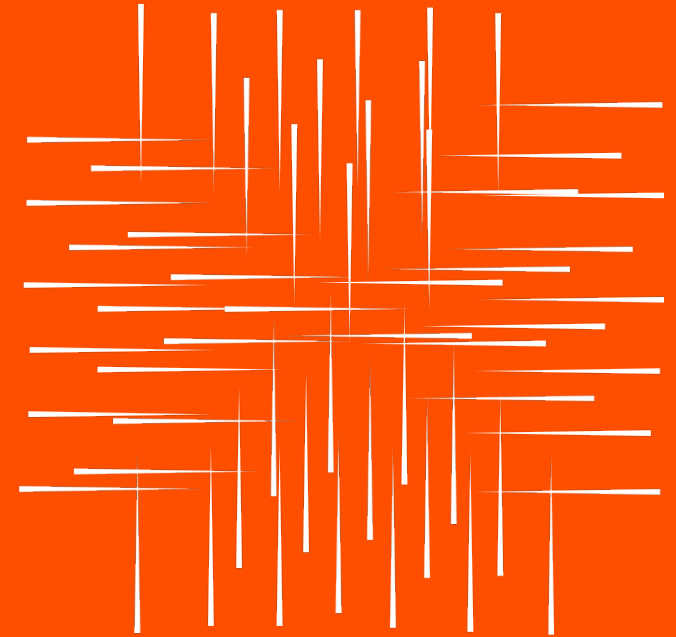


MEN AT WORK RISK BASED PRESENTATION



MENATWORK.CO.NZ

MWTRAINPLAN.CO.NZ



INTRODUCTIONS



TRAFFIC MANAGEMENT
TRAINING & PLANNING



TRAFFIC
MANAGEMENT
group

MEN AT WORK GROUP

- Men at Work Traffic Management established in Christchurch in 2008
- MW Traffic Management Training & Planning established in 2024
- 125 Staff Nationwide
- NZ owned and operated
- Sitewise Gold 24/25, Totika 24/25
- Amotai – Maori owned business



HEALTH AND SAFETY

- The primary duty of care means that a business has the primary responsibility for the health and safety of workers and others influenced by its work.
- As PCBU you must ensure, so far as is reasonably practicable, the health and safety of workers, and that any other workers who are influenced or directed by the business are not put at risk by its work.
- PCBUs have a duty to consult, cooperate with and coordinate activities with all other PCBUs they share overlapping duties with, so far as is reasonably practicable
- PCBUs cannot contract out of their duties but can enter reasonable agreements with other PCBUs to meet their duties.
- WorkSafe guide - Keeping healthy and safe while working on the road or roadside

RISK ELIMINATION

MOST EFFECTIVE



LEAST EFFECTIVE

FIRST TRY ELIMINATION

Eliminate risks

Remove sources of harm

Example: Eliminate the risk of working near traffic by closing the road

IF ELIMINATION IS NOT REASONABLY PRACTICABLE

Substitute

the hazard for something safer

Example: use automated stop/go systems rather than using stop/go workers

Isolate

the hazard from people

Example: fence off mobile plant to keep people out of the area they are operating

Use engineering control measures

Example: automated brakes when a driver leaves a waste collection vehicle

IF THERE IS STILL RISK

Use administrative control measures

Example: have clear procedures or policies around the use of specific tools where the risk of harm is high. Install video cameras or proximity detectors on mobile plant

IF RISK STILL REMAINS - PPE IS THE LAST LINE OF DEFENCE

Use personal protective equipment (PPE)

Example: high-visibility clothing, helmets, ear-muffs, safety glasses, gloves and protective footwear, antistatic gloves



TRAFFIC MANAGEMENT
TRAINING & PLANNING



TRAFFIC
MANAGEMENT
group

CONTRACTOR PCBU

- To hold high health and safety expectations of the subcontractors that they hire
- To choose the best subcontractors for the job using prequalification, not simply choosing them based on cost
- To check health and safety records of potential subcontractors
- To monitor their workers and the subcontractors they hire
- To ensure that their workers and the subcontractors they hire have all the relevant information, and are aware of the onsite rules and procedures, inductions, toolbox talks, safety plans and reporting procedures
- To ensure, so far as is reasonably practicable, that the health and safety of workers and other people are not put at risk by their work

SUBCONTRACTOR PCBU

- To ensure, so far as is reasonably practicable, that the health and safety of workers and other people are not put at risk by their work
- To monitor their workers and the subcontractors they hire
- To ensure that their workers and the subcontractors they hire have all the relevant information, and are aware of the onsite rules and procedures, inductions, toolbox talks, safety plans and reporting procedures
- To work closely with other contractors, including the lead contractor, to help manage risks

WHAT DOES THE CHANGE TO RISK BASED MEAN FOR YOU

- NZTA – Waka Kotahi are no longer providing training and competency guidance and requirements at the national level. They will specify it for their own contracts and network
- Principal PCBU's like Utilities and Councils will set these within Contracts awarded to contractors
- Risk assessments will need to be formalised and agreed upon with the contracting chain E.G TTM supplier, Subcontractor, Contractor and principal
- The retirement of COPTTM will mean the ability of more flexible TTM approaches
- There is other requirements from the Health and Safety Act, Land transport act to the Traffic control device rule that will still dictate certain requirements for TTM

WHAT DOES THE CHANGE TO RISK BASED MEAN FOR YOU

Road Controlling Authorities (NZTA/Councils) will also set requirements to work on their network as part of their local government responsibilities.

NZTA made the change on 1st November to retire COPTTM and use the NZGTTM

Local RCA's will slowly transition away from COPTTM to their own guidance documents over the next few years, this may be to the NZGTTM or possibly something else.

The Goal of risk based is not to remove the need for TTM it's to ensure the right amount is used for the job

WHAT DO YOU NEED TO DO AS A PCBU

- As a PCBU all road and roadside workers must have appropriate training and certifications and be competent to do their work safely.
- Understand, develop and complete risk assessment processes.
- Have a competency-based training model for staff.
- Ensure all workers, including temporary workers, are assessed on their current competence and experience.
- Keep a record of all training that has been completed, and certifications and licences that have been issued for each worker, This information should be made available to others in the contracting chain that have a duty towards those workers.
- **What is reasonably practical?**
 - Businesses must always consider first whether they can reasonably eliminate risks. If not, they must take reasonably practicable steps to minimise risks
- **What is your Appetite for Risk ?**

WHAT IS COMPETENCY TRAINING

The ability to do something successfully and/or efficiently

- A competent person is someone who has the appropriate skills, training, knowledge, and experience to perform the task or role successfully and repeatedly.
- Training should be tailored and fit for purpose – it should NOT be a tick in the box exercise.
- Training can be personalised to each business and staff member for the role they undertake, training could be on job, off job, classroom based, practical based
- Trainers and supervisors of workers should be competent. They can be in-house or from external organisations.
- Workers can demonstrate that they are competent to carry out the task by:
 - take written, verbal or practical tests to show their understanding and competence at the end of the initial training
 - be randomly observed by the trainer to confirm competence

WHAT IS COMPETENCY TRAINING

ASSESSMENT PRINCIPALS

Valid

- measures the achievement of learning outcomes, is evidence based, and appropriate.

Reliable

- Assessment decisions are RELIABLE: they are comparable and consistent when made against the same outcomes in different contexts

Informative

- Assessment is INFORMATIVE: it is valued, meaningful and purposeful to the context of achievement.

Equitable

- Assessment is EQUITABLE: it is fair, accessible and values cultural diversity and individual needs.

Authentic

- Assessment is AUTHENTIC: it affirms the skills, knowledge and competencies, and reflects real world contexts.

RISK ASSESSMENT TMP'S

- As we move away from COPTTM TMPs will need to be based on risk rather than prescription methodology's
- A formal risk assessment will need to be undertaken by the Lead Contractor involving Subcontractors and TTM suppliers in the assessment process
- The risk assessment will also be reviewed by the Contracting PCBU (Client)

Contractor PCBU

- Prepares site risk assessments.
- Prepares TMPs, consulting, coordinating, and cooperating with other PCBUs

Subcontractor PCBU

- Contributes to the design of the TMP to make sure their needs and risks are covered

Contracting PCBU – client

- Must ensure safety in design is considered.

A contracting PCBU must ensure a project can be delivered, maintained, and operated safely.

RISK ASSESSMENT TMP'S

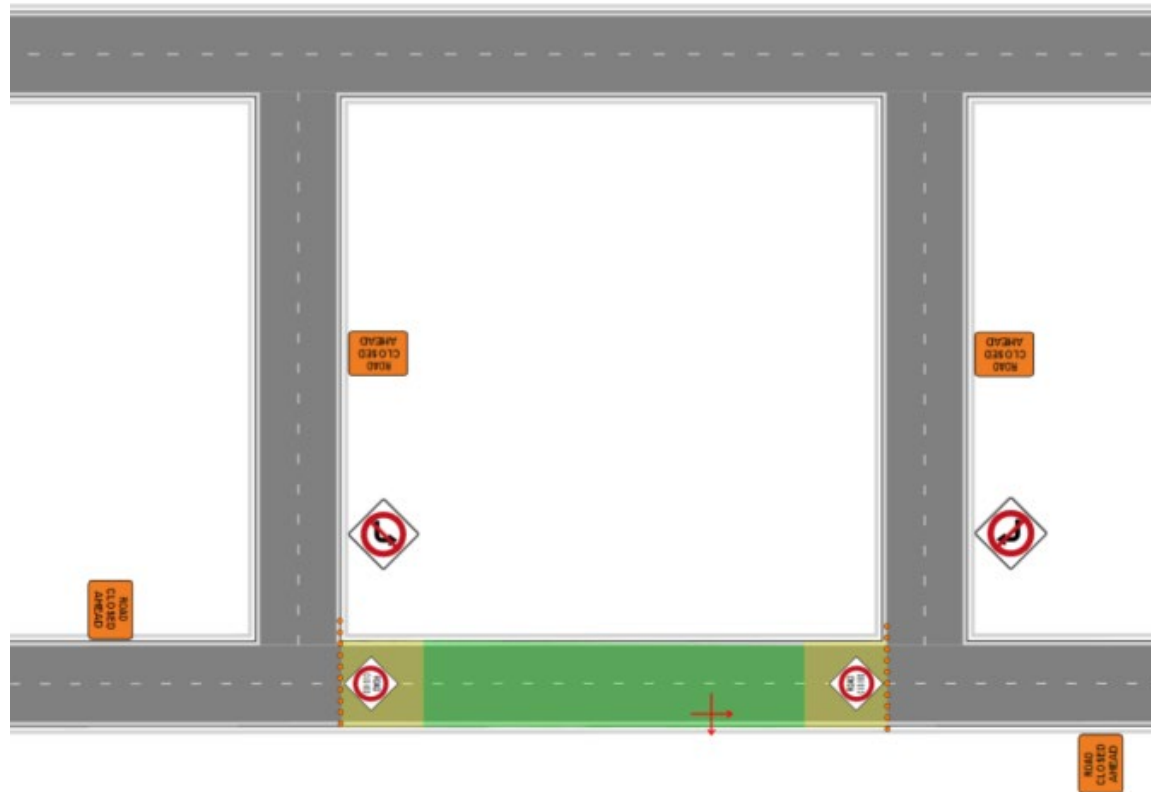
Transport Authority Organisations (TAO)

This includes Road Controlling Authority (RCA), Rail Access Authority (RAA), Public Transport Authority (PTA) or other authority.

- Peer reviews risk assessments to make sure the needs of the parties they represent are recognised and addressed.
- Coordinates the combination of contracting PCBUs wanting to occupy the network.
- Regulatory duties are complied with such as authorising use of traffic control devices, temporary speed limits, road closures etc.
- Has veto rights and can stop a TMP from being implemented if they consider it too risky for road users.

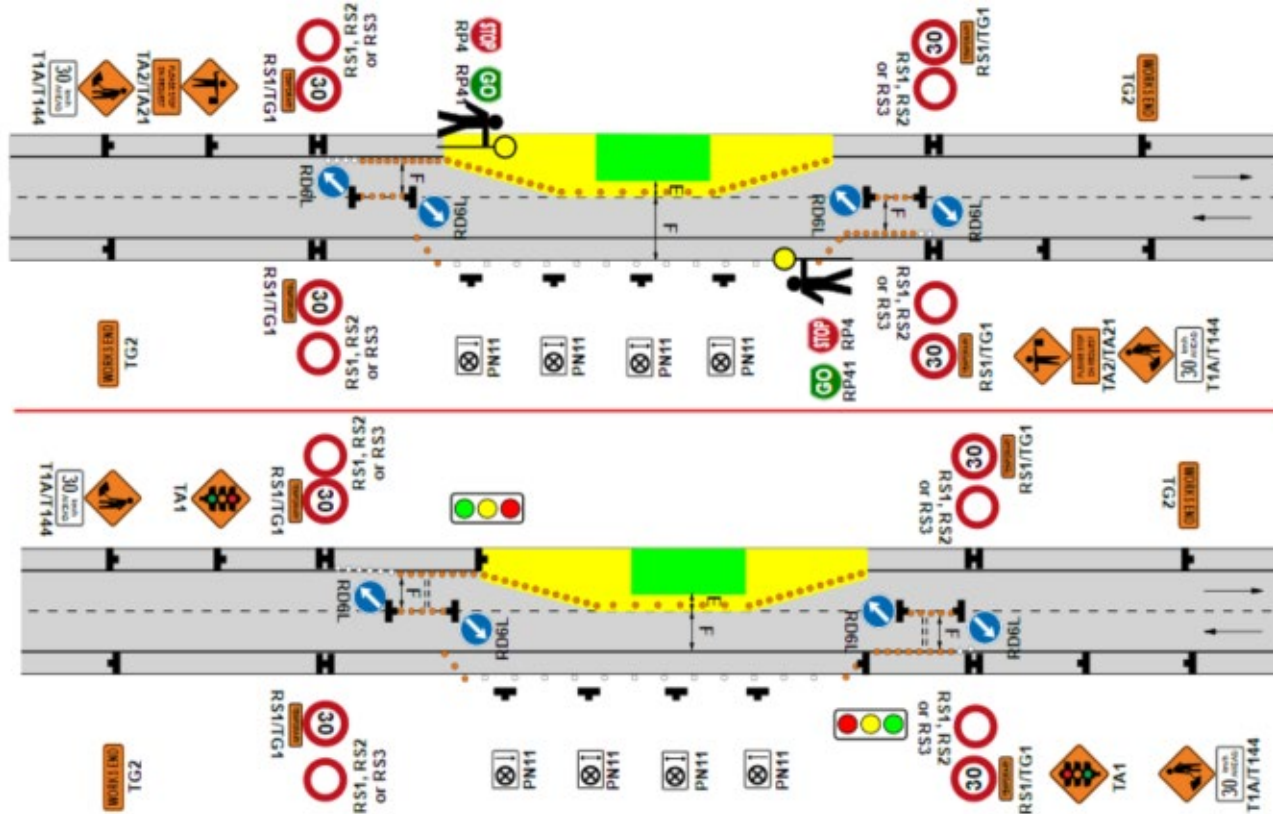
EXAMPLE OF RISK BASED TTM

Elimination



EXAMPLE OF RISK BASED TTM

Substitution – Using Traffic Lights in place of people

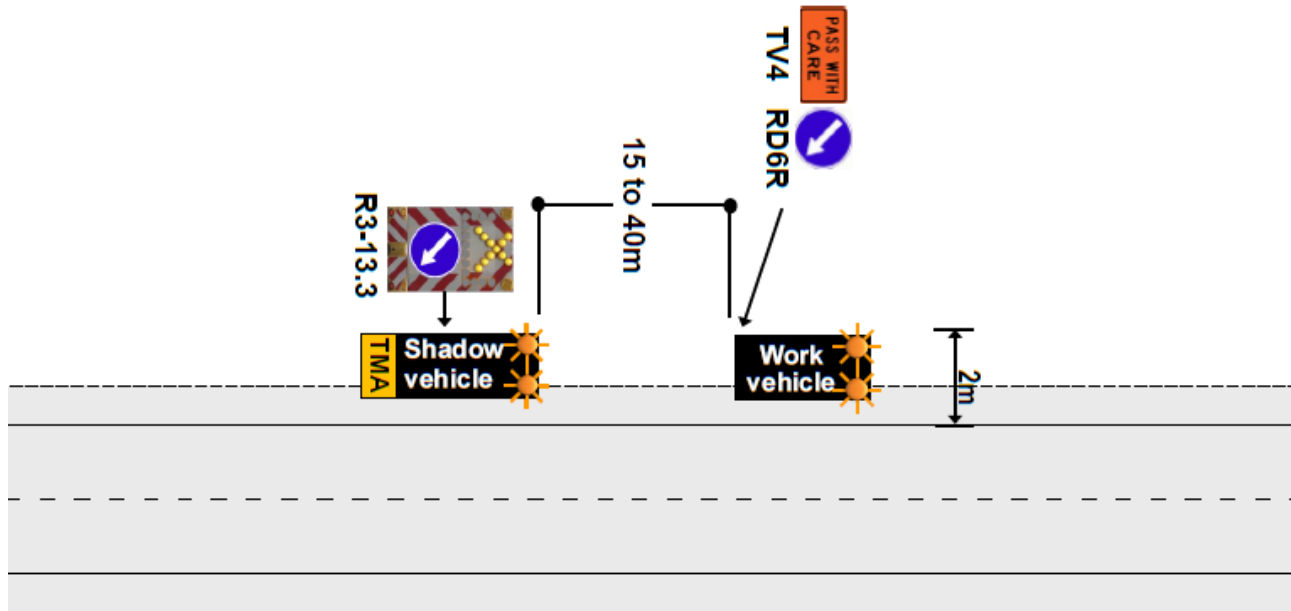


EXAMPLE OF RISK BASED TTM

Exercise

Current practise of a level 2 roads state that a shadow truck with a TMA (Truck mounted attenuator) is to be used when completing a mobile operation in the shoulder.

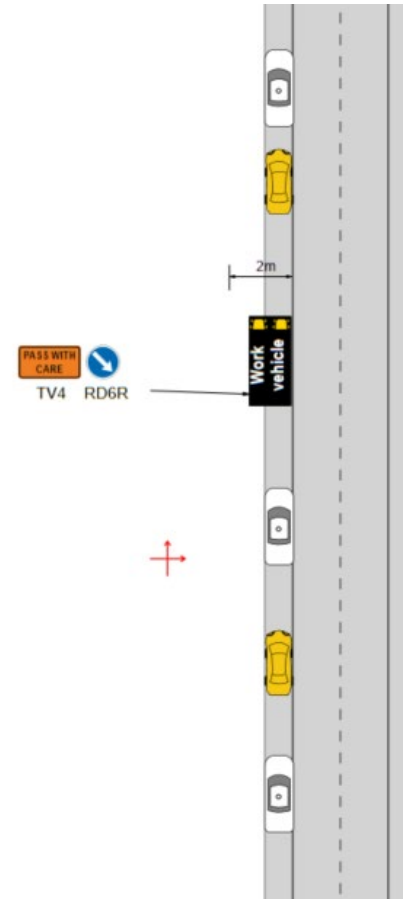
Using a risk based TTM approach do you still need to use a TMA?



EXAMPLE OF RISK BASED TTM

Exercise

- **Factors and Risk Context**
 - Position of work vehicle
 - Task being undertaken
 - Road environment
 - Traffic count
 - Likely hood and severity of risk



APPETITE FOR RISK

What is your Appetite for Risk

Human Factor's

- Loss of staff member due to injury or death
- Emotional trauma to team members
- Member of public injured or killed

Business factor's

- Damage to business reputation
- Loss of work
- Lost time dealing with incident (cost)

APPETITE FOR RISK

Failure to comply with a duty could expose your business to prosecution by WorkSafe
Below is a list of penalties that could occur

OFFENCE	INDIVIDUAL WHO IS NOT A PCBU OR OFFICER (EG A WORKER OR OTHER PERSON AT A WORKPLACE)	OFFICER OF A PCBU OR AN INDIVIDUAL WHO IS A PCBU (EG SELF-EMPLOYED)	ANYONE ELSE (EG AN ORGANISATION THAT IS A PCBU)
Section 47 (reckless conduct in respect of duty that exposes an individual to a risk of serious injury, serious illness or death)	Five years in prison or \$300,000 fine, or both	Five years in prison or \$600,000 fine, or both	\$3 million fine
Section 48 (failure to comply with a duty that exposes an individual to a risk of serious injury, serious illness or death)	\$150,000 fine	\$300,000 fine	\$1.5 million fine
Section 49 (failure to comply with a duty)	\$50,000 fine	\$100,000 fine	\$500,000 fine

Table 1: Maximum penalties for health and safety duty offences



HOW CAN WE HELP

- Men at Work have a specialty division called **MW Traffic Management Training and Planning**, this team is focused on the Risk Based Model with specialised staff trained in risk assessment.
- **Training** - We run Unit Standard traffic management courses along with designing and delivering competency training.
- **Professional Services** - Our Consultants can help with our expertise to advise you on procedures and policies for your company.
- We have also partnered with **QualCard**, a new business within our group that provides qualification cards. These cards display licences, unit standards, and competencies, offering on-site proof to auditors that you are fully qualified.
- **Tender Methodology and Risk Assessments**

HOW WE CAN HELP

Training, Competency and Risk Assessment

Consulting

Identify key points for support

Design

Create documents specific to your workers roles and responsibilities
Design training and competency plan

Delivery

Provide qualified and skilled staff to deliver training and competency plan

Maintenance

Set maintenance schedules to check on staff and maintain competency register

Refreshers and review

Provide refresher training for staff and reviews on competency processes/forms



TRAFFIC MANAGEMENT
TRAINING & PLANNING



TRAFFIC
MANAGEMENT
group

DISCUSSION AND FEEDBACK

- We'd like to hear your feedback
- Do you have any questions?



Thank you!

MENATWORK.CO.NZ

MWTRAINPLAN.CO.NZ

