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SEPT 2020

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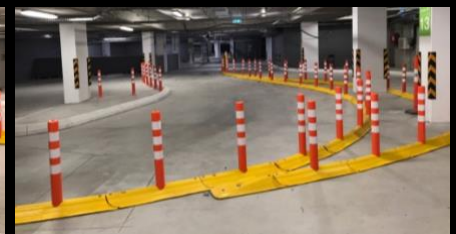
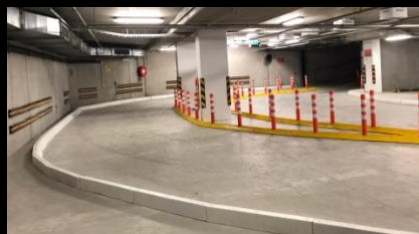
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# REPORT FROM THE MWOA CEO



## CEO's Message

This time last year the MWOA provided a vision of the future for the association: that we would take a detailed look at the way we operate to ensure that our operating model continues to adapt to changes in our external environment. Our strategic thinking would focus on:

- Opportunities to improve the way we communicate with our members and stakeholders;
- An understanding of the needs of our industry partners, and how we can best service these needs;
- How we can use technology to make it easier for our members to interact with the association;
- How we can improve access to training and development programs;
- How we can get better engagement with, and increase, the number of local government members;

- How we maximise collaboration with our existing industry partners.

Our strategic plan, released in March 2020, provided an action plan to deliver these outcomes. This plan was established after extensive consultation to tap into the inherent knowledge of members, past and present.

The actions that were programmed for 2020 and 2021 have been taken. We are well on the way to completing the actions scheduled for 2022, with three of the eight having been finalised. Some of the most significant actions completed this year include:

- The implementation of technology to expand the reach of MWOA's marketing and communications capability;
- The expansion of our geographical membership coverage to areas outside our traditional Victorian base;
- The development of a new brand (association name and logo) that reflects the association's mission and purpose.

We have some significant news to report about these last two items. We have now finalised arrangements to integrate our governance arrangements with our colleagues at the Works Officers Association Queensland (WOAQ) under a similar model implemented earlier this year with the Tasmanian Association of Municipal Supervisors (TAMS). A formal resolution will be tabled to our members at the MWOA's forthcoming Annual General Meeting to adopt a new "Municipal Works Australia (MWA)" brand and changes to the Association's Rules to formalize the creation of what will be a truly national body representing the interests of people and organizations

that service the municipal works industry in Australia.

Looking forward, our flagship event The National Works & Engineering Conference will be held at Prince of Wales Show Grounds in Bendigo in March 2021. The conference organizing committee is well advanced in planning the next conference. Stay tuned for some significant announcements regarding keynote speakers and other initiatives that the committee are planning to rollout as part of the 2021 event.

It is an extremely exciting time for the municipal works industry in Australia. The Board and I would like to reiterate our thanks to our members and supporters for getting on board during these exciting times.

Peter Ali

MWOA CEO



## Municipal Works Australia

"As MWOA expands its national footprint, it is proposed that the organisation changes its name to Municipal Works Australia. In a recent edition of Networker newsletter we asked members to vote for the preferred new logo and the popular option is shown above. The new name and logo will be discussed at the Annual General Meeting in November.

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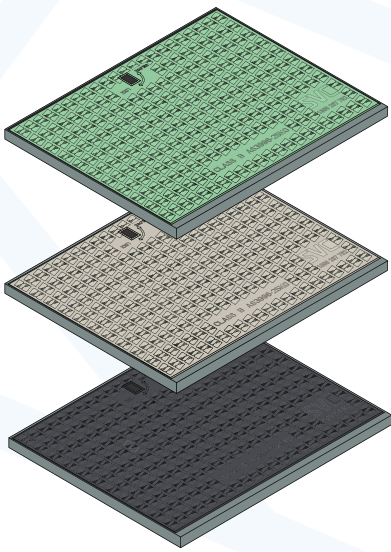
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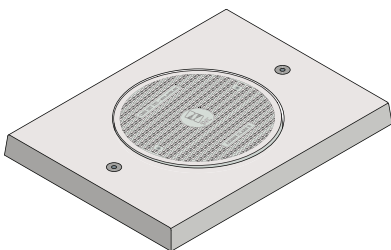
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# NATIONAL ROUNDUP



## Victoria

**Peter Young Melbourne Branch President and  
MWOA Board Member**

Over the last six months the Association's membership numbers have increased by over 25%. There is every indication that the association's membership numbers will continue to grow throughout the 2020/21 year because of the investment the association has made in its communication technology. Our corporate membership continues to expand providing our members with the opportunity to foster innovative practices and learn about the contemporary industry trends.

Our regional branch meetings, of which there are two meetings per branch per year, remained well attended. The last round of meetings scheduled for the first half of 2020 were cancelled due to the social distancing rules implemented by the Victorian State

Government in response to the COVID-19 Pandemic. These meetings continue to provide an informal forum for networking and the sharing of ideas.

One of the more recent developments to emerge from the COVID-19 restrictions was the implementation of contemporary methods for the delivery of information to and from our members. One of the most popular formats trialled was the association's Webinar Series. The series focused on the provision of best practice information about operational, technical and risk management related topics. Webinars will now form part of the association's membership offering into the future based on the success of this year's events.



## Queensland

**Brian Weeks, State President WOAQ and MWOA  
Board Member**

We send out our greetings to members of the municipal works industry throughout Australia from sunny Queensland. The Queensland Branch has sent out our membership renewals for the 2021 financial year. While COVID-19 restrictions here are far less onerous than that experienced by our southern neighbours in NSW and Victoria, we have nevertheless started to implement technologies to allow us to communicate in a more efficient manner.

The WOAQ committee have successfully run some meetings using Zoom, allowing us to beat the tyranny of distance that exists in a state the size of ours.

On a final note, the committee has reluctantly decided not to hold our traditional end of year function due to the uncertainty of the COVID-19 environment.





## Tasmania

**Peter Donato, Tasmania Branch President and  
MWOA Board Member**

Tasmania generally remains COVID free, so life over here continues to transition back to what can best be described as a pre-COVID environment. The pandemic did, however, restrict our ability to hold our planned TAMS wind up event. We are working on a new date for this event. The events date and location will be published in the *Networker*.

One of the main operational changes that we have been working on is the development of processes and procedures for the impending changes to the Traffic Management standards. Some of the councils located within southern Tasmania have been doing some unique work with radar devices to overcome some of the

new requirements. The technology that has been developed is cutting edge. We believe that it would be of interest for municipal works personnel throughout the country so we will be looking to develop a dedicated webinar on the subject.

MWOA Tasmanian Branch is now up and running as an interstate branch, membership is complementary and will give access to the *Networker*, *Access* magazine and the ongoing series of webinars on a wide variety of interesting topics and more, so let your colleagues know about it, or put them in touch with me to discuss the benefits, remember it's complementary.



## Western Australia

**Ken Markham, President LGSA WA Inc.**

Hello from sunny Perth. This winter, although we have had our share of rain (hopefully some got to the farmers) we are now experiencing some lovely spring like weather.

Well, what a beginning of the year it has been for all of us. Some states doing it better/worse than others unfortunately, but we in the West are keeping optimistic and our borders closed.

We would usually be deep in the planning process for our annual conference and expo,

but for obvious reasons this year's event has been moved to November. The beautiful Joondalup Resort will once again host us between the 11- 12 November, with our golf day on 10 November. A day of which is always so enjoyable. This year we will have Damien Martin, (former professional basketball player best known for his 11 seasons with the Perth Wildcats of the National Basketball League), will be playing along with us and presenting at our golf presentation dinner.

All major sponsorship has been taken:

Gold: WesTrac

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The exhibition stands are selling well and as always we expect a sell-out, with some new faces who are taking advantage of exhibiting with us due to other expos being cancelled until next year

The Executive Committee continue to meet on a regular basis to discuss the finer details of the conference and expo as well as supporting our members and corporate members.

This year we joined forces with the Local Government Professionals Association WA. This mutually rewarding collaboration drawn together by a memorandum of understanding between the parties, is working out beneficial to both parties, with LGSA WA Inc being offered career building

courses at discount prices and for them having a cohort to call upon for support on government programs and the opportunity to provide input of any submission of LG Professionals WA in response to legislation and regulations changes that has an impact on our respective members.

The Association was also called upon by the Wheatbelt Secondary Freight Network (WAFN) to provide a representative to sit on the committee and contribute their knowledge to deliver the road projects that are going to be proposed in the coming years around the area, and ensure the standards required and the timeframes to deliver each project are properly managed. Mr Judd Hobson, Works Manager, Shire of Kulin, was nominated and took up this position with Mr Calvin Shotter, Executive Manager of Engineering Services, Shire of Merredin, to act as proxy if required.

With the Conference date being moved, the AGM will now be moved to the last day of the conference, which is also the time any official awards will be presented. For more information on becoming a member of the LGSA WA Inc please see our web site [www.lgsa.com.au](http://www.lgsa.com.au)



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# LIFE MEMBER CONTRIBUTION

**Works Officer Associations within Australia have had a long and varied history. The MWOA of Victoria was founded in 1936 as the Victorian Municipal Superintendents of Works and Overseers Association. The Tasmanian, Queensland and Western Australian Associations have similar longstanding histories. TAMS was founded in 1988, WOAQ was established in 2000, and LGSA WA in 1990.**

**In this section we will be profiling the contributions and achievements of MWOA Life Member Derek Robertson who is currently Unit Leader City Presentation at the City of Whittlesea.**

Derek Robertson has just completed 42 years working in the municipal works field. It was back in 1978 when his father-in-law asked him over for Sunday lunch. During lunch he asked Derek if he wanted a job driving a truck at Preston Council, located in north west of metropolitan Melbourne.

'No interview, no paperwork, just turn up on Monday' his father-in-law told him. It is fair to say that recruitment processes in local government have progressed a fair way since the 'good old days' in 1978.

In a tradition that probably still exists in many municipal work depots today, Derek was called "son-in-law" for the first few years as a truck driver. In 1986 Derek was appointed to the Forepersons role, and in 1988 he was promoted to the Superintendent of Construction. Part of this role included the management of Preston Cemetery where he says he oversaw "thousands of people" albeit it that most of them were dead! Derek finished up at Preston in 1995 during the City of Northcote council amalgamation process. Derek recalls that 'the City of Preston was sensational place to work with great people enjoyed every minute there'.

In 1995 Derek was interviewed for the Coordinator of Road Maintenance role at the City of Whittlesea. When he got home he told his wife that "they want superman



for free, I hope they don't ring and offer me the job". As fate would have it they did ring back. After Derek's first day at Whittlesea he told his wife that 'I don't want to go back'. She told him to "suck it up" and in Derek's words he has been 'sucking it up now for 25 years and growing'.

Derek joined the MWOA in the 1980s initially to drive fellow members Bill Arnold and Harold Thompson to and from Branch Meetings. Derek recalls that 'refreshments were abundant at these sponsored meetings and many a good time was had in the early days'. Derek was first elected to the MWOA's Board in 1989 and remained a Board member until 2017. Along the way he served as MWOA President from 2010 to 2015, and Board Secretary from 1998 to 2003. Derek was awarded life membership of the MWOA in 2005 in recognition of his tremendous service to the Association.





Derek has provided a significant contribution to both the MWOA and the municipal works industry. His legacy is reflected in the members he actively recruited. The MWOA's current Finance Director Neill Whiteside (Brimbank City's Director Infrastructure and City Services), and the MWOA CEO Peter Ali (formerly Manager City Presentation at the City of Whittlesea) are two MWOA members that are some of the many people that Derek 'recruited' over the years.

He has also gained a lot from his involvement with the MWOA, including making many long-time personal friendships, including former MWOA CEO Stephen Robertson Snr. Derek also recalls some memories that he will take to his grave, including Phil Batson's Bus Field trips to see the Sydney Harbour Tunnel project, the Adelaide Grand Prix, and the Broken Hill Gold Mines. Derek also recalls attending his first TAMS conference in 1990. He has only missed two of them since and says that the TAMS members 'are a great bunch of people, a great association' and that he will always have 'great memories of his trips to Tassie'.

Derek notes that the Association has changed with the times over the years. He will always be grateful to the people and the sponsors that make the Association what it is, and that he would not change a thing in his 32 year journey with the MWOA.

Derek, we are equally as grateful to you for your lifelong contribution.

## AUSTRALIAN MUNICIPAL WORKS ASSOCIATION LIFE MEMBERS



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**MAURICE LOWE**  
**STUART BAIRD**  
**LES HUNT**  
**SHIRLEY BARNES**  
**RIC NORMINGTON**  
**ARTHUR COUSINS**

# LET'S IMPROVE THE PLANET WE LIVE IN!

**By Dave Jones, Director External Affairs - OmniGrip Direct**

With so much happening as life rolls from one crisis to the next, it's all too easy to forget what just happened as we deal with the here and now of COVID-19 on our families, friends and the community. The 12 months before COVID-19 saw a recycling crisis, a bushfire crisis, drought and a much-needed discussion about climate-change.

And that's why the recovery from the COVID-19 crisis should be focussed on actions that improve life and the planet we live on. One powerful way is to reduce waste, minimise our contribution to climate change and help our communities become more resilient. We must not forget each crisis, or try to solve each problem on its own, when we can collectively take actions that address several.

COVID-19 saw necessary restrictions on travel and activities, but an unexpected benefit was people rediscovering simple pleasures like walking and riding in their local community. As lock-downs ease, the spike in bicycle sales will increase the number of commuters riding to work to avoid the potential for COVID-19 exposure on public transport.

OmniGrip Direct has been developing and applying resin safety road surfacings for more than 20 years. In that time OmniGrip Direct has perfected a technique of colouring Australian recycled glass. It is now widely used for durable coloured bus lanes, bicycle lanes, pedestrian crossings and placemaking. It is specified by road agencies, Councils, architects and landscape designers.

With Councils now planning how to assist their community with its recovery, OmniGrip Direct's CEO, Darren Scerri, explained how using its recycled glass surfaces can improve bicycle rider and pedestrian safety. "Using coloured recycled-glass or natural aggregates enables Councils to apply a coloured surface treatment to delineate a special purpose for a space on a road and path. They can also use it decoratively in public spaces" said Scerri.

Scerri continued, "The durability, both in terms of skid and slip-resistance and colour retention, means they're safer for longer and have lower lifecycle costs for Councils. That's particularly important for State and Australian Government funded projects where Councils can only obtain grant funding for the capital works. Councils need to consider what it will cost them to maintain and renew a project and that's where OmniGrip's products are a better value proposition because their maintenance is lower and life typically much longer. Our technology typically lasts for between 5 and 10 years compared with paint-based products that may start to deteriorate and lose their slip-resistance within 6 to 8 months – making them uncompliant, unsafe and costly to restore."

In a post-COVID-19 era, using OmniGrip Direct's surfaces enables Councils to quickly refresh and revitalise local parks, paths, lanes and strip shopping centres where people walk, ride, socialise and shop. "They're a quick and effective way for Councils to provide a benefit to local businesses, without any complex contracting required. For Council asset management engineers, a new resin coating will provide water-proofing and crack sealing, as well as minor surface levelling, helping



reduce the need for more expensive repairs down the track” said Scerri.

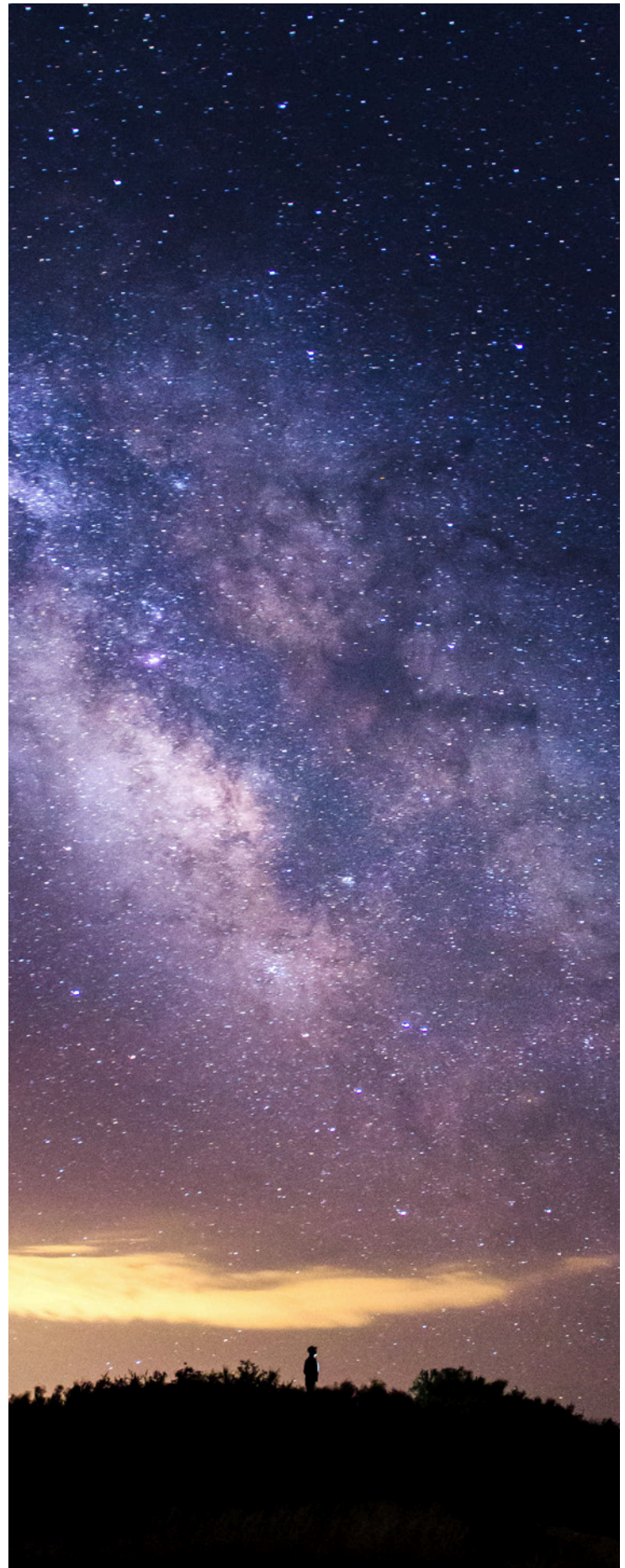
“Many typical applications are eligible for funding from the new Australian Government’s Local Roads and Community Infrastructure Program and the long-established Blackspot Programme” Scerri explained. “State-based programs such as the NSW Streets as Shared Spaces Grants, Victorian Public Safety Infrastructure Fund and TAC Local Government Grants can also provide capital works funding to Councils for OmniGrip’s surfaces. We provide links to the grant programs from our product pages”.

With the expected increase in bike riding, it is important to use durable colour to clearly delineate bicycle lanes through traffic conflict zones, and for the slip-resistance on pedestrian crossings, crosswalks and in public spaces to be maintained for its functional life. A significant barrier to people trying bicycle riding is their perception of its safety. Research has shown that this is particularly important for women. And for someone starting to ride, their confidence and willingness to continue can be shaken by a near-miss or actual incident, such as their wheel slipping on a lane with a worn paint-based surface.

Unfortunately, when it comes to coloured bicycle lane surfaces, budget constrained Councils often resort to paint. It’s a false economy though. Paint’s life in trafficked conflict zones can be poor, quickly losing the surface texture that is so important for rider and vehicle safety. In other parts of lanes, it is slippery for riders as well as the pedestrians that have to walk across the lanes.

When asked about whether green paint was acceptable in bicycle lanes, Cycling Victoria’s Craig Eastwood stated, “Cycling Victoria endorses the use of OmniGrip’s green coloured epoxy resin surface treatment for bicycle lanes in Victoria, and opposes the continued use of green paint as a satisfactory surface treatment.”

Resin-based OmniGrip CST provides significantly stronger adhesion to road and path surfaces as well as its recycled-glass aggregate. Its typical life is 5-8 years and some bus lanes are holding their colour and texture around 10 years. A pressure wash maintains its texture and colour. With additional benefits such as providing waterproofing for







pavement cracking, assisting the overall integrity of the road pavement, there's no doubt that the lifetime value of OmniGrip Direct's resins and recycled-glass surfaces exceed that of paint-based solutions.

### CASE STUDIES

In Bentleigh in suburban Melbourne (pictured above), Glen Eira City Council sought to transform a laneway adjacent to its new railway station. Bentleigh Station was rebuilt as part of the Level Crossing Removal Project, but Council decided that more was needed to activate the laneway that is an important walking route between parking for shoppers and the Centre Road shopping strip.

Glen Eira City Council's Director Planning and Place, Ron Torres, said, "The laneway treatment formed part of a broader Brightening Bentleigh project which included installing murals, bin corrals and lighting and was partially funded by the Department of Justice. The project also provided an opportunity to activate spaces at the rear of businesses between Godfrey Street and Bentleigh Station.

In choosing the surface for the laneway, Council considered durability, texture, colour and design to ensure the space was appealing and safe for the community. The laneway treatment and the overall Brightening Bentleigh project has been very well received by Bentleigh Traders and the broader community."

In Melbourne, St Kevins College Heyington campus adjoins Heyington Railway Station on the Glen Waverley Line. Students enter the campus from the railway station and cross a large area to reach the buildings. The area is used for staff parking and occasional organised activities.

In 2019 a decision was made to rejuvenate the surface as a campus gateway using recycled-glass OmniGrip CST. A bold grid design in the school colours transformed what was an unsightly faded painted surface into a vivid signature entrance, clearly visible to train passengers and the school community.

In Doncaster East, Manningham City Council refreshed the surface of the local Rosella Street strip shopping centre. A vibrant local centre with a mix of cafes and professional services, its concrete footpath was dirty and tired. OmniGrip Deco, using coloured recycled glass, has given the centre a refreshed look.

**About OmniGrip Direct:** OmniGrip Direct has been applying specialist coloured surfaces to road, paths and open spaces for more than 20 years, across Australia and internationally. With renewed interest in using recycled materials, and State Government agencies mandating Recycled First, OmniGrip Direct's proven products reduce the risk to Councils and their communities. OmniGrip Direct sponsors Cycling Victoria and the Eastern Lions Soccer Club.



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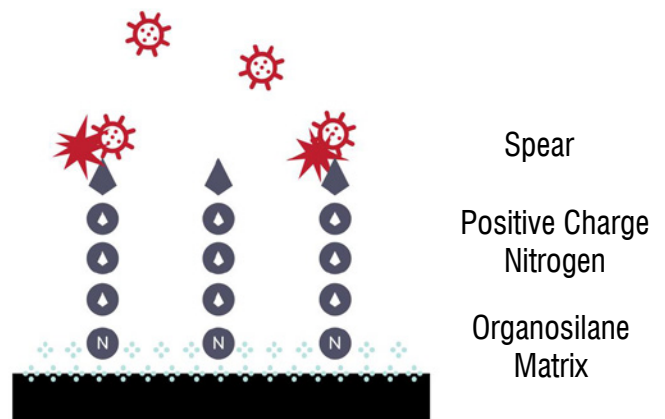
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The antimicrobial component of SIQURA is like a tiny electrical spear. When a microbe comes in contact with the spear a very small electrical interaction occurs. (Unlike some antimicrobials that poison the microbe), it's this electrical interaction that kills the microbe, rather like a pin popping a balloon. No poison, no alcohol, just a simple electrical charge that remains on the surface, keeping it protected, longer.



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# CENTRAL HIGHLANDS COUNCIL BUYS NEW KOMATSU WHEEL LOADER – AND KEEP THEIR OLD ONE!



One of the largest shire councils in Tasmania has just bought a new Komatsu wheel loader – but they declined to trade their “old” one – it’s 37 years young and still going strong.

They simply put it on light duties and placed it on standby to help the new one in times of overload.

Central Highlands Council, which services 12 percent of the total landmass of Tasmania, has been through three amalgamations since the original Hamilton Shire bought the Komatsu W60-1 in 1982.

The ‘old-loader’ as the 15 strong road network workforce calls it, had been the hub of a program of self-sufficiency for the entire time, working in the council’s own quarry.

The hour metre gave up working years ago, jammed north of 30,000 hours, but the loader kept on keeping on.

“Because of budgets, and the area we have to cover, we do a lot of our own work ourselves,” Barry Harback, Council’s supervisor of roads and services, said.

That means maintaining 619 metres of unsealed and 118 kilometres of sealed road with a pass at least once a year, using dolerite red gravel taken from the council’s own quarries.

It’s an efficient operation, minimizing the need for external contracting services. Council is even breaking new ground by building its own new sealed road – a 1.2 kilometre stretch replacing a gravel section into Hamilton.



The sheer size of the council's boundary – encompassing just on 8,000 square kilometres of hilly, densely wooded and largely wilderness area, means that they work their machinery hard.

More than a decade ago, the Council bought a newer wheel-loader (not a Komatsu) to work the quarry while the Dash-One moved to the adjacent landfill area requiring less mechanical stress.

But when the newer machine had transmission trouble, the 'old loader' simply swung back into action and took on the main task. Council staff even re-fitted the Dash-One's long removed bucket weigh scales and it worked perfectly.

"It's been a phenomenal run," Barry said. "When we decided to finally buy a new Komatsu – the latest WA270-8, there was no reason, and no way, we were going to part with the 'old loader.' The W60-1 is back on landfill duties while the WA270-8 works the quarry.

Barry has been in the unusual position of being able to drive the two machines, from two eras, back-to-back.

"The Dash Eight is smooth to operate, it's so quiet you can hardly hear it, and its air conditioned," he said. "The Dash-One is a bit vintage."

Operating controls are completely different. The Dash-One has massive forward and reverse levers sticking out of the dashboard and a bucket lever rising from the floor. The Dash-Eight operates on an intuitive joystick.

Council and Komatsu's Tasmanian branch added a bucket extension to the new machine to provide it with

0.3 cubic meters greater capacity, making filling its own trucks more efficient.

"We're still getting better fuel use from the new machine, even with its greater workload," Barry said, "although that's just my estimate, we haven't done a formal test."

The new WA270-Eight is fully covered by KOMTRAX, Komatsu's on-board machine health, and performance monitoring system. Electronics were still in their infancy when the Dash-One was built.

"We haven't had to call on KOMTRAX yet," Barry said. "We have, just on 200 hours on the new machine and we'll use Komatsu's warranty service to maintain it."

But when the warranty period is complete, Komatsu will continue to overview the two machines, plus the Komatsu graders which are also on Council's fleet.

"Service is a strong part of why I am a Komatsu man," Barry said. "I know if anything does go wrong, we can rely on them for anything we need."

**KOMATSU**



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# FINAL TIER IV EMISSION-COMPLIANT KOMATSU WHEEL-LOADER HANDLES WASTE WITH HASTE



**WITH FINAL TIER IV EMISSION CONTROLS IN MIND, BYRON SHIRE COUNCIL HAS PURCHASED A KOMATSU WA270-8 WHEEL-LOADER TO HELP SORT HOUSEHOLD AND GREEN WASTE.**

Located in the Myocum hinterland (close to Mullumbimby, New South Wales), Byron Shire Council's Resource Recovery Centre is a recycling facility that sorts household waste and annually transforms 3000 tonnes of green waste into high-quality garden mulch.

Its chief tool-of-choice in this activity is a new Komatsu WA270-8 wheel-loader, a machine that was chosen for its productive capabilities and also because it met stringent Final Tier IV emission controls.

Although Final Tier IV emission controls for non-road diesel-engined vehicles are not compulsory in Australia, Byron Shire Council chose to adhere to the standard, said Resource Recovery Centre site manager, Ken Moore. "Council recently formed a Sustainable Emission Reduction Advisory Committee to evaluate purchases such as this," Mr Moore said. "We take our environmental reporting seriously and a lot of consideration was given

to the emission performance of the Komatsu wheel loader.

"We researched offerings from two other brands during the diligence phase, but we wanted to meet Final Tier IV emission controls and the Komatsu WA270-8 wheel-loader was the only machine under consideration that did so."

Powered by a new-technology Komatsu engine, the WA270-8 features Komatsu's PZ parallel-lift arm system and hydrostatic drive for excellent versatility and productivity across loading, handling and lifting applications.

The Resource Recovery Centre's unit had the air-conditioning condenser relocated at pre-delivery, in order to reduce material build-up when the machine is turning-over compost and mulch.

It is also equipped with a cabin pressuriser and HEPA filtration in order to keep the cabin free of

dust and fumes. "The HEPA filter and pressurised cabin keeps the operators dust-free when they're working, which they appreciate," said Mr Moore. "The air-conditioning is also fantastic. I can hardly get them out of it on hot days.

"There are also Waste Regulation Acts and Work Health and Safety considerations around air quality."

The Komatsu WA270-8 wheel-loader spends the vast majority of its time performing duties for the Resource Recovery Centre's Compost Facility. "It pushes green waste up into a pile to be ready for mulching and loads out commercial quantities of the produced mulch," said Mr Moore.

"It takes a couple of days to move the mulch piles around and then about a week to pasteurise it on our aerated matt-pad. The rest of the time, the Komatsu wheel loader is emptying the bins that people drop their rubbish into."

In addition to the wheel-loader's emission performance and pricing, Mr Moore said Komatsu's service and support offerings were highly attractive. "Cost was of course a factor, and also support and serviceability. They were big selling points for us.

"We've had the Komatsu wheel-loader for nearly a year now and the support and service we've had has been fantastic. Their field service technicians are local to our Northern Rivers area and they come out to us within a couple of hours if we need them, including after-hours if necessary.

"They rang me the other week and said it's due for a service when I wasn't aware of that. They asked what time to arrive and I said 'early in the morning' so it didn't hold us up, and sure enough they arrived first-thing and sorted it out. Not a problem."

Backed by Komatsu's Australia-wide service and support network, the Komatsu WA270-8 wheel-loader comes standard with the KOMTRAX remote monitoring system, which provides real-time information on a fitted-machine's location, performance and health – helping to maximise machine safety,

productivity, up-time and availability.

"It comes with all the bells and whistles such as KOMTRAX," said Mr Moore, "so you know exactly what the machine is doing. We don't even have to keep track of when it needs a service. Komatsu has eyes on that, remotely, and come out to us when it's due. It's necessary for us to keep the machine on site because we can't afford the costs of transport and down-time."

Mr Moore reported that the Resource Recovery Centre's leading-hand mechanic is impressed by KOMTRAX and the ability to be able to access codes and diagnostics at the machine without having to need licences, laptops or specialised technicians. "They sent our mechanic up to Brisbane to show him how to read all the diagnostics. He finds them really great to talk to."

Other fans of the Komatsu WA270-8 wheel-loader include its operators, with Mr Moore relating that his staff, and himself, enjoy using the machine: "I like to drive it; it's a really comfortable and easy machine to negotiate, and the always-on reversing camera is fantastic, too. The other fellas are really happy with it, too."

The Resource Recovery Centre has a long history of using Komatsu equipment and is set to make more of it. "We have hired Komatsu wheel loaders in the past and found them to be really good – we've had no dramas whatsoever – but this is the first time Council has purchased one outright."

"Having the single Komatsu wheel-loader is enough for us because we have a backhoe as well," said Mr Moore, "but the Council Works Department has just ordered a new Komatsu grader."



# WAVE GOODBYE TO OLD TECHNOLOGY

The City of Adelaide is the first Council in South Australia to trial the Smart City iTouch – a new technology contactless pedestrian push button control.



The iTouch supplied for the purpose of the trial by Aldridge Traffic Systems and installed by contractor Gridlock Electrical, have been trialled at Melbourne Street in North Adelaide since the first week of August 2020.

The trial follows on from when all City of Adelaide pedestrian crossings were being automated during

the early stages of the COVID-19 outbreak. More than 60 pedestrian crossings in the heart of the CBD are still automated, however these are primarily only between the hours of 7:00am to 7:00pm. Many of these crossings have since returned to normal operation at Council's request.

Today more than ever before, improved hygiene measures are necessary. The risk of infection is greatly increased by human to surface contact. With the introduction of the new pedestrian contactless controls, the spread of infection is substantially reduced. iTouch is a hygienic alternative to standard pedestrian push buttons, which protects the public against potential contamination of their hands and virus spread.

The iTouch works by means of a proximity sensor, which flashes green when activated by the pedestrian waving his hand in front of the sensor.

The great thing about the iTouch technology is the reduction in installation costs as existing units can be modified to accommodate the new sensor. iTouch retains the functionality of the traditional push button, including the audio tactile features for the hearing or vision impaired and call record for if required.

Lord Mayor Sandy Verschoor said this smart technology aligns with one of Council's strategic outcomes to ensure the city is safe and well-connected for all people and all transport modes.

"This is a great initiative as it helps keep pedestrians safe while still delivering a good result for everyone who cycles, rides a motor bike or drives a car through our streets," said the Lord Mayor.

"Councillors received mixed feedback when every city crossing was automated, as we had some residents being disturbed while trying to sleep and some frustrated

by late night and early morning drivers who were being stopped unnecessarily.

"While we appreciated the benefits of full automation, with this on-demand solution you get a win for everyone in terms of safety and hygiene for pedestrians, along with reduced stops and traffic congestion for cyclists and motorists.

"Just like the City of Adelaide's UPark Plus initiative, people really appreciate the availability of contactless and convenient technology at a time like this, so I'm glad we're conducting this trial." Operating instruction labels are also available to place on the poles, in English and 2 other languages, selectable by each council.

Should the trial be successful, Councillors will have the opportunity to consider installing more of the iTouch throughout the city and North Adelaide in the future.

Aldridge also produces a product called iTouch+ which is a pedestrian time-extender allowing seniors and disability cardholders to tap their card onto a sensor to extend crossing time. Adelaide City Council is looking into the feasibility of this product.



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- 红灯请停下
- قف عند الإشارة الحمراء

10cms approx.

- Hold hand close without touching. Sensor button will flash green when activated.
- 请把手贴近安全行走感应器，但不要触摸。当手接近时，感应开关会显示绿色。
- اقترب دون لمس الي ان يضيء اللون الاخضر

WAIT until 'Green Man Walk' signal before crossing the road.

- 请等绿色人步行信号显示时再穿越马路
- انتظر قبل العبور الي ان تشاهد الرجل الاخضر





**Don't Touch That Button!**

**Wave Goodbye to  
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**iTouch**

## **NEW CONTACTLESS CONTROL**

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## **MEMBER PROFILE**

**COORDINATOR INFRASTRUCTURE  
OPERATIONS  
MURRINDINDI SHIRE COUNCIL**



Stu has had a busy 6 months – he oversaw Murrindindi Shire Council's response to the storm events at the beginning of the year, with 4000 storm-related inspections.

As part of the Covid-10 response he's also overseen the lockdown of parks and other facilities across the shire's 3873 square kilometres. This involved the deployment (and later removal) of 5200 star pickets and caps, 69 km barrier mesh and 72 km barrier tape and the use of 12,000 litres of disinfectant, 280 litres of hand sanitiser and 300 litres of soap. And counting...

Key responsibilities/overview of role

- As a leader within Council's Community Assets Department, Stu helps our roads, parks and gardens teams implement a seamless and modern approach to the provision, operation and maintenance of the infrastructure needed by our community.
- While assisting his team to deliver projects to Council's agreed service standard, Stu also makes sure we meet our legislative requirements.
- In his role, Stu is always looking for ways to improve processes and community experiences – with a focus on delivering a planned approach to asset management.
- Stu is an asset to our team at Council, he promotes a positive culture, where staff take pride in their work and feel empowered to deliver for their community.
- Stu upholds high levels of integrity and performance when it comes to occupational health and safety and environmental sustainability.

# WHITSUNDAY REGIONAL COUNCIL PUTS FINISHING TOUCHES ON \$5M BOWEN BEAUTIFICATION WORKS



The Parks Team at Whitsunday Regional Council in Queensland has been busy putting the final touches on a \$5m park and street beautification program. The program, which was funded in part through state government funding, focused on the upgrade of selected open space reserves within the Bowen area.

Works included the installation of directional signage and entry features aimed at encouraging visitors along the Bruce Highway. Murals featuring scenes from some of Bowen's noted tourist locations have also been installed along the Bruce highway to capture the imagination of passers-by.

The Herbert Street upgrade works (pictured) were a key element of the project. The project was designed to both beautify the street and to encourage people to explore the murals within the town, and to increase the visitor experience.. The works included irrigation system, lighting, and stormwater drainage upgrades. Herbert Street remains part of Australia movie folklore, after featuring in the Baz Luhrmann's epic Australia, which starred Nicole Kidman.

The Bowen area is also home of Horseshoe Bay Beach, which was recently voted "Best Beach" in Queensland by the Caravan Community. It sounds like it is a great Council to work at.





# SAFER FOOTPATHS

**WE CATCH UP WITH NICK HOOPER, DIRECTOR OF SAFE FOOTPATHS TO TALK ABOUT HIS BUSINESS AND DISCUSS HOW THE COVID-19 PANDEMIC IS AFFECTING FOOTPATH USAGE IN VICTORIA**

## **Firstly, what does your business do?**

Safe Footpaths are footpath trip hazard specialists. We provide trip hazard inspections, reports and repair works of trip hazards for more than 10 Victorian councils and shires. Our repair works involve a slicing method which is far more accurate and compliant than traditional grinding repairs typically undertaken.

## **What is your background?**

My background is in Property Maintenance which involved servicing a wide range of maintenance requests with various trades. From time to time we would get requests for concrete trip hazard repair works where we utilised the normal grinding machines. I was never happy with the outcome – the end finish typically looked like a dog's breakfast to be honest!

## **What was your motivation for starting Safe Footpaths?**

Having an innovative mindset enabled me to come across an improved method. Slicing instead of grinding required a specialised focus and thorough training and I thought this very common maintenance repair task could do with a greatly improved approach.

There also seemed to be a lack of technology and data management in this space which we've integrated into all our inspections and repairs. It saves a lot of time for our clients. So I got stuck in and took on the challenge of raising the standards.

The more and more I looked into trips and falls on footpaths, I was amazed at how common incidents are and I was determined to assist Victorian communities bring these incident rates down.



## **How has the current COVID-19 pandemic impacted Safe Footpaths?**

The scale of the pandemic amplified so rapidly. We had to adapt very quickly like all businesses and implement a Covid plan with increased safety precautions to keep our team and residents safe. When lockdowns were announced and implemented it was easy to see that footpaths would be more important assets for councils and shires than ever before.

## **Why do you think footpath maintenance is more important than ever before?**

Our government has recognised the importance of exercise for both physical and mental health by recommending that, other



than essential tasks like grocery shopping, medical care, essential work and some study, exercise is the only reason individuals should be leaving their homes during the current Stage 4 lockdown in Victoria.

Due to these restrictions, pedestrian use of footpaths for exercise is up by over 200%.

Covid-19 lockdowns have forced a lot of us to take stock of what we have, and how we find joy and alleviate stress. For many, this can come from getting outside and moving, and a lot of people are finding that a regular routine of getting outside, breathing fresh air, and moving—whether that's walking, running, or biking—provides a crucial outlet during a stressful time.

Footpath assets must be maintained proactively to ensure the increase in footpath usage does not result in an increase in trip and fall incidents. The last thing the health system needs right now is hospitalisation of residents due to preventable trips and falls on footpaths.

Unfortunately 1 month ago my father in his mid-seventies had a fall and fractured his foot. It was and still is an uncomfortable time not

only for his foot but also his and our families mental wellbeing having to take him into medical facilities during the pandemic.

### **What other observations have you noticed regarding recent footpath usage?**

On a more positive note, we have seen many cool community initiatives. Lots of children have been drawing and writing heart-warming messages of support to band their community together and provide a form of social engagement. There's been no shortage of hop scotch games on footpaths which is awesome to see.

Unfortunately due to social distancing our crew have had to turn down a refreshing glass of orange juice or slice of cake residents offer us from time to time!

### **How do councils and shires reach out to you to discuss all things footpath safety and trip hazard related?**

Feel free to get in touch me direct on phone or email on 0406 333 350 or [nick@safefootpaths.com.au](mailto:nick@safefootpaths.com.au). Unfortunately an in person catch up will have to wait, but we have become experts on zoom and google hangout video calls!



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# BRIDGE DOWN BUNINYONG



## **A new \$2.8m bridge outside Ballarat is due for completion in November**

ACE Contractors are on schedule to complete a new bridge spanning the Yarrowee River near Napoleons in Victoria.

The new bridge, a joint roads project between the City of Ballarat and the Golden Plains Shire, replaces an old single lane bridge that was built around 100 years ago.

Project supervising engineer from Golden Plains Shire, Tony Talevski, said the old narrow bridge was “a relic from the horse and buggy days” and was long overdue for replacement.

ACE Contractors site foreman, Jason Davis, said a burst of good weather in late June had meant that heavy equipment could gain access to the old bridge from two levels allowing the demolition works to be completed.

The replacement involves the construction of a double lane bridge considerable higher than the previous one, with approach roads improved with better sight lines and safety.





# TME TRAINING IN THE NEW NORMAL



Recent restrictions on access to workplaces have meant a rethink in the way organisations need to access and conduct training.

The need for skills is not going away – indeed in the current environment it is increasing. People are seeking to transition into new careers, and while they may bring some of the “soft” skills necessary in every workplace, it is the “hard” skills that organisations need to ensure the job gets done to the standard required.

But both training providers and regulators are struggling to adapt old methods and standards to the new realities – and employers must adapt too. Already regulators, insurers and other authorities are moving towards requiring evidence of staff competency against the national standards, not just against workplace practice.

The Vocational Education and Training (VET) sector is about providing workers with valuable skills that meet the needs of the workplace. Some of that is about what a learner must KNOW to do the job properly, but also what

they must SHOW to meet both the national and workplace standards.

The KNOW part will mean that learners will need to be comfortable with connected technology to engage with trainers from a distance, but in a way that still engages them as much as a good “face to face” program. Employers will need to be thoughtful of the digital literacy of their workforce, as more workplaces, and indeed the plant and equipment required, become increasingly technical.

The SHOW part is more difficult, particularly in some areas where it is mandated that simulated activities will not cut the mustard. Nevertheless, there is opportunity there too for distant learners to demonstrate skills and techniques via video capture or other forms of real-time interaction.

So what is “training” likely to look like in the future?

Education providers have necessarily moved to technology, social media and online learning



to provide a learning solution to students – this may work for them, but it is critical that it also works for the students.

Online learning is not for everyone – an online learner needs to be independent, disciplined and supported. Previous experiences suggest a significant drop out rate for online learners because of loss of momentum and support when they need it, while they are managing changes to other aspects of their lives.

Employers need to be aware that online learners will need the same structure and timelines that surround “old” learning programs – so “new” learning needs to be underpinned by even better support strategies for students.

Examples of elements involved in an employer guided support strategy include:

- Improved scheduling and organisational skills – make the time available in groups as though the learners are attending “normal” training. Develop a schedule and stick to it.
- Use “instructor-led” training rather than “do it yourself”.
- Participation in virtual classrooms is challenging – breaks need to be frequent, and total elapsed time needs to be in half day, not full day blocks
- Work with the training providers to structure “knowledge” and “practical” training separately
- Identify activities in your workplace that can be used to show (or not) a worker’s competence in demonstrating skills – use existing staff to support the training
- Ensure your workers have support to develop the digital literacy skills they will need to participate in training
- Ensure your supervisors and workplace mentors are available to support and explain as required.

Consider these factors carefully to ensure your workforce develops the skills you will need them to have in the future.

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# INTERNATIONAL AWARD FOR GANNAWARRA SHIRE COUNCIL'S OPERATIONS TEAM



*Rotarian Martin Stow (centre) presented the Pride of Workmanship award from the Rotary E-club of Southern Scotland to Works Coordinator, Col Shepherd and Operations Team Member, Sharni Ferrari.*

The efforts of Gannawarra Shire Council continue to be recognised internationally, with its Operations Team receiving a prestigious Rotary Award recently.

Rotarian Martin Stow visited Council's Kerang Depot recently to present Council with the Pride of Workmanship award from the Rotary E-club of Southern Scotland.

"The Rotary Pride of Workmanship Award recognises distinct quality in the approach, attitude and dedication to jobs undertaken," Council Chief Executive Officer, Tom O'Reilly said.

"Mr Stow, who is the owner of the software company used by Council's Operations Team to manage OH&S matters, nominated Council for the award in recognition for the work our staff undertake to make the Gannawarra a great place to live," Mr O'Reilly said.

Initiated by the Rotary Club of Pennant Hills in 1975, the program has now been adopted by over 600 Rotary Clubs in Australia, New Zealand, the Pacific Islands, Malaysia, Canada and the United States.

"The award is intended to cover all aspects of work performance and ethics, inclusive of quality and quantity of output, customer service, safety, initiative and sense of responsibility," Mr O'Reilly said.

"This award builds on Council's recognition at State and National level, as well international praise for projects such as the Koondrook Wharf.

"Council congratulates our Operations Team for this accolade and looks forward to seeing the continuation of works this team undertakes in our community."



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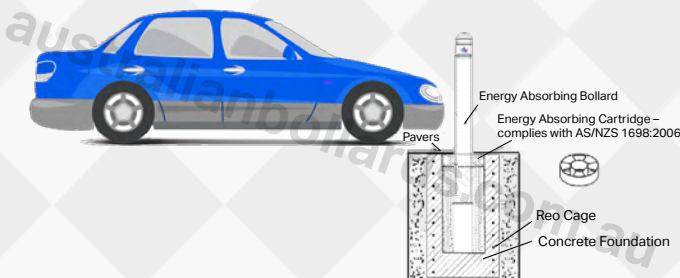


*Chris Tartaglia, Director of DDC*

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# MANUFACTURING IN THE AGE OF COVID-19

All around Australia businesses are adapting to accommodate COVID-19 restrictions and to keep their staff safe. Nowhere is this felt as hard as in Victoria right now, where many businesses remain in forced closure and many are struggling to remain open. Thus far, the manufacturing sector has largely remained open and is a key supplier to the construction sector that continues to provide a much-needed injection of activity into the Victorian economy.

As case numbers grow in Victoria, many businesses are confronting the possibility that their own organisations may experience outbreaks. Preventing and containing these outbreaks is not only about protecting people, but also protecting livelihoods and preserving sections of the economy that are functioning well and thus far have posed a minimal infection risk. The longer businesses can remain safe and operational, the better it will be for jobs and the economy when the country emerges from the Coronavirus pandemic.

## WHAT CAN ORGANISATIONS DO TO PROTECT THEIR STAFF?

From the beginning of the Coronavirus pandemic in March, most businesses have made simple but effective changes that have helped keep their staff safe. These measures were often as basic as making hand sanitiser readily available, encouraging good social distancing practices, and improving cleaning regimes. Many businesses, including R&S Grating, chose to close their showrooms and

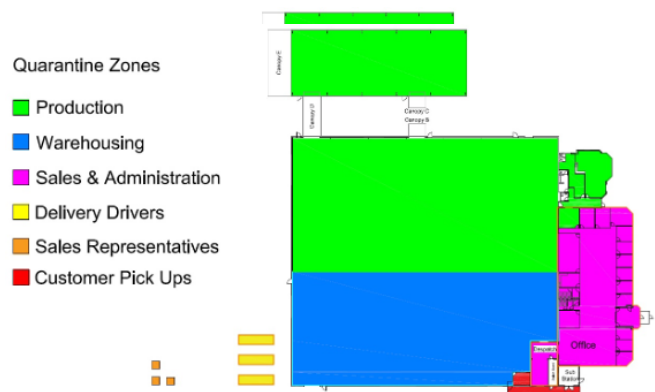
minimise direct interaction between staff and the public. For many businesses, such measures are not practical, such as in the retail sector.

These basic measures have served organisations well and undoubtedly helped to slow the spread of COVID-19, however as case numbers grow more measures are now required to shield organisations and their people from the virus.

R&S Grating have implemented a COVID-SAFE plan that seeks not only to minimise the risk of the virus entering the organisation, but also quarantines various working groups within the organisation to limit the spread of the virus should an outbreak occur.

## QUARANTINE ZONES

Key to preventing the spread of the virus is minimising the number of people each person must interact with and controlling the use of shared facilities. R&S Grating have divided staff into 5 distinct groups based on a person's primary working area, shown in Figure 1.





While some quarantine groups (for example Sales Representatives) are currently working off site with no face to face interaction, most groups remain working at the organisation's Dandenong South factory. In general, staff are obliged to remain within their quarantine zone. Movement outside of their quarantine zone is permitted only when absolutely necessary, with additional requirements, such as strictly wearing a mask, using hand sanitiser on entry and exit from different zones, avoiding touching any unnecessary surfaces and minimising face to face contact with people from other quarantine zones.

In addition to the quarantine zones, Production is divided into two working groups with staggered start and finish times and lunch and morning tea breaks, with enhanced cleaning of common areas.

All crossing points between zones are clearly marked with automatic hand sanitiser dispensers at each crossing.

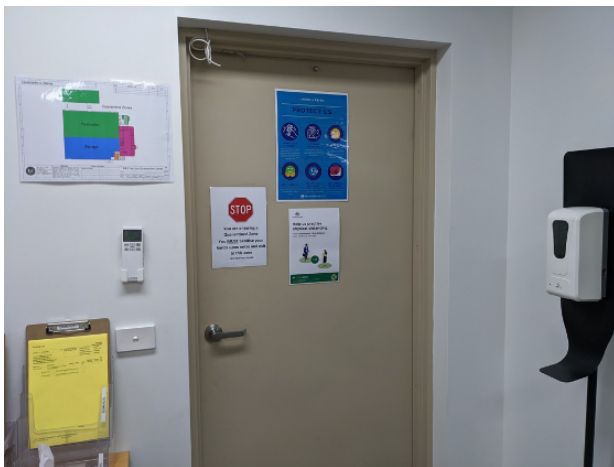


Figure 2: Crossing between quarantine zones.

In addition, all confined spaces clearly state the room's capacity and capacities are strictly enforced.

## FINANCIAL SECURITY

From March R&S Grating have sought to ensure that any staff member who is ill does not attend the premises. While it is constantly reinforced to remain home if experiencing even mild symptoms, staff are also ensured that they will experience no financial hardship should they be required to isolate at home.

Staff required to isolate while awaiting test results are being offered a variety of benefits, including sick leave and pandemic leave to ensure that they take home the same pay as they would if they had worked. No staff member will be financially disadvantaged by staying home and keeping everyone else safe.

## ENHANCED CLEANING PROTOCOLS

Enhanced cleaning protocols have been implemented ensuring that all common surfaces are regularly cleaned with an antibacterial cleaning product, including between rotating groups in the common areas and amenities. This is in addition to enhanced regular professional cleaning services.

## WE'RE ALL IN THIS TOGETHER

As we move forward as a city, state and nation, it is important to remember that while protecting people should always be the number one priority, COVID-19 threatens more than just health. Many livelihoods have already been lost to COVID-19 and many businesses will struggle to return once the pandemic is over.

It is now incumbent on businesses that can remain operational to do all they can to not just protect their staff from the virus, but also to protect their livelihoods. The more that people can remain in safe, gainful employment now, the easier it will be for the state's and nation's economic recovery down the line. Developing a COVID-SAFE plan that protects people and jobs is essential to aid in a swifter and smoother economic recovery after the case load returns to manageable levels.

**To learn more about R&S Grating's COVID-SAFE plan, please visit [www.grating.com.au/covid-19](http://www.grating.com.au/covid-19).**



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**William Adams**

