CLOCS-A Technical Group: Safer Vehicles

Terms of Reference

Purpose

This Technical Group for Safer Vehicles is established to develop supporting standards, policies and tools for CLOCS-A in relation to setting minimum safety standards and safety features required in constructions and transport vehicles supporting construction projects to reduce harm

Background

The Construction Logistics and Community Safety – Australia (CLOCS-A) Program is a national construction logistics safety program in development with stakeholders from government, construction, transport and community road safety groups, designed to improve work-related road safety on construction projects.

The CLOCS-A Program and its deliverables are guided by the Safe System approach to road safety. The Safe System approach recognises that humans are fallible and people make mistakes, however mistakes when using the road transport system should not result in someone losing their life or being critically injured. A Safe System, which consists of the road network, its vehicles, speeds and the road users who interact with the system must therefore be designed and used in a way which prevents fatal and serious injury outcomes.

CLOCS-A aims to contribute to and strengthen the elements of the road transport system through best practice strategies proven to reduce road trauma and improve public safety around construction heavy vehicle movements, particularly with interactions between vulnerable road users. Further, it aims to streamline construction project standards by establishing a nationally consistent framework that can be referred to by industry.

The development of CLOCS-A will occur in three phases:

1. Establishment
2. Refinement/Implementation
3. Long Term Sustainability

Crucial elements in the Establishment Phase include:

- CLOCS-A becoming a single point of reference with established governance structure and supporting champions.
- Establishment of CLOCS-A Technical Groups with work plan, deliverables and resourcing aligned.
- Assessing commonalities among contractual requirements for the use of heavy vehicles within construction projects.
- Plan for the development of a central record which identifies accredited heavy vehicles and drivers with CLOCS-A standards.
- Consistent messaging about safe interactions between key stakeholders.

The development of an Australian version of CLOCS (i.e., CLOCS-A) would align with state and territory road safety strategies, and the National Road Safety Strategy and associated action plan.

Principles

1. Tools and guidance need to be approachable and scalable depending upon the size of the project.
2. What is developed can be applied across the entire industry with national consistencies – one standard.
3. Where possible, build on what already exists and is being used and then look to adapt.
4. Contributions and background Intellectual Property are all acknowledged and once agreed is identified as CLOCS-A.
5. The Technical Group (Safer Vehicle) is a component within the CLOCS-A eco-system and where appropriate ensure outputs align with other Technical Groups.
6. Evidence based approach for proposed standards and safety features as applicable and as much as possible.
7. In the unlikely event the Technical Working Group disagree in a recommendation are referred to the Steering Group to resolve.
8. Reflect the original purpose of CLOCS-A which is community safety.
9. Influencing Codes of Practices, industry codes and standards used by vehicle manufacturers.
10. Performance based specifications where applicable and relevant.

Roles and Responsibilities

Partners of the Technical Group will have the following roles and responsibilities:

- Share information.
- Help advise and guide the development of tools, standards and guides.
- To act as a reference group for further advice when required.
- Report to the co-ordinating group
- Ability to act as trial partners where possible

Technical Group Partners

The Technical Group includes:

- Michael Chan – Road Safety Victoria - Chair
- Greg Dikranian- TfNSW – Deputy Chair
- Chris Loose – TIC – Deputy Chair
- Andrew King – 3M
- Scott McPherson – SCESCOMAX
- Jim Sarkis – Bingo Industries
- Mark Mills – Sutherland Shire Council
- Ryan Noble – Grasshopper Environmental
- Irene Narayan – Grasshopper Environmental

- Tia - ARRB

Deliverables

On-going development and refinement depending upon resources:

- Minimum safety features
- Risk based / project sizing / project time frame
- Accreditation models / options
- Communications and educations/marketing – complimentary to CLOCS-A core messaging

Development Process

1. Define problem / issue
2. Analysis of current regulations, industry standards and practices
3. Development of draft CLOCS-A standard requirements
4. Consultation with Supporting Partners and Steering Group
5. Agreement of safety features for CLOCS-A Standard
6. Implementation of Standard
7. Monitoring and Evaluation
8. Meetings will be held virtually and as required.

Timelines

- Align the technical working groups to the milestones of the main steering group
    - Review
    - Consultation, accept, modify
- Target dates in place to align with project initiative