

CLOCS-A

Construction Logistics and
Community Safety-Australia

Monthly Newsletter #1



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Welcome to the 1st CLOCS-A Newsletter!

Welcome to the first CLOCS-A newsletter which is another huge collaborative milestone achieved through the support of many passionate people and organisations. Other recent milestones include [CLOCS-A website](#) update and funding being secured from [National Heavy Vehicle Regulator's \(NHVR\) Heavy Vehicle Safety Initiative](#), supported by the Federal Government.

The need for CLOCS-A has been highlighted by the recent [Infrastructure Australia](#) report in the Fully Loaded article "[Infrastructure Gap on Drivers to Continue: IA](#)".

Some 4,900 truck drivers are undertaking the national infrastructure-building task.

The opportunity here with CLOCS-A is through the use of contracts to build these infrastructure projects, a safety management system specific to the logistics elements is established. As an example, the basics of side underrun for heavy vehicle construction related vehicles would be introduced as would be consistent messaging of their blind spots for vulnerable road users.

The delivery of the next stages of establishing CLOCS-A Implementation Phase includes the following Key Milestone proposed dates:

- o Virtual National Planning Workshop to: 16 February
- o Consolidation of Standard Workshop: 18 August
- o Finalisation of Standard Workshop: 23 November



News

- o Welcome new members who have joined the CLOCS-A Memorandum of Understanding
 - Welcome to our newest Supporting Partner, The Crane Industry Council of Australia — CLOCS-A
 - Welcome to our newest Supporting Partner, PACCAR Australia — CLOCS-A



- o Meetings held with
 - Brisbane City Council
 - Transport for London (TfL)
 - Sopra Steria who are the new hosts of TfL's Fleet Operators Recognition Scheme
 - Cycling Walking Australia and New Zealand
 - Swinburne University



- o Webinars
 - BINGO Industries: Safe to the Core: How an evolving safety culture rove business success



- o Related News
 - Infrastructure grip on drivers to continue: IA | News (fullyloaded.com.au)
 - Female pedestrian struck and killed by truck in Leichhardt, Sydney
 - NRSPP Blog — Two Tribes: On the Same Side of Safety



Progress Update

Technical Group 1

Michael Chan of Victorian Department of Transport and Greg Dikranian of Transport for NSW

Next Meeting:



Technical Group 1

TG1 was initially presented with information in relation to current truck specifications that has been adopted in some of NSW and Victoria's major projects. This forms the foundation to building upon the next phase vehicle safety features road map to be developed into the future.

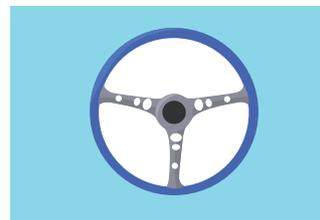
In the last TG1 forum, a workshop was conducted to analyse a range of truck safety features and technologies in order to establish the strength, weaknesses and its likely candidacy to be added into the future road map. This is work on-going and a second workshop has been planned in the coming week.

TG1 met on the 14th September and 14th October to finalise the [Term Of Reference](#)

Technical Group 2

Michael Holmes of Sydney Metro and Amelia Cavanagh of Amy Gillett Foundation

Next Meeting: **4th November 2021**



Technical Group 2

TG2 broke out into sub-groups throughout September – October to review the draft framework for CLOCS-A Technical Group 2 (TG2) Driver Requirements. A Driver Requirements draft framework was proposed which is shaped around four key elements contributing to the concept of what it means to be a "Safe Driver". These include – Licensed, Trained and Competent, Fit for Work and Safe Behaviour.

Each subgroup discussed a range of good practice training programs, industry standards and requirements which could be drawn upon to structure the requirements of each key

element. TG2 will seek to categorise requirements into a Bronze, Silver, and Gold level performance standard. TG2 will reconvene in November to present to the group an updated draft framework which includes these elements for the CLOCS-A Standard's Driver Requirements.

A supporting resource is in the process of being secured to assist TG2

Progress Update

Technical Group 3

Dr Kim Hassall of CILT-A and Ian McLeod of Major Transport Infrastructure Authority

Next Meeting: **27th October 2021**



Technical Group 3

The CLOCS-A TG3 Logistics Stream has so far highlighted eleven areas that will potentially elicit important logistic procedural elements that need to be considered when either a major or minor construction project is initially planned, then becoming operational, through to completion.

In creating an overarching 'Logistics Plan' for a construction project and site, there are several major considerations that have been identified by the group thus far. These include route planning, the interfaces with vulnerable road users, traffic management planning, other modal delivery possibilities, logistic pre-fabrication impacts, economies of scale possibilities and the operational co-ordination within

the given project timelines.

Case studies and best work practices will be elicited from the 17 group members and hopefully their expanded network of contacts. The Logistic stream findings will be a significant input into the development of the new CLOCS-A standard. We look forward to working with the other three CLOCS-A streams to produce this new national Construction Safety Standard which is the intended outcome from the successful development grant obtained through the NHVR's Heavy Vehicle Safety initiative.

Technical Group 4

Co-Chairs Jerome Carslake of NRSPP and Martin Toomey of ARTSA-Institute

Next Meeting: **19th October 2021**



Technical Group 4

TG4 met 8 October where the [Terms of Reference](#) was finalised and key actions were prioritised. The TG focus is on two core areas:

- o **Communications** – what is going on within CLOCS-A, Case Studies – examples/lessons learned, and harmonising safety related messaging.
- o **Advocacy** – why CLOCS-A standard is important, cost benefits for safety and productivity and how all constructions projects big/small benefit. Basically, the sales argument for CLOCS-A.

As part of the development of communications, TG will seek to include evaluation which will measure awareness and understanding of CLOCS-A amongst the community,

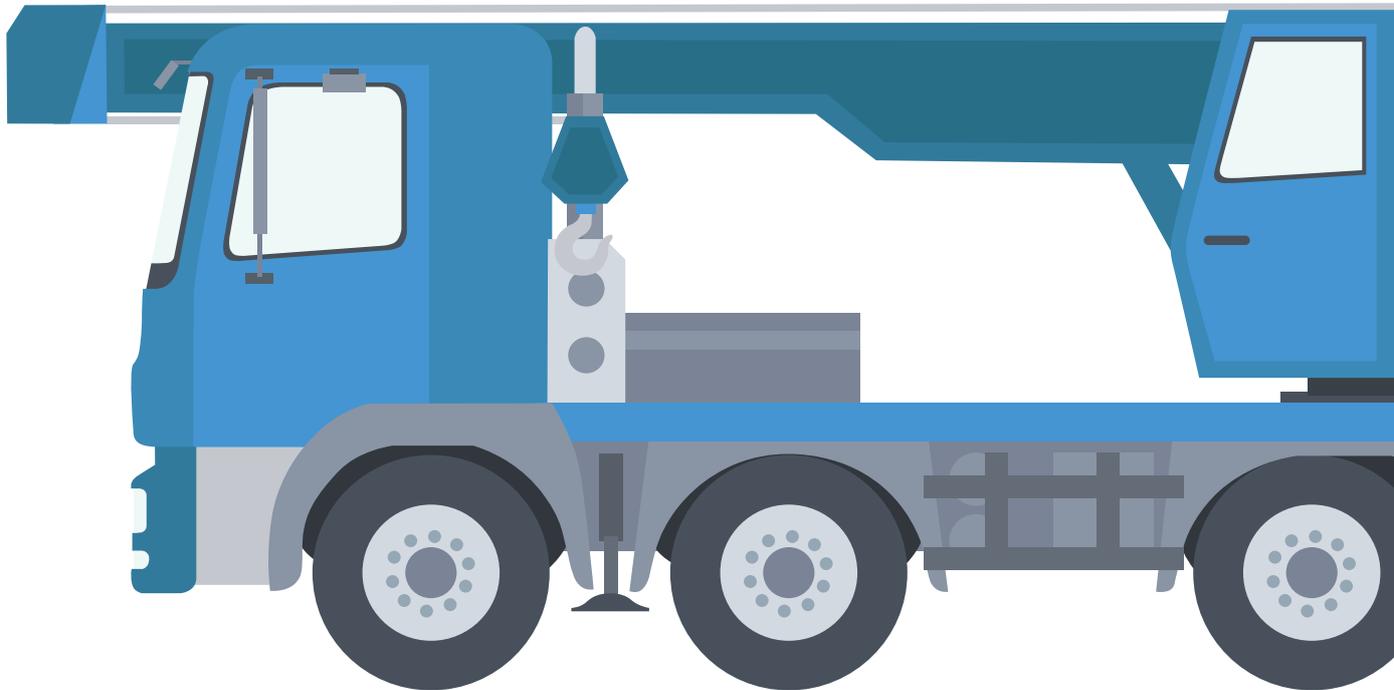
local government and industry. As a starting action TG4 has established a Case Study Template based off the new Sydney Metro Case Study Contract requirements which illustrates the harmonisation benefits already of CLOCS-A.

TG4 will also align and highlight any reference relating to CLOCS-A in the forthcoming 2021–2030 National Road Safety Strategy, State and local government road safety strategies.

A supporting resource is in the process of being secured.

Case Studies

- o A [Case Study template](#) has been designed based on the new contract requirements specified within Sydney Metro. CLOCS-A is currently developing a list of case studies which will be developed which will assist with building the sales argument for CLOCS-A. Case studies will highlight CLOCS-A champions, technology applied/ costs/benefits
- o Partners are invited to nominate CLOCS-A Case Studies for inclusion.
- o A number of topics are being explored:
 - Left audible turn squawker
 - Development and research journey led by [Transurban](#)
 - Cost, fitting and benefit from [Holcim](#)
 - Conspicuity markings on vehicles
 - Fresnel lens
 - Side underrun protection
 - Camera set up for blind spots
 - Mirror set up for blind spots
 - Conversion of NRSPP Case Studies featuring Grasshopper Environmental and Laing O'Rourke.



Acknowledgements

This newsletter has been developed by the National Road Safety Partnership (NRSPP) on behalf of the CLOCS-A project.

We would like to acknowledge the CLOCS-A Steering Group, Supporting Partners and NHVR HVSI Funding.

Steering Group



Supporting Partners



We invite all organisations to sign onto the CLOCS-A Memorandum of Understanding, for more information please contact Jerome.Carlslake@monash.edu Chair of the CLOCS-A