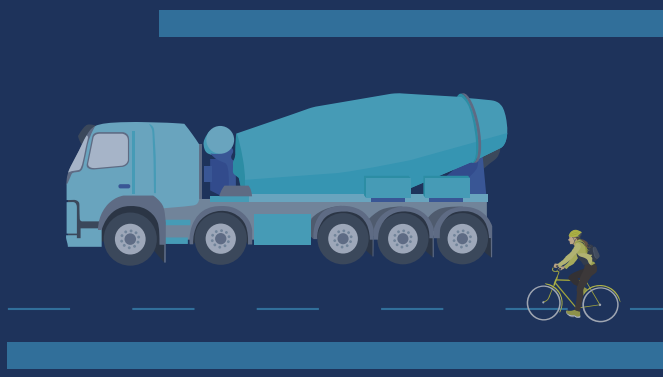
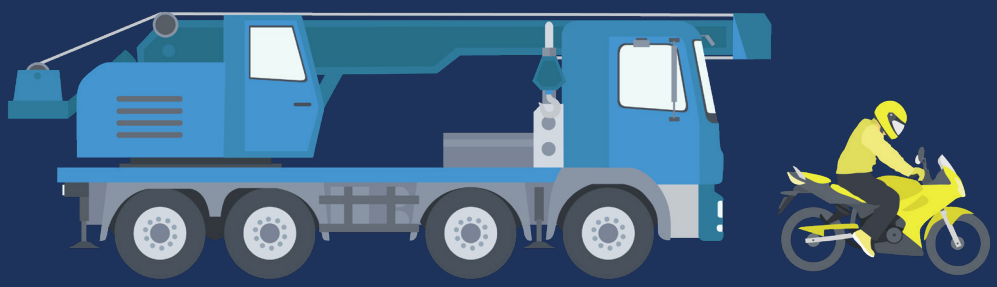
CLOCS-A:

Construction Logistics and Community Safety – Australia



Expression of Interest – CLOCS-A Host



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Construction Logistics and Community Safety Australia

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CLOCS-A

1. Introduction

1.1. Construction Logistics and Community Safety - Australia

Construction Logistics and Community Safety – Australia (CLOCS-A) is a national good practice approach for managing the risks and impacts associated with a construction project's on-road transport and logistics activities to improve community road safety. The launch of CLOCS-A on 1 July 2023 will represent the realisation of a four-year collaborative journey between industry, government, peak associations, and community organisations. In anticipation of this, the Steering Group (SG) seeks to identify an organisation suitable to host the delivery of CLOCS-A. This organisation will be transferred the management of CLOCS-A and the Memorandum of Understanding (MoU) and operate CLOCS-A nationally, facilitating the adoption of a best practice approach in the construction logistics industry in Australia and enhancing the safety of industry workers and the community alike whilst improving efficiency and productivity. The key responsibilities of the host are:

- Management of CLOCS-A Program and Standard
- Publish and maintain CLOCS-A Standard and supporting resources
- Manage and maintain CLOCS-A membership
- Manage website, branding, and marketing
- Establish two-way communication between CLOCS UK and CLOCS-A
- Provide clarification and support to the CLOCS-A community and champions
- Governance, financial management and sustainable

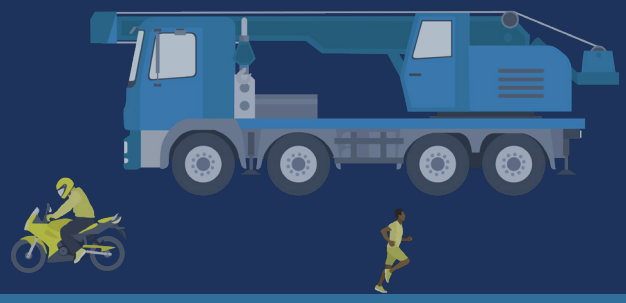
1.2. Purpose of the invitation for EOI

The purpose of this Expression of Interest (EOI) Invitation is to invite qualified organisations or consortia to formally express an interest in hosting CLOCS-A.

An Assessment Panel consisting of CLOCS-A's will evaluate each EoI against the Key Selection Criteria.

This EOI Invitation seeks to:

- Provide information on the background of the CLOCS-A project
- Outline the deliverables of CLOCS-A
- Outlined proposed CLOCS-A governance and procedures
- Define terms, conditions, and arrangements for the submissions of an EOI
- Outline the finalisation process for selecting a host and set out the key evaluation criteria against which EOIs will be evaluated



2. Project Background

Australia is undergoing an unprecedented $290 billion major infrastructure build over the next decade (Infrastructure Australia, 2021). This will mean a wave of construction projects primarily relating to transport, utilities and social infrastructure. Many of these projects will be in cities, towns and urban areas. As a direct result of this increase in construction activity, the number of Heavy Vehicle (HV) movements in those project locations will also increase significantly. This means more HVs on our roads and an increased risk of interactions between them and Vulnerable Road Users (VRU), including cyclists, pedestrians and motorbike riders. Recognising that the movement of these construction vehicles in populated areas can present hazards for the public – particularly VRUs – both State and Commonwealth governments seek to prioritise and promote the use of safer HVs, improved driver standards, more effective logistics planning and greater engagement with the community on road safety initiatives (e.g. the National Road Safety Strategy 2021-2030 and associated Action Plan, Transport for NSW 2026 Road Safety Action Plan and Victorian Road Safety Action Plan 2021-2023).

The United Kingdom's (UK) Construction Logistics and Community Safety (CLOCS) program is an identified mechanism to reduce road trauma associated with construction logistics. CLOCS was launched in 2013 as a national industry standard that promotes good practice beyond basic legal compliance. It defines the primary requirements placed upon the key stakeholders associated with a construction project and places responsibilities and duties on the regulator, the client, the principal contractor controlling the construction site and the supply chain, including the operator of any road-going vehicles servicing that project (source). CLOCS is now the UK's only safety standard for construction logistics, consolidating multiple standards and policies into one work-related road safety standard. CLOCS presently has 340 fee-paying CLOCS champion members and 20 industry partners and has been financially self-sustaining since 2021. Widely recognised as the world's best practice in protection for VRUs, an independent evaluation of CLOCS in the UK found that the introduction of the program resulted in the following:

- 47% reduction in fatal and severe crashes between heavy vehicles and VRUs
- 37% fewer complaints
- 25% drop in total collisions
- 76% decrease in the likelihood of committing licensing offences

CLOCS-A began as a project which sought to create a national voluntary standard that draws on adapting the UK's world's best-practice CLOCS program to Australia. Whilst there are differences between countries, we experience similar challenges with construction transport activities required to operate in urban environments and on local roads to service construction sites. In addition, no equivalent schemes, standards or codes of practice have been developed to manage the on-road hazards and risks encountered in the construction transport sector. The National Road Safety Partnership Program (NRSPP) commenced the leadership of bringing CLOCS to Australia in 2015. Since then, the CLOCS-A Standard and supporting deliverables have been led by a diverse SG and Supporting Partner Group formalised through a Memorandum of Understanding consisting of researchers, significant projects and government transport departments (see Appendix A). Thanks to funding provided by the Heavy Vehicle Safety Initiative Round Five, enormous in-kind support from our partners and the UK's CLOCS program, the project has been enabled.

3. What is CLOCS-A?

The primary purpose of CLOCS-A is that a reduction in lives lost and serious injuries can be achieved locally on our roads in Australia through:

- establishing a set of minimum standards for heavy vehicles
- establishing minimum HV driver training and competency standards
- establishing higher standards for haulage route assessment and logistics
- improving communication and levels of understanding around HV safety with the public.

The three key objectives of CLOCS-A are:

- comprehensive road safety, risk and business management for HV-related logistics of construction projects
- consistent single standard and process providing peace of mind for all users within the supply chain
- bridge building between trucks and VRUs.

The core mission and goals of CLOCS-A align closely with the National Road Safety Strategy 2021-2030, recognising the importance of the Safe System themes, including Safe Roads, Safe Vehicles, and Safe Road Use. The Strategy represents a step towards Vision Zero and, particularly relevant to CLOCS-A commits to a target of zero deaths in the CBD areas by 2030. CLOCS-A directly contributes towards reducing road trauma for two of the key priority areas in the strategy: Heavy Vehicle Safety and VRUs, and, to a minor degree, the priorities of Planning and Investment, Vehicle Safety and Workplace Road Safety.

Furthermore, voluntary regulatory standards like CLOCS-A align with the Social Model utilised in the Strategy, recognising the community's power to generate its own road safety culture consistently. CLOCS-A is a mechanism capable of strengthening the road safety culture within organisations that adopt the standards, helping to lift minimum standards and improve road safety across the construction industry.

For more information on CLOCS-A, please refer to the CLOCS-A website.

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4. CLOCS-A Standard

The CLOCS-A Standard involves four key stakeholders with roles and responsibilities for implementing the requirements of the CLOCS-A Standard.

1. PLANNING & REGULATORY AUTHORITIES	2. CLIENTS/DEVELOPERS
• Planning Conditions • Monitoring and Reporting • Corrective/Remedial Actions	• Risk Assessment • Route Assessments • Safety in Planning and Design • Procurement of Principal Contractors • Procurement of Transport Operators • Monitoring and Assurance • Incident and Performance Reporting • Communications and Engagement
3. CONSTRUCTION PRINCIPAL CONTRACTORS	**4. COMPANIES PROVIDING ROAD TRANSPORT**
• Risk Assessment • Route Assessment and Planning • Construction Logistics Management Plan • Construction Traffic Management Plan • Planned Measures • Procurement of Transport Operators • Projection Rules and Requirements • Monitoring of Construction Transport Activities • Incident Reporting Performance • Communication and Engagement	• Vehicle Safety Requirements • Vehicle Maintenance • Driver Licence Verification • Driver Training and Competency • Driver Fitness for Duty • Safe Driving Behaviours and Road Safety Culture • Incident and Performance Reporting • Performance Reporting • Communications and Engagement

Compliance against each requirement is needed to be a CLOCS-A accredited party. Per the Standard, CLOCS-A Accreditation is awarded on a 3-tiered approach. These are Bronze – Silver – Gold status. The status level for a CLOCS-A party is based on meeting specific criteria set out in this standard. Accreditation and level shall be awarded following a system of Self-Assessment, entry audits, reviews and follow-up audits. For the full draft Standard, see Appendix 1.

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5. Supporting deliverables

5.1 CLOCS-A Website

The CLOCS-A website provides a centralised location for the Standard and CLOCS-A resources and will facilitate the member application process.

5.2 Case Studies

CLOCS-A Case Studies are created in collaboration with partners to demonstrate industry good practice, and highlight the safety and productivity gains that can be achieved through compliance with the CLOCS-A standards.

Left Turn Audible Alarm

Stakeholder: Transurban/MTIA

Left-Turn Audible Alarms: Keeping Vulnerable Road Users Safe in Australia's Largest Transport Infrastructure Projects.

Fleet Management Systems (Telematics)

Stakeholder: John Holland/CPB Contractors

Efficient Fleet Management: How Telematics Management Systems Transformed the Rozelle Interchange Project.

Side Underrun Protection

Stakeholder: Eather Group

A Proactive Approach to Protecting Vulnerable Road Users: The Eather Group's Implementation of Side Underrun Protection Systems.

Conspicuity Marking

Stakeholder: Transurban

Transurban's Conspicuity Markings: Improving Vehicle Visibility for Safer Roads.

Be Truck Aware

Stakeholder: TfNSW

Transport for NSW's Educational Campaign: Teaching the Community to 'Be Truck Aware' During Major Construction Projects.

Ride Along

Stakeholder: Holcim

CLOCS-A, Holcim and NRSPP's "Truck Ride Along" Initiative: Bridging the Gap between Heavy Vehicle Drivers and the Community.

Case Study Clause

Stakeholder: Sydney Metro

Sydney Metro's Case Study Contract Clause: Improving Contractor Safety Practices.

HIRA TOOL

Stakeholder: Victorian Department of Transport and Planning.

Focus: Application of tool which can be used to assist route selection and avoid sensitive land use areas/ local roads.

Traffic Management (St Kilda Road)

Stakeholder: Victorian Department of Transport and Planning.

Focus: Safety management of traffic (trucks and vulnerable road users) on a major transport supply conduit for a major infrastructure project.

Swapping Seats

Stakeholder: Victorian Department of Transport and Planning.

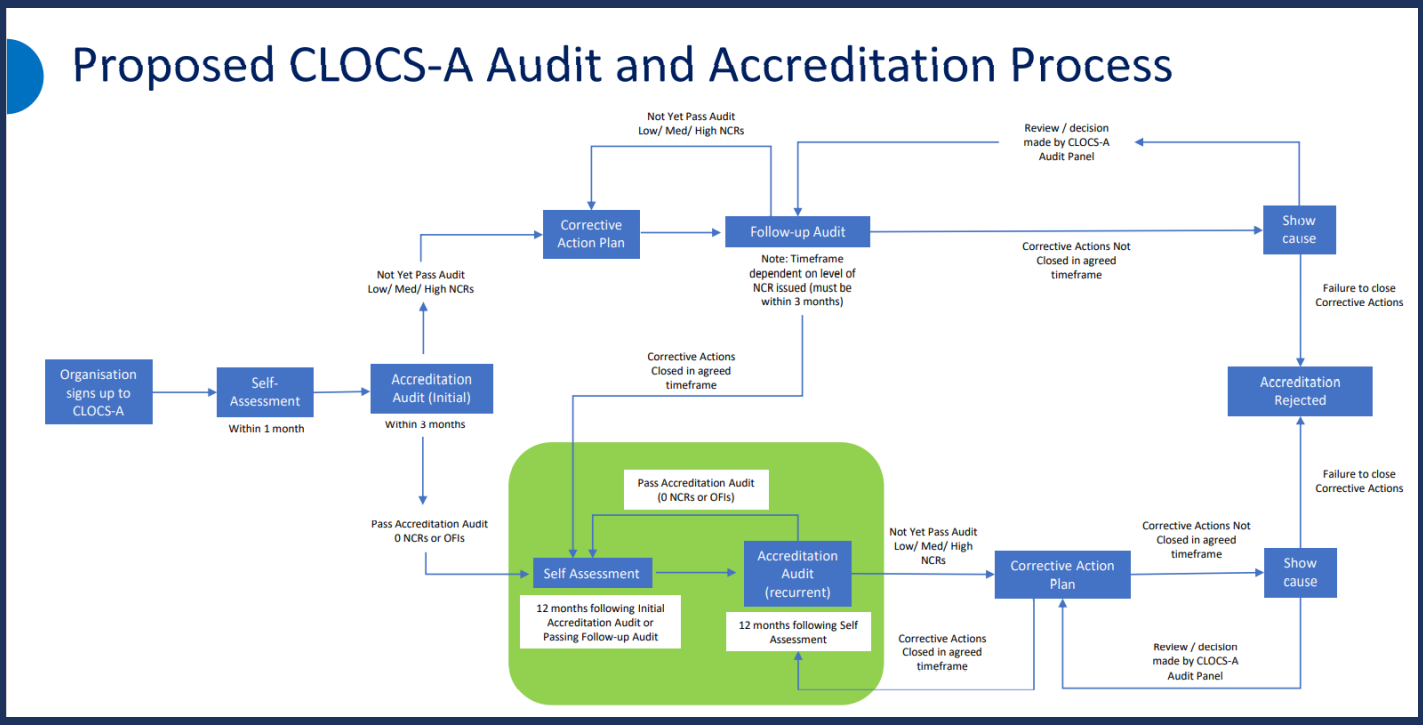
Focus: Focused community engagement where trucks feature at public events/spaces to sit in a truck and understand what a driver can and cannot see.

5. Supporting deliverables

5.3 CLOCS-A Audit and Accreditation Business Rules and Standards

The CLOCS-A Audit and Accreditation Business Rules and Standards (in draft) outlines the audit and accreditation process for CLOCS-A. The CLOCS-A Audit and Accreditation Process are illustrated in Figure 1. The Rules and Standards documents provide information on the following elements of the audit and accreditation process:

- Accreditation
- Audits: Bi-Annual Self-Assessment, Re-Accreditation Audit, Triggered Audit, Random Audit, Audit Timing
- Audit Corrective Action Plan
- Progression to Higher Accreditation Levels
- Downgrading Accreditation
- Show Cause and Appeals
- Auditor Requirements (Code of Conduct, Qualifications, Skills and Experience, Approvals, Allocation, Auditor review/feedback/complaints management)



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6. CLOCS-A Governance and Membership Framework

6.1 Governance Structure

The CLOCS-A governance structure is illustrated in Figure 2.
Key stakeholders are as follows:

STAKEHOLDER	RESPONSIBILITIES
Board/Advisory Council	• Overall governance and strategic direction of the CLOCS-A Program and Standard • Approve CLOCS-A Standard and changes
Managing Body/Host Organisation	• Management of CLOCS-A Program and Standard • Publish and maintain CLOCS-A Standard and supporting resources • Manage website, branding, marketing • Establish two-way communication between CLOCS UK and CLOCS-A • Provide clarification and support to CLOCS-A community and champions • Identify sources of funding with a view of sustainable model
Supporting Partner/CLOCS-A Champions	• CLOCS-A community stakeholder • Contribute industry best practice, case studies and lessons learnt • Industry Champions of the CLOCS-A Standard
CLOCS-A Standard Consolidation Group	• Consolidate technical requirements (from Technical Groups 1, 2, 3 and 4) into CLOCS-A Standard • Coordinate consultation with CLOCS-A community on Standard development and updates
CLOCS-A Audit Group	• Development of the auditing and monitoring requirements • Provide recommendations for improvement • Provide technical advice and support to CLOCS-A Managing Body

6. CLOCS-A Governance and Membership Framework

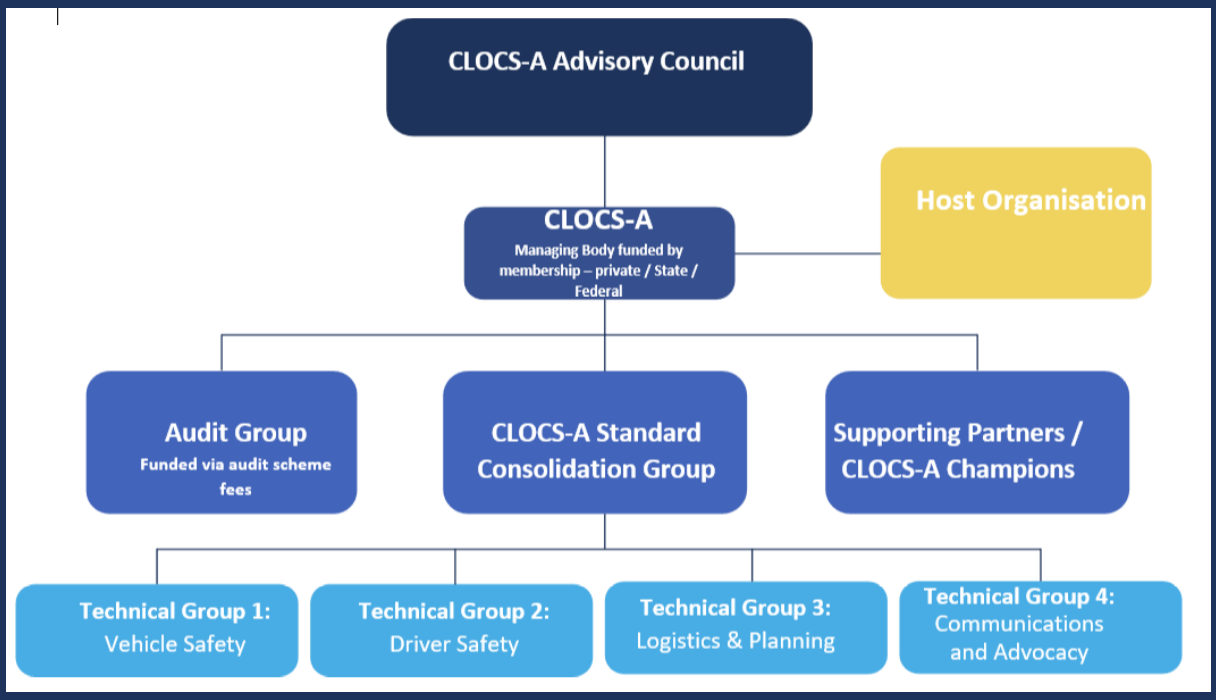

Figure 2: CLOCS-A Governance Structure

6.1 Board/Advisory Council Structure

The CLOCS-A Advisory Council shall comprise of 11 voting members, the final membership composition and Charter is currently being finalised. The proposed structure is:

	Council Member
1	Independent Chair
2	Major generator of contract (public of private)
3	Major generator of contract (public or private)
7	Contractor of delivery
8	Contractor of delivery
9	Transport provider (Large Company)
10	Transport provider (Small Company)
11	VRU association
12	Executive Officer (non-voting Secretary)
1	Independent Chair
2	Major generator of contract (public of private)
3	Major generator of contract (public or private)

6. CLOCS-A Governance and Membership Framework

6.1 Membership structure and fees

CLOCS-A is a self-funded member-based program with an estimated operational budget of approximately $660,000 per annum which will ensure the standard is certified appropriately to CLOCS-A projects and their associated construction and transport supply chains.

Any organisation can apply to be a member, and membership applications will be facilitated through submission of an online member form to the CLOCS-A Managing Body.

Organisations seeking to demonstrate they meet the CLOCS-A Standard will need to apply for accreditation. This will need to be selected on the online membership form. The membership structure will be as follows:

1. Operating Companies (Tier 1, 2 and non-operating partner)
2. Transport Companies (Australian Turnover 1, 2, and 3)
3. Audit and Certification (Truck and Site)
4. Training VRU
5. Government (Commonwealth, State, Local)
6. Vested interest
7. Philanthropy

TIER	MEMBERSHIP FEE	DESCRIPTION
TIER 1	$35, 000	• Very large transport operators and contractors
TIER 2	$15,000	• Large transport operators and contractors
TIER 3	$2,500	• Medium transport operators and contractors
TIER 4	$1,000	• Small transport operators and contractors
COMMONWEALTH	$75,000	-
STATE/MAJOR PROJECT	$50,000	-
LOCAL GOVERNMENT	$4,000	-

The SG is currently seeking from a number of Government partners seed funding to assist with the first year start of the CLOCS-A program. The aim will be to provide the new host with up to $200,000 to support the start of the program.

7. Invitation, Procurement and Evaluation of EOIs

Organisations or consortia interested in hosting CLOCS-A are invited to submit an EOI. The EOIs will be evaluated by a panel of partners nominated from the CLOCS-A SC.

Prospective hosts are recommended to register their interest to submit an EOI with Chair and Deputy Chair.

The EOIs will be evaluated against the Key Selection Criteria outlined in Section Eight.

The key steps in the EOI process include the following:

1. Invitation for EOI issues on 13 March by CLOCS-A.
2. Prospective Hosts are invited to confirm interest with Chair and Deputy Chair members.
3. EOI closes 11 April and submissions provided by 13 April to the assessment panel, which consists of representatives from the SG.
4. The selection process for new host commences 18 April. Preferred host contacted 24 April.
5. Final negotiation will be undertaken with the preferred Host for a maximum period of three weeks.
6. Preferred Host confirmed with NHVR.
7. Letter of agreement issued 29 May once Hosting arrangements are finalised, and any public announcement and transfer timelines are confirmed with the new host.

8. Key Selection Criteria

The Evaluation Criteria that will be used to evaluate EOIs are outlined below:

1. Preparedness to maintain the autonomy of the program and ensure that its operations continue to align with its overall goals and objectives.
2. Industry knowledge relatable to the sector.
3. Experience leading and successfully delivering collaborative projects/programs.
4. Ability to communicate and engage with industry, partners, community and key stakeholders at a local, state and national level.
5. Demonstrated ability to manage programs or projects in a long-term sustainable manner, incorporating high-level governance, finance, and reporting processes.
6. Ability to integrate and support the CLOCS-A team to deliver the program.

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9. Lodgement of EOI and inquiries

EOIs must be digitally lodged at www.Tenders.net; please search CLOCS-A and submit your submission no later than 5:00pm AEST on the 11th of April. The EOI must be in PDF format. Should you have any inquiries, concerns or issues, please contact the Chair of CLOCS-A, Jerome Carslake (Jerome.carslake@monash.edu).

10. Transition arrangements

The successful host, once selected, will receive a letter of confirmation from a nominated funding representative on behalf of the CLOCS-A SG. A timeline and related arrangements for the transfer of CLOCS-A to the new host will also be confirmed.

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Appendix 1: CLOCS-A SG and Supporting Partners

Steering Group

acciona
ARTSA-I INSTITUTE
The Chartered Institute of Logistics and Transport
HSE Global HEALTH | SAFETY | ENVIRONMENT Making a Difference Every Day
MAJOR TRANSPORT INFRASTRUCTURE AUTHORITY
McCONNELL DOWELL CREATIVE CONSTRUCTION™
NRSPP NATIONAL ROAD SAFETY PARTNERSHIP PROGRAM
NSW GOVERNMENT Transport for NSW
sydney METRO
TIC TRUCK INDUSTRY COUNCIL TODAY'S TRUCKS SAFER GREENER ESSENTIAL
Transport for London
VICTORIA State Government Department of Transport

Supporting Partners

Amy Gillett FOUNDATION Safe together
arrb
ATA AUSTRALIAN TRUCKING ASSOCIATION
BAW BAW SHIRE COUNCIL
bicycle NSW
BQ BICYCLE QUEENSLAND
BINGO INDUSTRIES
CICA The Crane Industry Council of Australia
GRASS HOPPER™
Hanson HEIDELBERGCEMENT Group
LAING O'ROURKE
Lime
MONASH University ACCIDENT RESEARCH CENTRE
PACCAR Australia
SAFE SYSTEM SOLUTIONS
SGESCO MAX HOME OF MAX·SAFE
SUTHERLAND SHIRE COUNCIL
Veyor

11. Attachments

CLOCS-A has been developing a number of supporting materials which are attached for reference:

Attachment 1: Draft CLOCS-A Standard Version 1.


Construction Logistics and Community Safety – Australia Standard (draft outline)

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OFFICIAL

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