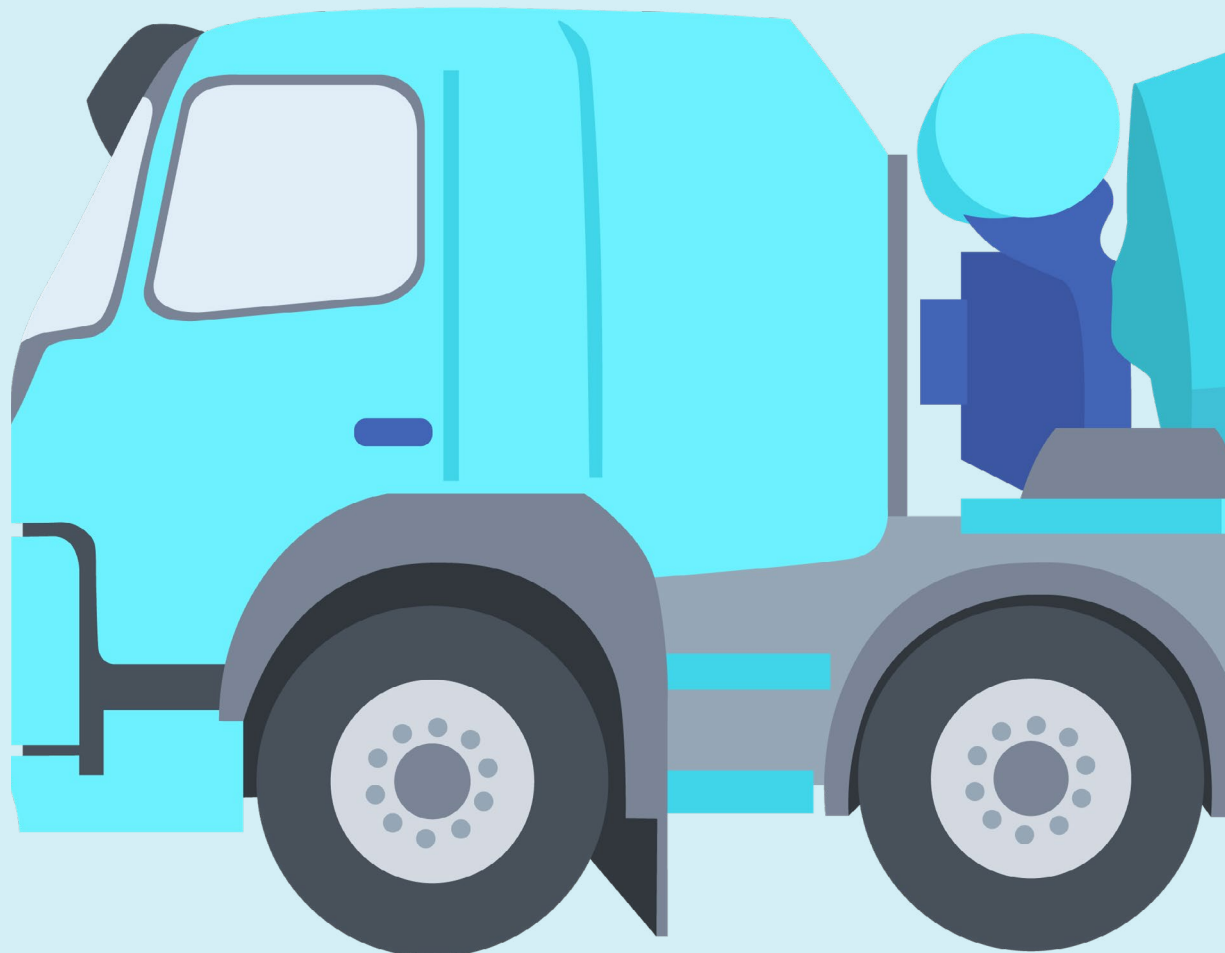




Construction Logistics and
Community Safety-Australia

Monthly Newsletter #17



Contents



Welcome to the CLOCS-A Newsletter!	3
News	3
CLOCS-A Updates	4
Feature: Side Underrun Protection Case Study	6
Acknowledgements	7

Welcome to the CLOCS-A Newsletter!

CLOCS-A is centred around all road users sharing the responsibility for road safety in relation to construction logistics creating a win-win scenario for industry, government, truck drivers, major projects and the community.

News

- NRSPP releases another Heavy Vehicle Toolbox Talk. This month's topic is [Healthy Eating](#)



CLOCS-A Updates

CLOCS-A Closing Workshop

The **CLOCS-A Closing Workshop** was held on the **26th of April**, marking a significant milestone in its progress towards developing a new standard for the construction logistics industry. The workshop provided an update on the considerable progress made to date and outlined the next steps for finalising outputs and transitioning the project to the appointed host organisation.

Michael Holmes presented a **summary of the CLOCS-A Standard**, including the development timeline, feedback received during the draft review, and updates made by the technical and consolidation groups. The final draft standard will be circulated to the community for comments, endorsed by the Steering Group, and published on the 1st of July 2023.

Michael additionally covered the development of the **CLOCS-A Auditing and Accreditation process**. The 'Audit and Accreditation Business Rules and Standards' document will outline the requirements and steps for an entity to gain accreditation and the requirements auditors must meet to conduct a CLOCS-A audit, and interested parties are invited to contact Michael Holmes or Jerome Carslake if they wish to provide comments on the document.

Next, Jerome Carslake provided a summary of the supporting tools developed for **CLOCS-A, including Branding/Tiers/Communication, Case Studies, Toolbox Talks, and the CLOCS-A Website**.

Drew Gaynor then presented on the **Governance Structure of CLOCS-A**. In parallel with developing the Standard, a Terms of Reference and Governance Procedures document is currently being developed, outlining the transition arrangements of CLOCS-A from a start-up to a long-term structure. Drew outlined the ten-step-transition plan and presented the long-term options of CLOCS-A continuing with the Host Organisation arrangement or transitioning into a stand-alone Not-for-Profit Organisation.

Lastly, the workshop provided an opportunity to acknowledge and thank the diverse stakeholders involved in CLOCS-A. It was acknowledged that CLOCS-A was made possible through funding by the National Heavy Vehicle Regulator's Heavy Vehicle Safety Initiative, supported by the Federal Government. Additionally, the project's success would not have been possible without the contributions of the Steering Group, formal Supporting Partners, and others who generously provided their time.

The [PPT for the CLOCS-A Workshop](#) can be found online on the CLOCS-A website and the recording can be found [here](#).

CLOCS-A Expression of Interest

There were three applications to Host CLOCS-A which have been prioritised. The selection committee will commence due diligence next week with the aim to publicly announce the preferred candidate 29 May.



CLOCS-A Case Studies

Case Studies

1. Left Turn Audible Alarm

- a. Stakeholder: Transurban
- b. Focus: Preventing Left-Turn Incidents and Protecting Vulnerable Road Users in the West Gate Tunnel Project with Left Turn Audible Alarms.
- c. Status: Undergoing industry partner review

2. Left Turn Audible Alarm

- a. Stakeholder: MTIA
- b. Focus: Left-Turn Audible Alarms: Keeping Vulnerable Road Users Safe in Australia's Largest Transport
- c. Status: Undergoing industry partner review

3. Side Underrun Protection

- a. Stakeholder: Eather Group
- b. Focus: A Proactive Approach to Protecting Vulnerable Road Users: The Eather Group's Implementation of Side Underrun Protection Systems.
- c. Status: Finalised (View [here](#).)

4. Fleet Management Systems (Telematics)

- a. Stakeholder: John Holland/CPB Contractors
- b. Focus: Efficient Fleet Management: How Telematics Management Systems Transformed the Rozelle Interchange Project.
- c. Status: Pending industry partner approval Status: Pending industry partner approval

5. Be Truck Aware

- a. Stakeholder: Transport for NSW (TfNSW)
- b. Focus: TfNSW's Educational Campaign: Teaching the Community to 'Be Truck Aware' During Major Construction Projects.
- c. Status: Awaiting evaluation results

6. Truck Ride Along

- a. Stakeholder: Holcim CLOCS-A, Holcim and NRSPP.
- b. Focus: Bridging the Gap between Heavy Vehicle Drivers and the Community.
- c. Status: Awaiting evaluation results

7. Contract Clauses

- a. Stakeholder: Sydney Metro
- b. Focus: Sydney Metro's Case Study Contract Clause Improving Contractor Safety Practices.
- c. Status: Being developed

8. High Impact Risk Assessment (HIRA) TOOL

- a. Stakeholder: Victorian Department of Transport and Planning.
- b. Focus: Application of tool which can be used to assist route selection and avoid sensitive land use areas/ local roads.
- c. Status: Being developed

9. High Impact Risk Assessment (HIRA) TOOL

- a. Stakeholder: Victorian Department of Transport and Planning.
- b. Focus: Application of tool which can be used to assist route selection and avoid sensitive land use areas/ local roads.
- c. Status: Being converted into Case Study template

10. Traffic Management (St Kilda Road)

- a. Stakeholder: Victorian Department of Transport and Planning.
- b. Focus: Safety management of traffic (trucks and vulnerable road users) on a major transport supply conduit for a major infrastructure project.
- c. Status: Being converted into Case Study template

11. Swapping Seats

- a. Stakeholder: Victorian Department of Transport and Planning.
- b. 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.
- c. Status: Completed being converted into Case Study template

Feature: Side Underrun Protection Case Study

A Proactive Approach to Protecting Vulnerable Road Users: Implementation of Side Underrun Protection Systems

Eather Group features how Side Underrun Protection systems (SUPs) are a vital safety technology that can shield vulnerable road users (VRUs), including pedestrians, cyclists, and motorcyclists, from severe or fatal injuries resulting from collisions with trucks. SUPs can help prevent a person from falling under the truck's wheels by pushing them away in the event of a crash, significantly improving crash survival rates. These systems are readily available across Australia and can be retrofitted into new and existing fleet vehicles.



Case Study

A Proactive Approach to Protecting Vulnerable Road Users:
Implementation of Side Underrun Protection Systems

Eather Group

Key Safety Focus:

Side Underrun Protection Systems

Side Underrun Protection systems (SUPs) are a vital safety technology that can shield vulnerable road users (VRUs), including pedestrians, cyclists, and motorcyclists, from severe or fatal injuries resulting from collisions with trucks. SUPs can help prevent a person from falling under the truck's wheels by pushing them away in the event of a crash, significantly improving crash survival rates¹. These systems are readily available across Australia and can be retrofitted into new and existing fleet vehicles.

The Eather Group is engaged in several significant construction projects that require drivers to navigate densely populated areas such as the Sydney CBD. Acknowledging the substantial risks associated with truck and VRU interactions, the Eather Group proactively prioritised VRU safety by retrofitting SUPs on three fleet vehicles. This case study will explore the Eather Group's experience integrating SUPs into their fleet, emphasising SUPs as an effective and cost-effective solution for prioritising VRU safety in construction projects.

Implementation

To enhance VRU safety in highly populated areas like the Sydney CBD, the Eather Group made the decision to equip three of their vehicles with SUPs. Of these vehicles, two were newly acquired and had SUPs installed at an estimated cost of approximately \$5,500, while the third vehicle required retrofitting, incurring a cost of approximately \$2,000 and 10 hours off the road for installation. The SUPs were attached to both the front vehicle and the trailer it was pulling. SUPs for trailers are available on the Australian market. The additional cost for installation of SUPs per trailer was approximately \$2,000.

Despite the associated costs, the Eather Group recognised that the safety benefits of SUPs far outweighed the financial investment. By implementing SUPs, the company has proactively prioritised VRU safety, mitigating the potential financial and legal costs of incidents, while also protecting their employees' wellbeing.

"If you were to spread [the cost of implementing SUPs] over a three- or four-year project, it'd only be a few cents per tonne... for all the extra safety"

– Divinia Eather, Eather Group

Acknowledgements

This newsletter has been developed by the National Road Safety Partnership (NRSP) 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.Carslake@monash.edu Chair of the CLOCS-A Steering Group and Director of NRSP.

