CLOCS-A

Construction Logistics and Community Safety – Australia

Closing Workshop Minutes

April 26, 2023

CLOCS-A Closing Workshop Minutes

1. Welcome and thanks for your support
(Jerome Carslake)

- The CLOCS-A project has been an incredible group effort by a wide range of stakeholders, and we thank the contributions of all involved.
- CLOCS-A is funded by the National Heavy Vehicle Regulator's Heavy Vehicle Safety Initiative, supported by the Federal Government.
- Why are we here?
  - Construction projects
  - CLOCS-A is not about legislation – systems approach
  - Community confidence is key
  - We know it works based on the successful CLOCS UK program
  - Coroner Recommendations: Inquest into the death of Rebekka Tine Lousdal Meyer
- The aims of implementing a national standard for construction logistics safety
  - Best practice management of construction transport safety risks and reduce trauma
  - Reduce public complains and build community and stakeholder trust
  - Improve construction delivery efficiencies
  - Single and consistent contract requirements
  - Provide investment confidence to industry
- CLOCS-A is now captured across a number of Government action plans – National and State Government prioritise CLOCS-A.

2. CLOCS-A Standard Finalisation
(Michael Holmes)

- Development timeline:
  - February 22: Technical Groups 1-4 workshop and draft requirements, consolidation group develop structure and incorporate requirements, Audit/self-assessment process development
  - November 22: Technical requirements consolidated in first draft CLOCS-A Standard, Draft Audit / self-assessment process drafted, Draft Sustainability and Governance, Supporting tools and development
  - April 23: CLOCS-A Standard Final Draft, Audit and Accreditation Process Final Draft, Supporting tools development
  - June 23: Publishing of CLOCS-A Standard and Audit and Accreditation Process
- Draft CLOCS-A Standard was released 25 November 2022 to CLOCS-A industry network (Government Departments; Clients; Principal Contractors; Transport Companies; Road Safety Groups; Fleet Providers) and additional stakeholders were approached (NHVR, Master Builders, Construction Supply Chain Council and Transport Workers Union; Peak Associations). >120 comments were received.
- During the review period, comments were reviewed by the Consolidation Group and allocated to Technical Group Leads for review with respective members and SMEs. Technical groups formalised position on each comment and have provided a response. The consolidation group reviewed and identified necessary updates to the CLOCS-A standard and flagged comments for future work.
- Amendments have been made where comment was accepted by the Technical Group or Consolidation Group. Where the comment did not apply to the Standard, it has been flagged as an item for transfer to the CLOCS-A Host/Managing Body
- Standard updates were related to the following:
  - Drug and Alcohol Testing Requirements
  - Removal of nominated Role Responsible
  - Heavy Vehicle activities within scope of the Standard
  - References to the use of "Safe System Assessments and Road Safety Audits"
  - Updated reporting requirements
- No changes were made to the core requirements of the Standard (Bronze, Silver and Gold Vehicle Requirements, Driver Safety Standards, Logistics and Planning Standards, Communication and Engagement Standards)
- Next steps:
  - Final draft to be circulated to CLOCS-A community **May 2023** (for comments on major changes necessary)
  - Final review to be undertaken by CLOCS-A Consolidation Group and endorsement by Steering Group **June 2023**
  - Publication of CLOCS-A Standard (Version 1) **1 July 2023**

CLOCS-A Closing Workshop Minutes

3. Auditing and Accreditation
(Michael Holmes)

- Accreditation to CLOCS-A will demonstrate an organisation has met all necessary requirements to comply with the CLOCS-A standard – need to pass an audit (Entry Audit or Re-accreditation Audit/Self-Assessment). We are working to ensure there is a thorough and robust auditing process - this is a key deliverable to the NHVR, and a governing principle to the MoU with CLOCS UK.
- The Audit and Accreditation Business Rules and Standards are under development – will outline requirements and steps for an entity to gain accreditation and requirements auditors must meet to conduct a CLOCS-A audit.
  Includes the following:
  - membership application (open to any person)
  - entry into the program (accreditation)
  - accreditation period, fees and charges
  - Audits (Initial Entry Accreditation Audit, CLOCS-A Self Assessment, CLOCS-A Reaccreditation Audit, Other Audits)
  - CLOCS-A identification and logo
  - maintaining accreditation
  - progression to higher accreditation levels
  - downgrading accreditation
  - termination and suspension
  - show cause/appeals
  - program exit
  - auditor requirements
  - review of business rules and standards
- Next steps are:
  - Final draft of the Audit and Accreditation Business Rules and Standards to be endorsed by Steering Group and handed over to CLOCS-A Host
  - Auditor Certification Program to be established by a recognised certification body
  - Interested parties are welcome to comment on the Business Rules and Standards and can do so by getting in touch.
- Question (Merv Rowlands): Will there only be one type of auditor, or will there be specific auditor roles (e.g., vehicle auditor, logistics and planning auditor)
  - Answer: There is going to be a minimum

CLOCS-A auditor certification (base certification) which will include the construction principal contractor scope of the audit (transport/logistics), however there will be an additional module which can be completed as part of the certification which will include an assessment/induction to the CLOCS-A standard.
- Comment (Kim Hassall): We may need to get a few auditors on board pre big advertising

4. Supporting Tools *(Jerome Carslake)*

- Similar to CLOC UK, we have developed a range of engagement materials as part of a CLOCS-A 'pack'. This includes:
  - Branding/Tiers/Communication
  - Case Studies (10 near final – covering topics including Left Turn Audible Alarms, Side Underrun Protection Systems, Fleet Management Technology, Conspicuity Markings, CLOCS-A Ride Along, Be Truck Aware, HIRA Tool, Traffic Management Systems and Swapping Seats)
  - Toolbox Talks (Content covers blind spots, cyclists, pedestrians, and features Drivers from Alex Fraser, Bingo Industries, Holcim)
  - Tier Assessment Tool (upon entering the CLOCS-A scheme, a client's project will be given a rating and the various participants in that project will nominally require CLOCS-A accreditation at that level or higher – tool provides initial rating for individual infrastructures and is required to facilitate this process)
  - Heavy Vehicle Inspection Guide (quantifies what is required and accepted or not accepted)
  - Templates and Community Guidance Pack (including Truck Ride Along, Operational Templates, CLOCS-A Guidance Report, and How to Conduct Community Engagement)
- The CLOCS-A website will also include both open (public) and closed (members) sections, including:
  - Home, About, Champions, Case Studies, Toolbox Talks, Resources, CLOCS-A Standard, Suppliers (vehicle safety technology and equipment, training services, logistics management, other), News, and FAQ's

CLOCS-A Closing Workshop Minutes

5. Governance Structure *(Drew Gaynor)*

- The Governance Structure provides a guideline on how CLOCS-A is going to migrate to a continuing organisation moving forward.
- In parallel with developing the Standard, a Terms of Reference and Governance Procedures document is being developed. This will include establishing a 'Transition Period' of settling CLOCS-A from a start-up to a long term structure.
- CLOCS-A will commence with being housed in a Host Organisation, and two options will be considered for the long term:
  - Continue with Host Organisation arrangement
  - Stand Alone – Not-for-Profit Organisation
- The transition plan comprises of ten phases:
  1. Finalise CLOCS-A Standard
  2. Identify Host Organisation
  3. Engage Executive Officer
  4. Develop Membership Base
  5. Appoint Independent Chair (Advisory Council)
  6. Establish Advisory Council
  7. Develop Not-for-Profit Organisation Structure
  8. Establish Board and governance arrangements
  9. Appoint Board Chair
  10. Transfer operations from Host Organisation to Board
- During phase seven, there will be a review to establish if a longer-term Host Organisation arrangement is needed, or if the Not-for-Profit Organisation Structure is appropriate (depending on what is needed to meet the goals of CLOCS-A).
  - It was noted that CLOCS in the UK is delivered using a Host Organisation arrangement, with an advisory council with a rotating chair including organisations across different stakeholder groups within the industry

6. Host Expression of Interest Update *(Jerome Carslake)*

- We have received three fantastic applications, and are currently in discussions with the identified preferred organisation based on the Expression of Interest Evaluation Criteria
- We propose announcement of host **29 May**
- There is currently $250,000 of Seed Funding to assist, provided by MTIA, QLD TMR, TfNSW, and Sydney Metro.

- Question (Rachel Carlisle): Will fees be scaled to be achievable for all organisations across the sector?
  - Answer: The fee structure has not yet been finalised, however the goal is to make it scalable (including membership fees, and audit fees if possible). The CLOCS-A managing hosts will be setting a cap so auditing and organisations cannot exceed what is considered a reasonable cost.

7. Acknowledgements

- CLOCS-A would not have been possible without the significant contribution and in-kind support provided by the Steering Group, formal Supporters of CLOCS-A, and all others who have generously provided their time to assist.

8. Other Business

- The Humanising Truck Driver Campaign will be launched in May at the Brisbane Truck Show 2023. The campaign is an output from the Heavy Vehicle Toolbox Talks and the Suicide in Road Transport prevention project, and has the goal of encouraging people to see not the truck but the person inside the truck.
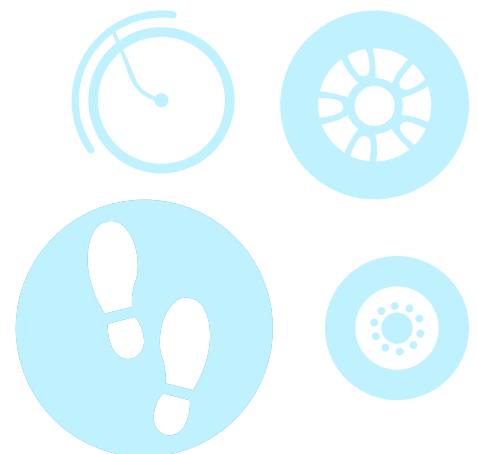
CLOCS-A Closing Workshop Minutes

9. Close

Attendees:

- Aaron Christensen   Brisbane City Council
- Alex Metric   Baw Baw Shire Council
- Alexander Wood
- Alice Edwards
- Amy O'Neill   John Holland
- Anthony Kwok   Transport for NSW
- Bradley Glennan   HVNL
- Brendan Dwyer   Office of Road Safety
- Bronwyn J Hayden   Rail Projects Victoria
- Cassady Southern   Transport for NSW
- Colin Griffiths   Downer Group
- Damien Hence   CICA
- David Beck   Transurban
- Dean Bingham   Fulton Hogan
- Dean Jones   Acciona
- Drew Gaynor   Gaynor Consulting
- Francis O'Neil   Bicycle NSW
- Greg Cain   Victorian Transport Associaiton
- Ian McLeod   MTIA
- James Soo   Victorian Department of Transport and Planning
- Jerome Carslake   NRSPP
- Kayla Macneil   TfNSW
- Kim Hassall   CILT-A
- Len Woodman   City of Sydney
- Luke Wilby   TfNSW
- Mark Noble   Holcim
- Mat J Dicker   MTIA
- Merv Rowlands   Consultant
- Michael Holmes   Sydney Metro (Deputy Chair)
- Olivia Dobson   MUARC/NRSPP
- Peter Brownsdon   Hanson
- Rachel Carlisle   Vic DoT
- Rachel Nash   NHVR
- Rick A Najar   Level Crossing Removal Authority
- Rory Bracken   Fulton Hogan
- Scott McPherson   SCESCOMAX
- Stephen Rockett   Veyor
- Tammy Aylett   Sydney Metro
- Tana Tan   Safe Systems Solutions
- Terri-Anne Pettet   WALGA