

CLOCSA

Monthly Newsletter #20

A good practice approach to
protect all Australian road users



Contents



Welcome to the CLOCS-A Newsletter!	3
Message from CILTA	3
News	4
CLOCS-A Case Studies	6
Feature: Transurban's Conspicuity Markings Case Study	7
Acknowledgements	8

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

Message from CILTA

On behalf of the Chartered Institute of Logistics and Transport Australia (CILTA), we extend our warmest welcome to you and express our enthusiasm in collaborating with the Construction Logistics and Community Safety for Australia program (CLOCS-A), as the host organisation.

CILTA is a leading professional body dedicated to advancing professionalism within logistics and transport industries in Australia. For over 88 years, we have been at the forefront of promoting excellence, best practices, and innovation in these sectors. Our mission aligns closely with the goals and aspirations of CLOCS-A, and we are eager to lend our expertise and support to this transformative initiative.

CLOCS-A's commitment to enhancing safety and efficiency in construction logistics resonates deeply with our own objectives of fostering a secure and sustainable transport environment.

We firmly believe that by working together, we can achieve a significant positive impact on road safety and community well-being.

As CEO of CILTA, I am excited about the possibilities that lie ahead and eager to embark on this journey with CLOCS-A. Together with the CLOCS S Steering Committee, we join forces to build a safer, more sustainable, and prosperous future for our industry and the communities we serve.

Thank you for the opportunity to collaborate, and we look forward to making a significant and lasting impact together.

Warm regards,

Karyn Welsh
CEO
CILT Australia

News

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



- [VicRoads](#) recommends that the HIRA tool is used to workshop the selection of appropriate truck routes in order to minimise their interaction with vulnerable road users. [Watch video here](#).



- [ACRS Webinar Construction Logistics and Community Safety Australia \(CLOCS A\)](#)

Tuesday 8 August 2023
12:00pm to 1:00pm AEST

Join us for a webinar to hear about the origins and processes undertaken to develop CLOCS-A including how it will operate, when it will be launched and the benefits it will bring to community road safety within Australia. [Register here](#).



- **Euro VI Emission Standards are coming**

New heavy diesel trucks will move to the new ADR 80/04 emissions standard from November 2024. Generally this standard is known as Euro 6. The Euro 5 and equivalent US and Japanese standards, ADR 80/03 (Euro V) was introduced in Australia in November 2013, nearly ten years ago. The new Euro VI emissions standard will reduce Nitrogen Oxides by some 88% and diesel particulates by 66%. Several truck manufacturers are already introducing the new Euro VI standard. The take-up will accelerate as we approach November 2023 date. At this time, from surveyed PBS certifier information, the construction Truck and Dog combinations, that have adopted Euro VI, would represent only some 2% of the population of that particular truck configuration.

The Euro truck emissions standards are an essential consideration in the CLOCS-A truck standards.

- **How is Heavy Engineering faring in the Construction Industry**

Although Australia's national GDP grew 2.3% over the year to March 2023 the heavy civil engineering sector also saw very considerable growth. The March 2023 quarter grew by 4.7% off the December 2022 base. The March 2023 quarter over the same quarter last year grew by a staggering 14.7%, and the 12 months to March 2023 compared to the 12 months to 2022 saw a jump of 8.2%. In brief the heavy civil engineering constructions sector has been a star in the Australian economy. This growth has been buoyed by the railway, tunnel, tramway and freeway projects in major capital cities and there is a continuing pipeline of infrastructure projects continuing over the next five to ten years. The constructors and the associated heavy trucking fleets are all potential CLOCS-A clients looking for an enhanced level of project safety.

- **Melbourne Underground Rail Tunnel trials begin**

As reported this week, the new metro tunnel trains were test trialled on the South Yarra to St Kilda Rd link. This major public transport project is expected to be operational by 2025 and will create major alternative passenger choices as well as freeing up capacity on the existing city loop. Don't worry Melbourne still has the Westgate tunnel project and North East Link to keep constructors busy for a few years yet.



CLOCS-A Case Studies

Case Studies

1. Left Turn Audible Alarm

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

2. Left Turn Audible Alarm

- Stakeholder: MTIA
- Focus: Left-Turn Audible Alarms: Keeping Vulnerable Road Users Safe in Australia's Largest Transport
- Status: Undergoing industry partner review. View [here](#).

3. Side Underrun Protection

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

4. Fleet Management Systems (Telematics)

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

5. Conspicuity Markings

- Transurban.
- Focus: Improving Vehicle Visibility for Safer Roads.
- Status: Undergoing industry partner review. View [here](#).

6. Be Truck Aware

- Stakeholder: John Holland/CPB Contractors
- Focus: Efficient Fleet Management: How Telematics Management Systems Transformed the Rozelle Interchange Project.
- Status: Awaiting evaluation results

7. Truck Ride Along

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

8. Contract Clauses

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

9. High Impact Risk Assessment (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.
- Status: Being converted into Case Study template

11. 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.
- Status: Being converted into Case Study template

12. 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.
- Status: Completed being converted into Case Study template

Feature: Transurban's Conspicuity Markings Case Study

CLOCS-A Case Study - Transurban's Conspicuity Markings: Improving Vehicle Visibility for Safer Roads

Transurban has a strong focus on providing a safe and healthy environment for its employees, contractors, customers, and the community. To support its focus on vehicle safety, Transurban revised its safe arrival model to a safe clearance model for incident response, including its fleet of tow trucks. During this revision an opportunity was identified to go above and beyond current vehicle marking standards to improve visibility of vehicles and in turn increase the safety of crews and road users. This saw Transurban introduce conspicuity markings on its fleet of incident response vehicles. Conspicuity markings are retroreflective markers that highlight the contoured shape of a vehicle from various angles. They play an important role in increasing visibility to prevent crashes on the road, particularly during low-light conditions or when vehicles are pulled over to the side of the road.



Transurban

Key Safety Focus:
Conspicuity Markings



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By developing and implementing a standard that required conspicuity markings on all its vehicles, Transurban aimed to improve safety for its employees and contractors, as well as motorists. By allowing incident response vehicles to be highly visible as emergency response vehicles, they are able to get to incidents quickly and safely. It also makes it easier for other motorists to see Transurban vehicles during low-visibility conditions or when they are stationary at the roadside. Conspicuity markings help prevent collisions and keep both vehicle operators and the motoring public safe.

This case study briefly explores Transurban's use of conspicuity markings, how they were implemented, and their impact on employee and motorist safety.

Transurban's Conspicuity Markings:
Improving Vehicle Visibility for Safer Roads | Page 1 of 4
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Download the full Case Study [here](#).

Acknowledgements

This newsletter has been developed by the Chartered Institute of Logistics and Transport Australia (CILTA) 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 Karyn.Welsh@cilta.com.au CEO of [the Chartered Institute of Logistics and Transport Australia \(CILTA\)](#) and host organisation for CLOCS-A.

