



Monthly Newsletter #24

A good practice approach to  
protect all Australian road users



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# 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

CILT Australia and QLBS, over the last month, refined the workflow as it applies to the online technology as we prepare to go live with the CLOCS-A launch.

We have the accreditation application and assessment process now complete including the Auditor application and registration. Training materials on VRUs are our next piece of work to bring into the online space and our database for Members and Suppliers in making progress too.

It has been a while working through the process and the system response at each stage of the process. Systems like this take time to develop and implement. We are very excited to be able to see our live demo next week.

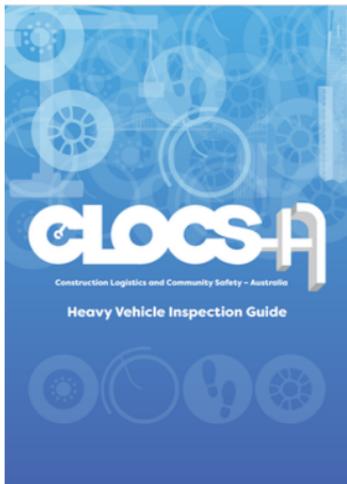


CLOCS-A releases:

- [Heavy Vehicle Inspection Guide](#)

The purpose of this guide is to provide those associated with the purchase, modification or inspection of heavy vehicles for participation in the CLOCS-A scheme with a nationally consistent set of pass/fail criteria for each item defined in the Standard.

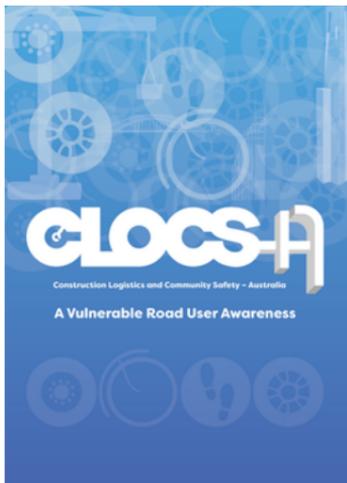
The aim is to minimise ambiguity and make the inspection/audit/accreditation process as objective as is reasonably practicable. Where this is not completely possible, then the "intent" of the standard is set out and the CLOCS-A auditor/inspector will be required to make a reasoned judgment and will have the final say.



- [Vulnerable Road User Awareness Course Requirements and Guidance for Training Requirements](#)

As part of the CLOCS-A Standard, minimum training and competency requirements are specified for heavy vehicle drivers of construction vehicles to meet before the organisation (and project) they work for can gain accreditation to the CLOCS-A Standard.

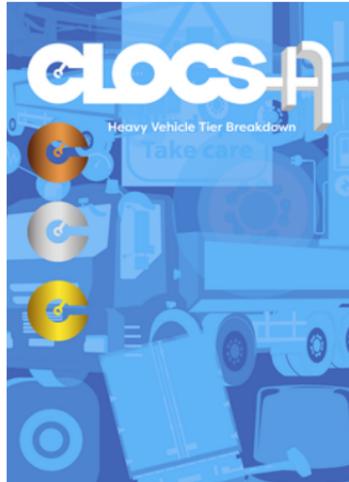
As part of these requirements, heavy vehicle drivers are required to complete training in and gain competency in "Vulnerable Road User Awareness". It is understood, at the time of writing this guidance, there is a gap in the market offering training courses in this subject area, and that organisations are currently developing courses and associated learning materials to meet this requirement of the CLOCS-A Standard.



# News

- [CLOCS-A Heavy Vehicle Tier Breakdown](#)

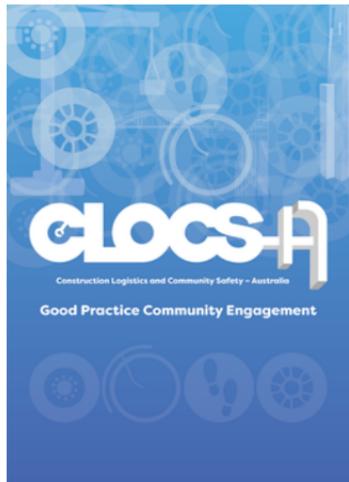
This is a detailed guide to all of the vehicle equipment requirements per CLOCS-A Tier – Bronze, Silver, and Gold. As part of the equipment requirements the tier breakdown also highlights what is not allowed/restricted from CLOCS-A Heavy Vehicles.



- [Good Practice Community Engagement](#)

Four key areas:

1. The planning phase and early community notification
2. Community notification during the construction phase
3. Consultation and complaints
4. Other important notes



- [Swapping Seats event](#)

## Swapping Seats event

The Department of Transport and Planning (DTP) have partnered up with the Bicycle Network to bring the Swapping Seats activation to Docklands!



The Department of Transport and Planning (DTP) have partnered up with the Bicycle Network to bring the [Swapping Seats activation to Docklands!](#)

The interactive Swapping Seats activation gave cyclists, motorcyclists and pedestrians the opportunity to learn about heavy vehicle blind spots and experience the point-of-view of truck drivers.

- [Unveiling of the Australian Work Zone Memorial to honour Fallen Road Workers](#)

Unveiling of the  
Australian Work Zone  
Memorial to honour  
Fallen Road Workers



The Traffic Management Association of Australia (TMAA) has unveiled the Australian Work Zone Memorial to pay tribute to Australian road workers who have lost their lives while carrying out their duties in active worksites.



- **Price rises in the Australian Construction Sector September 2023**

Quarterly construction price changes have remained slightly below the national producer price index. Annual non residential construction prices have outpaced the National Consumer Prices Index and remains high.

Sector	Quarterly Change	Annual Change
Heavy Engineering	0.9%	3.5%
Household Residential	1.0%	3.9%
Non Residential	1.5%	5.7%
National Producer Prices	1.8%	3.8%
National CPI	1.2%	5.4%

Source: Australian Bureau of Statistics 2023

The heavy engineering section saw the lowest price increases of 0.9% in the quarter and 3.5% over the last 12 months, however, these prices are still high when compared to a national inflation target of 2.0% to 3.0%. Inputs into the industry saw increases in paints, ceramics, concrete, cement, and sand but falls in timber, steel, and electric cabling. Labour and energy increases, also underpinned general industry price increases.

- **RMIT's Melbourne Student Accommodation initiative**

A recent visit to RMIT's campus in Saigon by the CLOCS-A and CILTA team were impressed by the on-campus serviced student accommodation block. According to the latest 'Urban Developer' RMIT also has plans for Melbourne to follow suit building for student renters. A \$264 million proposal has won initial support from the Victorian Department of Transport and Planning.

View [here](#).



# News

- [NRSPP Fit For Duty Survey Released!](#)



NRSPP is conducting research for a campaign focusing on 'fit for duty'. We're taking a holistic approach to the concept and we need some insights from people who drive for work to make sure we're informed when it comes to this issue.

Take our survey now to go in the draw for 1 of 10 \$50 fuel vouchers.

Send this to anyone you know who drives for work!

Survey link [here](#).

- [Advanced Braking Calculator Developed](#)



Sourced by [NRSPP](#)

The ARTSA Institute has developed an advanced Braking Calculator to assist vehicle technicians, engineers such as Accredited Vehicle Examiners (AVEs), and regulators to assess and potentially improve the braking performance of multi-heavy vehicle combinations.

View [more](#).

- Traffic Management Reform Program



There are changes coming to traffic management standards, obligations and best practice from 1 December as part of the [Traffic Management Reform \(TMR\) program](#).

The Department of Transport and Planning (DTP) has updated the [Code of Practice for Worksite Safety - Traffic Management \(CoP\)](#) to create a nationally consistent and safety-focused approach to traffic management across Victoria.

# 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: Finalised. 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: Finalised. View [here](#).

### 6. Constructing the Central Station Feature Roof

- Stakeholder: Laing O'Rourke
- Focus: Design for Manufacture and Assembly - Central Station Roof
- Status: Finalise. View [here](#).

### 7. Be Truck Aware

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

### 8. Truck Ride Along

- Stakeholder: Holcim CLOCS-A, Holcim and NRSPP.
- Focus: Bridging the Gap between Heavy Vehicle Drivers and the Community.
- Status: Finalised. View [here](#).

### 9. Contract Clauses

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

### 10. 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: Finalised. View [here](#).

### 11. Temporary Traffic Management

- 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: Finalised. View [here](#).

### 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: Finalised. View [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](mailto:Karyn.Welsh@cilta.com.au) CEO of [the Chartered Institute of Logistics and Transport Australia \(CILTA\)](#) and host organisation for CLOCS-A.

