

CLOCSA

Monthly Newsletter #26

A good practice approach to
protect all Australian road users



Contents



Welcome to the CLOCS-A Newsletter!	3
CLOCS-A Development Update	3
News	5
Events	9
CLOCS-A Case Studies	12
Acknowledgements	13

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

CLOCS-A Development Update

As last year, 2023 drew to a close, we reflected on what had been achieved since the commencement of our contract. July and August were pretty much a handover period and we were getting up to speed with documentation, refining contractual arrangements and waiting for funding before we could move forward with developing a system that would cater for the future business needs of CLOCS-A.

In September we approached a number of system providers as suggested by the industry and the working group. We interviewed our providers and after receiving four proposals presented these to the Working Group for endorsement.

In October 2023 we began scoping the needs of CLOCS-A and preparing the process maps so that the CLOCS-A system was going to meeting the business needs. As processes were worked through and refined and signed off with our provider, work began in building the skeleton version of those needs within the system.

In November pressure was building to go live and launch, we were not sure that this could be achieved but we continued regardless and due to time restraints to go live it was decided to take the Membership and Supplier Partner elements out of our system and run independent of the Auditing and Accreditation system. This meant we could run two pieces of development in parallel to each other and thus save time. It was becoming more and more apparent that expectations were not realistic.

Continue...

CLOCS-A Development Update

Work commenced on the Supplier and Membership system and we engaged with industry with the Supplier Partner system. We prepared a webpage, developed the advertising and the online application form. We had a small piece of integration to link the form to our payment gateway and needed the assistance of our web designer to help. This was delayed as they were winding down for the end of the year and won't be back until late January 2024. We pursued ahead regardless with our Supply Partner refining the contract details of their application as the first Supply page Partner. During January (despite technically on leave) we met and discussed the web page advertising and how that will appear for our Supply Partner. I am pleased to report this contract was signed on the 25th January and we are working with them on their advertisement. Welcome Select Partner Group as our first Supply Page Partner. They are our first level one Supply Page Partner and our first Member of CLOCS-A.

The Membership application form is complete electronically but requires a small piece of integration like that of the Supply Page Partner. Both pieces of work are to be completed by the IT provider of our website on their return from their break. An unfortunate delay and not something we can control. It is unfortunate that we have lost a month of momentum from the Festive Season but it has been unavoidable as the providers needed to complete this work have not been available.

2024 has started with significant haste and speed to regain some of the lost momentum. We have a few web pages in draft ready to go once the IT pieces are complete and we are working with a new provider for our LMS system that will house the training material for VRU (Vulnerable Road User) training and the CPD Logbooks needed for the auditors. This work is to commence almost immediately. The last week of January will see meetings with our two providers coming together to discuss how the two systems will operate together.

The Audit and Accreditation system also has progressed this week with a few pieces falling into place, and it is hoped we can show the Working Group our system dashboard 90% complete at the next meeting.

Whilst this development may be complete, we still then have a test phase to enter where we will be asking working group members and industry people to test various areas before we can go live.

We would take too big a risk to go to market without testing. There are many examples out there where organisations have done this and it has failed dismally. We are not prepared to do that to a project that is very important to our industry.

2024 is a big year for CLOCS-A, it has been a journey that is so close to coming to fruition and I'd like to thank everyone for their support throughout our short time on the project. It is worth noting that technical development although not a speedy process will once complete put CLOCS-A in a strong position with its launch.

- **A National Success: NHVR Reveals Outcomes of Major Fatigue Operation**

Source: NHVR

The National Heavy Vehicle Regulator (NHVR) announces the successful conclusion of Operation Forager, a four-week initiative dedicated to combating heavy vehicle driver fatigue during the holiday season.

The NHVR partnered with police across the country to conduct Operation Forager, which commenced 20 November 2023, to heighten awareness about the critical nature of managing fatigue while driving heavy vehicles.

The national operation represents another step forward in the NHVR's ongoing commitment to enhancing road safety and ensuring the well-being of both heavy vehicle drivers and the wider community.

NHVR Chief Operations Officer Paul Salvati said over the course of the four-week operation, NHVR officers conducted more than 5,350 heavy vehicle intercepts across the Southern and Central Regions.

Read [here](#).

- **New Loading Guides**

Source: On the Road, NHVR

New Loading Guides featuring best practice methods to assist industry with common loading tasks are now available:

- [Lashing angle](#)
- [Pre-tension](#)
- [Friction](#)

Under the [Heavy Vehicle National Law](#) (HVNL), parties in the Chain of Responsibility (CoR) have a primary duty to ensure the safety of their transport activities, so far as reasonably practicable, and drivers have an obligation to comply with prescriptive loading requirements to maintain safety for all road users.

Learn more about load restraint [here](#).

**A national success:
NHVR reveals
outcomes of major
fatigue operation**



New Loading Guides



- **NT Government Encourages Residents to Help Shape Road Safety Plan**

Source: ATN Magazine

The NT government is encouraging its residents to have a say on its Road Safety Action Plan.

The Northern Territory government has announced the release of a discussion paper to help build the 2024-2028 iteration of its Road Safety Action Plan.

The discussion paper sets out proposed actions across 10 priority areas to be addressed over the next five years.

The NT government says that the plan aims to build on the successes of the Towards Zero Action Plan 2018-2022 and continue to implement actions that reduce road trauma on its roads.

"We are committed to continue to work towards zero lives lost on our roads," NT infrastructure minister Joel Bowden says. "The release of this discussion paper is the next step in developing our 2024-2028 Road Safety Action Plan."

Read more [here](#).

NT Government Encourages Residents to Help Shape Road Safety Plan



- **Heavy Vehicle Transport Costs in the construction industry**

How has the construction heavy vehicle costs fared over the last 5, 3, and over the last 12 months?

What is in a 'construction' heavy vehicle cost index? This is balanced blend of the increases of urban and regional heavy vehicle construction transport operations. The fleet mix contains: concrete agitators, flattop semitrailers, rigid truck with dog trailer combinations and prime movers connected to low-loaders. The results are interesting.

The following Table presents the per annum cost changes over the examined periods.

Period Examined	Heavy Construction Vehicle Cost increases (per annum)	Consumer Price Index (per annum)
5 years	4.2%	3.6%
3 years	7.1%	5.2%
1 year	2.8%	5.4%

Observations: Over the five and the three year periods 'construction fleet costs' have outpaced CPI. However, over the last 12 months to September 2023 the fall in fuel prices, despite generous driver labour increases gained through the last four national wage cases, saw a net increase in construction fleet cost of 2.8%.





- **Level Crossing Madness Has to Stop**

Rail, Tram and Bus Union

Rail workers are demanding urgent action to prevent more level crossing deaths after two train drivers were killed in South Australia on New Year's Eve.

A truck driver has been charged with two counts of causing death by dangerous driving over Sunday's incident near the SA-NSW border.

Rail, Tram and Bus Union (RTBU) Assistant National Secretary Shayne Kummerfeld today called for a zero tolerance approach to level crossing safety, with cameras at all level crossings and harsher penalties for drivers who drove across rail lines in front of trains.

"Anyone who has ever driven a locomotive has probably had a near miss at a level crossing, with someone trying to 'beat the train'," Mr Kummerfeld said.

"The level crossing madness simply has to stop."

Mr Kummerfeld said four people were injured in a similar collision between a freight train and a truck at a railway level crossing in Katherine, in the Northern Territory, during June 2023.

"The rail industry has been talking about level crossing safety for years, but the tragedies keep happening," he said

"It's time that Governments across the country took a tougher approach to stop people from taking stupid risks around level crossings.

"For a start, there needs to be a zero tolerance approach to running red lights at level crossings.

"All level crossings should be equipped with cameras to catch drivers who stray into the rail corridor when a train is approaching, and heavy penalties must apply to people who do the wrong thing."

Mr Kummerfeld said better infrastructure and better use of technology could also help reduce level crossing incidents.

"Governments should also be putting more funding towards improving level crossing protection - with more warning lights, more boom gates and more grade separations."

Furthermore, Mr Kummerfeld said governments should investigate options for in-car warning systems to let drivers know when trains or emergency service vehicles are approaching.

"Police already have technology that lets them know that a nearby driver is using their phone, so that sort of technology should be relatively easy to develop.

"Ultimately, it is up to all road users to take extreme care around level crossings and obey the law. Anyone who drives across a level crossing in front of a train is putting lives at risk."

Media contacts:

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Events

- **Driver Licensing Directions**

Date: Tuesday, 6 February, 2024

Time: 1:00 PM – 2:00 PM AEDT

Venue: Online

Driver licensing legislation and regulation is the responsibility of each of Australia's 8 states and territories. However, there is a commitment by all jurisdictional regulators to harmonised practices with minimum licensing standards. Under the Austroads registration and licensing taskforce, states and territories agree periodic programs of work to improve licensing practice which recognises emerging research and trends and supports movement towards increasing road safety.

Register [here](#).



- **Is Zero Road Trauma Possible?**

Date: Thursday, 8 February, 2024

Time: 1:00pm to 2:00pm (AEDT)

Venue: Online

The United Nations Decade of Action for Road Safety 2021-2030 has set the ambitious global target to halve road traffic fatalities and injuries by 2030. Some jurisdictions have set even more ambitious targets by setting a date for achieving zero road trauma, such as by 2050.

While there is a growing body of evidence around what initiatives are effective in reducing road crashes and injuries, what is missing is how to prioritise these measures and a lack of tangible planning frameworks to assist countries to link near- and long-term targets with day-to-day operations.

Register [here](#).



Events

- [30th National Municipal Works & Engineering Conference](#)

Date: March 21 - 22, 2024

Time: 5:30 pm - 10:30 pm

Venue: Prince of Wales Showgrounds Bendigo

The annual National Municipal Works and Engineering Conference brings together individuals and companies working in the municipal works sector from around Australia together in Bendigo, Victoria.

This year's conference features high-profile speakers, engineering and maintenance work experts, exhibitors, giveaways, and a networking event over two days. It features demonstrations and presentations of the next-generation product and service solutions and presentations from the next generation of leaders in municipal works.

Register [here](#).

- [Trucking Australia 2024](#)

Date: April 17 - 19, 2024

Time: 5:30 pm - 10:30 pm

Venue: National Convention Centre Canberra (NCCC), 31 Constitution Ave, Canberra, ACT

The ATA is proud to open registrations for [Trucking Australia 2024](#), to be held at the National Convention Centre, Canberra, from 17-19 April 2024.

Trucking Australia is the nation's premier trucking industry event. At TA 24, you'll hear from industry and government leaders, and have your say, as we power our future now.

You'll catch up with old friends and network with new ones at our social events including the Penske Welcome Drinks, Kenworth Legends Lunch, Daimler Local Showcase Dinner and the ATA Foundation Sponsors Gala Awards Dinner featuring the National Trucking Industry Awards.

Register before 31 January 2024 to access our early bird discount and get \$100 off our full conference passes.

Register [here](#).



Events

- [2024 Australasian Fleet Conference & Exhibition](#)

Date: May 21 - 22, 2024

Time: 7:30 am - 5:00 pm

Venue: Rosehill Garden Raceway, Grand Pavilion Building, Grand Avenue Gate 1 parking in P1

As the fleet and automotive sector boldly heads into a new decade the challenges faced are forever expanding. Change is afoot as the industry moves toward sustainable vehicle alternatives, improved safety legislation, and an ever-changing economic climate.

From vehicle selection, acquisition, disposal, operational management for servicing, toll passes, fuel cards, insurance, and accident management employees are being forced to do more with less. Whether you work in fleet management, OH&S, HR, sustainability, procurement or finance it's important to remain informed on the latest trends and developments.

Fast-track your 2024 professional development and connect with like minded industry professionals.

Buy conference tickets [here](#).



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

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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.

