

# CLOCSA

Monthly Newsletter #44

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

## CLOCS-A Development Update

On the 24 of June 2025 CLOCS-A Team presented to state and territory representatives within the policy and technical areas on CLOCS-A. Jurisdictions were eager to understand more about the practicalities of implementing CLOCS-A.

Six speakers spoke for over an hour, to jurisdiction members and answered some questions posed by the audience. The Head of The Commonwealth championing CLOCS-A also wanted to understand why NSW is strongly on board and implementing it.

Following the presentation all attending guests completely understood the reasons for supporting CLOCSA with a number of jurisdictions leads in policy and technical went away to provide the feedback their respective areas. Copies of the presentation were provided to all attending guests.

CLOCS-A has been focusing on the funding arrangements for the upcoming financial year and the business plan and budget for the year.

Discussions with some construction companies have occurred with Lendlease now looking to undertake accreditation on 2 - 3 sites at the end of the year or early next year.

## The Construction and Waste Sectors come under NHVR scrutiny

### NHVR Operations Uncover Critical Safety Gaps in Construction and Waste Sectors



The National Heavy Vehicle Regulator (NHVR) 's recent Operation Sapphire, a month-long compliance initiative, exposed significant safety failures within Australia 's construction and waste transport sectors.

During more than 4,500 heavy vehicle inspections, NHVR officers identified 3,074 defective components, leading to the issuance of 1,530 defect notices for mechanical non-compliance. Critically, 113 of the 3,074 defective components identified were major, predominantly faulty brakes, equating to 2.5% of heavy vehicles inspected during the operation having major roadworthiness faults.

The percentage of vehicles with major faults was notably higher than the heavy vehicle sector 's average, which according to previous NHVR and insurance findings, were approximately 1.7% across the heavy vehicle sector.

As a result, the rate of serious roadworthiness defects found within the waste and construction sector 's were some 47% higher than the entire heavy vehicle sector. Although a seemingly small percentage it reflects an ongoing but serious problem.

The bulk of these serious roadworthiness faults related to the truck and the trailer brakes. These two areas were also found to be the most common problem areas in the previous three NHVR national roadworthiness surveys.

Beyond mechanical issues, Operation Sapphire also revealed further issues of non-compliance with mass limits (94 breaches, including 47 substantial and 11 severe offenses) and loading offences (82 detected). These findings collectively highlight the ongoing need to ensure safety and compliance standards are maintained in the construction and waste sectors.

The media release can be found [here](#).

### NHVR prosecutes earthmoving company over fatal collision

Braking systems are not the only safety culprit. The NHVR recently prosecuted a Sydney-based earthmoving company over a fatal collision involving a heavy vehicle driver employed by the company, whose truck collided with a light vehicle, tragically resulting in the death of the light vehicle driver and serious injuries to the passenger.



Investigations revealed the company failed to ensure the driver's fitness for duty due to significant, long-standing health issues. The company received a \$1.2 million fine and a Supervisory Intervention Order (SIO) mandating, among other things, medical clearance for all drivers and external safety training.

The media release can be found [here](#).

## **CLOCS-A Standard: A proactive approach to safer transport activities in the construction sector**



The CLOCS-A Standard (Construction Logistics and Community Safety – Australia) provides a practical framework designed to directly address these issues, helping businesses establish systems and processes to prevent similar incidents.

### **1. Vehicle Maintenance (CLOCS-A Requirement 5.4.2):** CLOCS-A mandates that transport operators:

- **Document and implement a comprehensive maintenance management system** for both planned and unplanned heavy vehicle fleet maintenance.
- **Include a Driver's Daily Pre-start Check** and a clear process for reporting and rectifying identified faults or defects.

A structured and well-documented maintenance system plays a critical role in preventing mechanical failures. By including regular servicing schedules, mandatory daily pre-start checks, and efficient fault-reporting and repair processes, operators can identify potential safety issues—such as brake or steering faults—before they become hazardous on the road.

This proactive approach ensures that mechanical failures, such as the braking issues identified in

Operation Sapphire, are detected and addressed before they lead to hazardous situations or compliance breaches. Implementing these processes ensures the safety and compliance of the heavy vehicle fleet, minimises unplanned downtime, and is vital for avoiding defect notices and potential prosecutions.

### **2. Driver Fitness for Duty (CLOCS-A Requirement 5.4.5):** To prevent incidents stemming from driver impairment, CLOCS-A requires operators to:

- **Document and implement a pre-employment medical process** ensuring drivers are assessed against Austroads' Assessing Fitness to Drive (AFTD) national standards.
- **Maintain a process to check the currency of required periodic medical assessments**, including any ongoing Health Surveillance.
- **Document and implement a Drug and Alcohol Policy** and associated testing program.
- **Document and implement a Fatigue Management Policy and Procedures**, including a process for drivers to declare fitness to drive and notify operators if unfit due to lifestyle, health, or medical issues.

Adhering to these standards ensures drivers are medically and mentally fit for duty. This safeguards not only public safety but also protects businesses from significant fines, legal action, and the profound impact of serious incidents.

The CLOCS-A Standard provides a clear and practical roadmap for improving safety across construction logistics. By embedding the requirements for **vehicle maintenance management systems and driver fitness for duty policies and procedures**, organisations can proactively address the very risks that have led to serious incidents, legal action, and community harm.

As recent NHVR findings have shown, adopting these standards is not just a regulatory obligation—it is a moral and operational imperative.

Contact us at [admin@clocs-a.org.au](mailto:admin@clocs-a.org.au) to learn more about the CLOCS-A Standard and accreditation requirements.



## Webinar Recording: Harnessing Technology for Compliance Productivity

On July 21st, David Deveney-Kelly and Nelson Mansfield from Select Plant Australia presented case studies on two major infrastructure projects during the NRSP webinar. They discussed the Sydney Metro Central Station and Eastern Freeway upgrade, focusing on the Select Group's adoption of the CLOCS-A Standard and innovative heavy vehicle monitoring technologies to boost compliance and productivity. Attendees learned about improvements in heavy vehicle safety, enhanced Chain of Responsibility practices, and the use of digital tools for managing compliance on large construction sites.

Watch recording [here](#).



# News

## **CLOCS Safety Forum #32 - Construction logistics and the role of CLOCS, FORS and the CLP**

In this CLOCS Safety Forum we were joined by Harvey Thomas, Logistics Operations Director at Mace and John Joe Burke, HSW Business Partner at Mace who shared their perspective as a principal contractor in how CLOCS is adopted and implemented from inclusion in their logistics strategy, design of the site's infrastructure through to delivery management and managing non-compliance to drive continuous improvement.

Learn more and download presentation [here](#).

Watch recording [here](#).



## **ADAS Guidance Service Launch on 13 August**

The ADAS Guidance Service is a new national platform designed to help drivers, licensing authorities and the broader community better understand and safely use Advanced Driver Assistance Systems (ADAS). The service includes trusted guidance, tools, and resources to support safer road use and informed vehicle choices. This is an initiative of the Austroads Registration and Licensing Task Force.

Learn [more](#).



## **Australasian Pedestrian Facility Selection Tool updated to reflect latest New Zealand and Australian economic guidance**

Version 2.3.0 of the [Australasian Pedestrian Facility Selection Tool](#) has been released, incorporating updated economic parameters and guidance for both New Zealand and Australian jurisdictions.

The tool is used by around 1,000 practitioners annually across Australasia to support the selection of pedestrian crossing facilities based on walkability, safety, and economic outcomes. Austroads regularly updates the tool to ensure it reflects current best practice and guidance.

Learn [more](#).



## Heavy Construction/Road Transport Combined Cost Index

By Kim Hassall

Every quarter the Australian Bureau of Statistics produces the national Producer Price Index (PPI). This index can be segmented into multiple industry components. The rebased indices presented in Table 1 reflects the three year increases for construction and road transport producer price changes s. (It should be noted that the road transport PPI is a benchmark but not a good proxy for heavy truck trucks servicing the construction industry.)

On a 12-month year on year comparison with a base quarter of March 2022 the macro changes in a combined cost index based on sectoral PPI is 13.1%. This average annual cost change of 4.2% is significantly higher than last year's CPI which only reached a level of 2.4%. The basic take away for budgeting is that CPI is a bad contract escalator certainly for heavy civil engineering projects and the associated heavy truck movements servicing the construction projects.

**Table 1: Combined Heavy Construction/Road Transport Producer Price Index**  
**March 2022 Mar 2025**

	<b>Heavy Engineering Construction</b>	<b>Road Transport Cost Index</b>	<b>Combined</b>	<b>Percent Change %</b>
<b>Date</b>	<b>PPI</b>	<b>PPI</b>		<b>Per annum</b>
Mar-2022	100.0	100.0	100.0	na
Mar-2023	107.4	110.5	108.0	8.0%
Mar-2024	111.4	113.8	111.9	3.6%
Mar-2025	113.2	113.0	113.2	1.1%
<b>Total 3 year combined change</b>				<b>13.1%</b>
<b>Compound per annum growth rate construction/road transport</b>				<b>4.2%</b>
<b>National Consumer Price Index March 2024 - March 2025</b>				<b>2.4%</b>

Since March 2022 the per annum compounding per annum costs of running a diverse Heavy Truck construction fleet have been raised to 4.7% which will be significantly higher than CPI or Transport CPI which is running at a compounding average of 2.1% per annum over the last 3 years.

# News

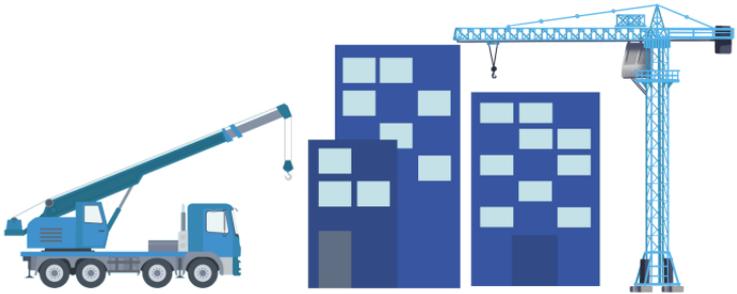
## What to expect in the coming year for Heavy Vehicle Transport?

What we know so far: Labour will rise by at least 3.5%, superannuation hits 12%, insurances (depending on insurer and claims history) will rise between 5% to 11%, tyres will remain flat or increase by 3% depending on manufacturer, enterprise labour agreements are generally around 3% but have ranged between 2.7% to 4%, registration and the Road User charge will rise by 6%, capital costs often see increases between 5% to 7% per annum depending on the manufacturer, maintenance depends on labour increases and spare parts which can be impacted by exchange rate fluctuations. Diesel fuel prices are the hardest to predict as balancing geo-political risk versus recession forecasts makes for a difficult forecasting exercise.

## What to expect in the coming year for Heavy Construction Industry?

From home building to major infrastructure projects forecast costs could rise by 4.5%-6% over the coming year, well above forecast inflation.

As much as steel and timber prices may remain stagnant, or even dip, prices for concrete, plaster board, copper piping and bricks are expecting solid increases. These last four inputs all have a dependency on energy prices.



# Events

## 2025 Technology and Maintenance Conference

**Date:** 14 - 15 October 2025

**Time:** 8:30 am - 10:00 pm AEST

**Venue:** Victoria Pavilion, Melbourne Showgrounds, VIC

The 2025 Technology and Maintenance Conference will take place on 14-15 October at its new location in the Victoria Pavilion at the Melbourne Showgrounds.

TMC is your opportunity to connect with the people who keep the transport industry moving – from fleet and workshop managers to regulators, mechanics, and service technicians.

The 2025 program will focus on key industry priorities, including safety, productivity, environmental sustainability, cost efficiency, and workforce career development.

Register [here](#).



## 2025 Australian Road Safety Conference

**Date:** 20 - 23 October 2025

**Time:** 9:00am - 5:00 pm

**Location:** 207 Adelaide Terrace Perth, Western Australia, 6000

Join Australasia's leading road safety and injury prevention researchers, practitioners and policy makers for the 2025 Australasian Road Safety Conference.

2025 ARSC will be held in Perth. This face-to-face format will bring together road safety stakeholders and decision-makers from Australasia and international jurisdictions to facilitate collaboration and share information.

Register [here](#).



# 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

- Stakeholder: 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: Finalised. 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

## Victorian Construction Trucks and Community Safety Case Studies

### 10. Human 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](#).



## Join CLOCS-A

Becoming a CLOCS-A member is more than just a commitment—it's a step towards safer, more efficient, and more responsible construction logistics and transport operations.

Register today and contribute to enhancing safety and efficiency in construction logistics practices! 🧑‍🔧

Accreditation

Auditor

Supply Page Partner

Membership



# Our Supply Page Partners

**Brigade**

**Gearbox**

**Hubfleet**

**Select**

**SGESC MAX**  
HOME OF MAX SAFE

**SHAW**  
MANUFACTURING

**Teletrac**  
Navman

## Want to be a Supply Partner with CLOCS-A?

If you are a Supplier focused on Vehicle Safety Technology and Equipment, a Training Provider focused on Safety or a Logistics Supplier of Safety Equipment we want to talk to you!

There is a huge amount of support out there in the industry for the CLOCS-A roll-out and imagine the exposure you will get from those major Federal, State and Local government projects that will be focused on our accreditation. Could you afford not to be part of this roll-out?

### Benefits

There are several benefits to being a supplier advertising on our website:

- Gain access to a large audience of potential customers who are actively seeking products or services like yours.
- Our website is designed to be user-friendly and easy to navigate, which means that your products will be prominently featured and easy to find. This can help to increase your visibility and sales.
- As a supplier on our website, you will have access to a range of tools and resources that can help you optimise your advertising campaigns and maximise your results.
- Overall, advertising on our website can be a highly effective way to reach new customers and grow your business.



[REGISTER HERE](#)

**CLOCS-A**

# 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 \(MoU\)](#). 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.

