



Monthly Newsletter #45

A good practice approach to
protect all Australian road users



Contents



Welcome to the CLOCS-A Newsletter!	3
CLOCS-A Development Update	3
News	4
Featured: The CLOCS-A Standard and Enhanced Alignment against HVNL	4
Events	8
Case Studies	9
Our Supply Page Partners	11
Acknowledgements	12

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

 **CLOCS-A Monthly Update – August 2025:** It's been another busy and productive month at CLOCS-A, with exciting developments across accreditation, training, events, and system improvements.

 **Accreditation Progress:** We're pleased to announce that Bingo Industries in NSW has submitted an accreditation application this month. An auditor has already been assigned, and we anticipate the process will be completed within the next 4-6 weeks. This marks another step forward in expanding our network of safety-conscious operators.

 **Training Uptake Continues to Grow:** Our Bronze Vulnerable Road User online training is gaining strong traction, particularly among sub-contractors working on major projects across Melbourne. To date, we've received 328 registrations—a fantastic response that highlights the industry's commitment to improving road safety.

 **Safety Forum Planning:** Underway Planning is in motion for our next Safety Forum, scheduled to take place in NSW during the last week of October 2025. We've begun approaching venues and locking in dates, and we'll keep you updated as details are confirmed.

 **International Visit from Brigade:** We're excited to welcome Brigade, one of our valued supply page partners, who will be visiting Australia from the UK in mid-September. They're keen to connect with as many of our members and partners as possible during their stay—stay tuned for opportunities to meet.

 **Accreditation System Enhancements:** We're making targeted updates to our accreditation system to better support multi-day site visits by auditors, especially for larger fleets and construction sites. These enhancements are on track for testing in the coming weeks.

 **Supporting Smaller Operators:** Our focus has now shifted to refining the Construction Logistics Management Plan and Construction Transport Management Plan templates, specifically tailored to meet the needs of tier 3 and 4 operators. These resources aim to simplify compliance and improve safety outcomes across the board.

The CLOCS-A Standard and Enhanced Alignment against HVNL



The CLOCS-A framework and standard specifically targets the safety and risks of heavy vehicle transport that supports the construction industry. The standard focuses specifically on the vulnerable road users (VRUs) that are too often in harm's way from HV construction trucks. Statistics in Australia and overseas testify that construction trucks do contribute significantly to this safety problem.

The CLOCS-A standard complements and may even surpass the draft requirements of the Heavy Vehicle National Law Master Code, in some specific areas. The standard's four technical areas revolve around truck technology, drivers, logistics planning as well as community and operational communications requirements. Each of these areas are tiered from a basic to an advanced level.

Without being exhaustive truck and trailer technologies range from improved to enhanced braking standards, underrun protections and the adoptions of such technologies as: forward collision warning, headway warning, rear-collision warning, pedestrian, cyclist and obstacle warning and blind spot warning as examples depending on the certification level chosen.

Truck drivers will be required to undertake a basic level of Vulnerable Road User training. Two further advanced levels are available for drivers where companies seek silver or gold accreditation. The VRU training covers some 'seven' classes of vulnerable road users, four more than the pedestrian, bicycle and motorcycle groups that are often the only VRU classes examined. Besides standard licensing and medical checks drivers are to be competent across a range of low-risk driver skills. It should be noted that the enhanced VRU training is delivered online and is offered free to both company and sub-contract drivers servicing construction sites.

The CLOCS-A standard requires a construction logistics management plan (CLMP) to be implemented. This includes operational risk minimization elements, community hazard reduction by using route planning tools, productivity initiatives such as PBS, and implementing consolidation points, and the use of recycled materials where possible, etc. Forecast activity movements by truck configuration are required to be estimated noting elements such as access time and parking permit restrictions.

Community focussed communications plans are required to be developed to address the impacts of the impending site operation. These plans will need adjustment as specific stages in site development are undertaken.

A further major CLOCS-A workshop and briefing day, to be held in Sydney, will be announced shortly.



Construction sites can see serious tipper problems



Truck rollovers on Australian construction sites can be fatal and are caused by factors like instability from high centre of gravity loads, uneven ground during tipping, and operator error, according to WorkSafe Victoria and Safe Work Australia. Prevention involves managing vehicle and load stability, using effective warning systems and driver aids, ensuring drivers are properly trained, and maintaining safe site conditions, as highlighted by industry bodies and safety regulators.

Common Causes of Truck Rollovers

- **Instability:** A high centre of gravity from the load, such as cement or timber, is a significant factor in many rollovers.
- **Tipping Activities:** Tipping materials on uneven, unstable, or inclined ground can destabilize the truck or trailer, leading to rollovers.
- **Site Conditions:** Poorly maintained roads, obstacles like windrows, and uneven surfaces can easily cause a truck to mount the windrow or lose control.

- **Operator Error:** Failing to negotiate turns or driving too close to hazards can result in the truck mounting a windrow or obstacle.

Prevention Measures

- **Vehicle Safety:** Equip trucks with features that reduce blind spots and use visual and audible driver alerts for improved awareness.
- **Load Management:** Ensure loads are secured and their height is managed to maintain a stable centre of gravity.
- **Stable Ground:** Manage tipping zones to be as level and stable as possible and check for the integrity of the ground.
- **Driver Training:** Provide specific training on the risks of truck rollovers, how to control contributing factors, and how to manage loads.
- **On-Site Communication:** Use audible alarms, motion sensors, and flashing lights to warn pedestrians and other vehicles of moving plant and reversing trucks.
- **Heavy Vehicle Rollover Prevention Program:** Industry bodies like NRSPP offer comprehensive resources and programs to educate drivers and operators on avoiding rollovers.
- **Site Design:** Consider solutions like truck turntables for construction sites to improve vehicle flow and reduce risks.

Truck rollovers remain a major safety risk on Australian construction sites, but they are preventable with the right measures. By combining proper vehicle design, load management, stable site conditions, and comprehensive driver training, the likelihood of rollovers can be greatly reduced. Clear communication systems and industry-led programs further strengthen safety, ensuring that both workers and equipment are protected. Ultimately, preventing rollovers is about fostering a safety-first culture where risks are identified early and managed effectively.

Comparison of Heavy Truck Cost Escalators (Construction)

By Kim Hassall

Heavy Construction Vehicle Cost contracts will require an escalation clause on at least an annual basis if not a quarterly basis. Contract profitability can often be significantly impacted by the choice of a bad escalation formula.

Over 40 years ago the Bureau of Statistics' Transport CPI (TCPI) was often used as a contract escalator. This escalator is primarily based on the family sedan car and public transport fares. Not a good HV escalator. Some 20 years ago the Bureau of Statistics developed the Road Transport Producer Price Index (PPI). This at least looked at the index changes in costs customer paid for road transport. However, this included more than just Heavy Trucks. PPI is generally less volatile when compared to Transport CPI. Possibly neither of these indices reflects heavy truck, especially heavy construction cost changes very well. As such private specific commodity fleet costs were privately developed over two decades ago.

Table 1:

In all cases over the last four years the construction fleet costs have been greater than the Australian Bureau of Statistics' Transport CPI (A) and PPI (B). What this shows is that the old contract use of TCPI or more recently PPI may not appropriately reflect construction trucking costs going forward.

Table 1: Construction Fleet Cost changes by selected year

Year	TCPI ^a	PPI ^b	HV Construct ^c
Jun-2021	100.0	100.0	100.0
Jun-2022	113.1	108.3	123.6
Jun-2023	115.2	113.0	120.8
Jun-2024	120.5	118.3	126.2
Jun-2025	117.4	118.3	128.3
Change p.a.	1.041	1.043	1.064

Notes: a Transport CPI, b Road Transport Producer Price Index, c Independent HV Construction Index.

The fleet mix examined to calculate these cost changes are based on a construction fleet consisting of:

- Concrete agitators
- Rigid Truck and dog trailers
- Semi-trailer flat-tops
- Semi-trailer with low loader trailers
- B-Double flat-tops
- Bitumen Tankers

(Note: The operational profile, for construction truck operations, are weighted at 80% urban operations and 20% for longer regional operations, usually performed by the articulated vehicles. CILTA negotiates each quarter with member consultants who have produced cost indices for Australian trucking for the last 30 years.)

News

Councils Urged to Put Public Safety at the Heart of Chain of Responsibility

source: Fleet HV News

Local government Fleet Managers, Operations Managers and executives have been urged to view every decision affecting heavy vehicle operations through one lens – public risk.

Speaking to an audience for procurement professionals, Karen Bow, Principal Chain of Responsibility (CoR) Adviser at the National Heavy Vehicle Regulator (NHVR), emphasised that under the Heavy Vehicle National Law (HVNL), the primary duty is clear.

Read article [here](#).



NHVR opens public consultation on revised Master Code set to boost Heavy Vehicle safety standards

The National Heavy Vehicle Regulator (NHVR) has released a draft revised Industry Code of Practice, known as the Master Code, for public consultation, inviting input from all stakeholders across the heavy vehicle industry.

The Master Code, originally registered in November 2018, serves as a vital general code for the entire heavy vehicle industry and is an authoritative source of information concerning safety in heavy vehicle transport, with guidance about managing major hazards, focusing on speed, fatigue, vehicle safety, mass, dimension and loading.

Learn [more](#).



Benefits of PBS Scheme in action: Higher vehicle safety recorded in NSW Operation Falcon

The safety and productivity gains of Performance-Based Standards (PBS) were on show during the National Heavy Vehicle Regulator's targeted PBS compliance operation in New South Wales (NSW).

Operation Falcon, held from 28 April to 3 May 2025, focused on inspecting PBS vehicle combinations for Vehicle Standards and permit conditions.

Learn [more](#).



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

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

2. Left Turn Audible Alarm

- a. Stakeholder: MTIA
- b. Focus: Left-Turn Audible Alarms: Keeping Vulnerable Road Users Safe in Australia's Largest Transport
- c. Status: Finalised. View [here](#).

3. Side Underrun Protection

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

4. Fleet Management Systems (Telematics)

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

5. Conspicuity Markings

- a. Stakeholder: Transurban.
- b. Focus: Improving Vehicle Visibility for Safer Roads.
- c. Status: Finalised. View [here](#).

6. Constructing the Central Station Feature Roof

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

7. Be Truck Aware

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

8. Truck Ride Along

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

9. Contract Clauses

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

Victorian Construction Trucks and Community Safety Case Studies

10. Human Impact Risk Assessment (HIRA) TOOL

- a. Stakeholder: Victorian Department of Transport and Planning.
- b. Focus: Application of tool which can be used to assist route selection and avoid sensitive land use areas/ local roads.
- c. Status: Finalised. View [here](#).

11. Temporary Traffic Management

- a. Stakeholder: Victorian Department of Transport and Planning.
- b. Focus: Safety management of traffic (trucks and vulnerable road users) on a major transport supply conduit for a major infrastructure project.
- c. Status: Finalised. View [here](#).

12. Swapping Seats

- a. Stakeholder: Victorian Department of Transport and Planning.
- b. 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.
- c. 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

Lens-Tech Co
offering a wider view to the world

 **Select**

SGESC 
HOME OF **MAXSAFE**

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](#)

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 CEO of [the Chartered Institute of Logistics and Transport Australia \(CILTA\)](#), and host organisation for CLOCS-A.

