



Monthly Newsletter #53
April 2026

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

Our VRU Training Program continues to see significant uptake, with more than 1,900 enrolments since November 2024 and hundreds of learners actively progressing through the course. This level of engagement demonstrates the sector's readiness to build consistent, practical safety knowledge across projects and organisations.

We also address an important misinformation generating and clarification regarding accreditation. CLOCS-A accreditation can only be achieved through our independent, competency-based audit process. This protects the integrity of the standard and ensures that contractors, operators and project partners can rely on consistent, defensible assurance across their supply chains.

A major milestone this month was the CLOCS-A Safety Forum in Queensland – our first in the state. The forum brought together leaders from government, industry, research and the heavy vehicle sector for a powerful conversation about safer construction logistics. The live demonstrations, expert presentations and strong participation from across the supply chain reflect Queensland's growing commitment in this space. We extend our sincere thanks to the partners and sponsors who made the event possible.

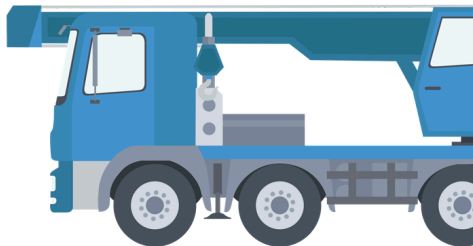
We have engaged in numerous discussions with construction companies as they prepare their applications for accreditation. BMD has now submitted their application, and once payment is received by CLOCS-A, an auditor will be appointed to assess their site for CLOCS-A accreditation.

JHG is also making good progress, with site workshops being conducted to detail the requirements for accreditation, discuss the process, and answer questions regarding the supply chain rollout once accreditation is achieved.

We are encouraged by the enthusiasm shown by our industry in supporting this initiative. Additionally, transport companies are now registering for accreditation, with a significant number of companies advancing through their applications.

Compared to last year, when our applications were in the twenties, we are thrilled to announce that the number of applications received has now reached the sixties. We have accredited three transport companies, with two more nearing completion.

We are also endeavouring to accommodate the Tier 3 and 4 transport operators who may feel that CLOCS-A accreditation is beyond them. Whilst this is perhaps a perception, only by talking with us for clarity will these perceptions be dismissed. Acknowledging that help may be required and for those that are working with Plant Hire companies, we are developing a Plant Hire Company (PHC) model where they will accommodate their sub-contractors under their accreditation.



CLOCS-A Development Update

CLOCS-A VRU Training - Bronze Enrolment Report

Total Enrolled Students since November 2024
*637 new enrolments in the last 7 days

1929

Total Lessons in the course

16

Topics

12

Quizzes

12

Completed

826

In Progress

607

Enrolled but Not Started

496





CLOCS-A Accreditation: No Self-accreditation Pathway

CLOCS-A

To ensure clarity across your supply chain, CLOCS-A wishes to confirm that self-accreditation is not recognised within the CLOCS-A framework.

CLOCS-A writes this article to address a misconception circulating in the market. CLOCS-A does not recognise self-accreditation in any form.

Some vendors are suggesting that their system can 'self-accredit' an operator. That is incorrect. A vendor can provide tools and checklists, but they cannot replace the independent, competency-based audit required under the CLOCS-A governance framework.

CLOCS-A accreditation is issued only through an independent, competency-based audit process designed to ensure consistency, impartiality and defensibility.

For a Tier One contractor, relying on a vendor driven self-accreditation creates significant risk, including false assurance of compliance, inconsistent application of the standard, and potential exposure following safety incidents and exposure especially if a non-accredited operator is involved in an incident.

Our position is clear: operators working under your project must hold a valid CLOCS-A accreditation issued through the independent audit process. Vendor platforms are tools to support compliance; they do not determine it.

Only the CLOCS-A independent audit process can confer accreditation. This protects the integrity of the standard and gives you defensible, consistent assurance across your supply chain.



CLOCS-A Safety Forum in Queensland

CILT Australia proudly hosted the first CLOCS-A Safety Forum in Queensland held at the **RACQ Mobility Centre**, bringing together leaders from government, industry, research and the heavy vehicle sector to advance a shared commitment to safer construction logistics.

Held in Brisbane, the forum marked an important milestone in expanding CLOCS-A engagement across Australia. The program highlighted the growing support for consistent construction logistics standards and showcased practical approaches to improving safety outcomes on major projects.

Our MC, **Ray Hassall** (CILT Australia), opened the event with a Welcome to Country, setting a reflective tone for the day. From the outset, participants shared a clear understanding: every decision made in construction logistics directly affects workers, families and the communities we move through.



Speakers from across government, contracting, operations and innovation contributed insights on heavy vehicle safety, project-based implementation, regulatory alignment and the importance of collaboration across the supply chain. Their presentations reflected a shared intention – to protect lives and create safer streets for everyone.

Presenters included: **Kim Hassall** (CILT Australia), **Michael Holmes** (Sydney Metro/Transport for NSW), **Rebecca Young MP** (Assistant Minister to the Deputy Premier and Assistant Minister for State Development, Housing and Better Regulation), **Daniel Deveney-Kelly** (Select Plant Australia), **Paul Caus** (Truck Industry Council – TIC), **Chris Baxter & Troy Elder** (National Heavy Vehicle Regulator), **Glyn Castanelli** (Transport Health and Safety), **Ursula Kelly & Karyn Welsh** (CILT Australia) and **Warren Schneider** (SGESCO-MAX).





A standout feature of the day was the live vehicle demonstrations led by **Warren Schneider** (SGESCO-MAX), **Matt Wood** (Volvo Trucks Australia) and **Brett Shaw** (ShawX Manufacturing). These demonstrations highlighted how modern safety equipment and technology can prevent incidents and improve protection for vulnerable road users and the broader community.

The forum brought together a focused group of stakeholders for a productive and collaborative discussion on safer construction logistics. Participation from local government, contractors, operators and industry associations reflects Queensland's readiness to contribute to the next phase of CLOCS-A adoption.



CLOCS-A and CILT Australia, extend their sincere thanks to the sponsors and partners whose support made the CLOCS-A Safety Forum in Queensland possible: **National Heavy Vehicle Regulator, Sydney Metro, Transport for NSW, Victoria Government Department of Transport and Planning, Brigade Electronics, Gearbox, Hubfleet, Lens-Tech Co, Select Plant Australia, SGESCO-MAX, ShawX Manufacturing, Teletrac Navman, Veyor and Volvo Trucks.**

Your commitment to safer, more consistent construction logistics standards is deeply valued. Together, we're building a safer, more collaborative industry.

What's Next for CLOCS-A

The Queensland forum forms part of a broader national effort to strengthen construction logistics safety. In the months ahead, CLOCS-A will continue to:

- Support projects applying CLOCS-A requirements on major works
- Build national consistency in construction logistics standards
- Expand industry capability through training and shared resources
- Engage with state and local governments to broaden adoption
- Deliver future forums and workshops across additional regions

CLOCS-A forward to supporting this next phase and continuing to champion safer, more coordinated construction logistics across the country.

Revisit presentations [here](#).



What the Contract Chain Order – Fuel Cost Recovery -2026 means for an operator?

On the 29th of April Fair Work Australia handed down Road Transport Contract Chain Order – Fuel Cost Recovery -2026. This order allowed for full cost recovery for the impacts of fuel (diesel) increases on fleet costs.

Diesel prices surge

Toward the end of March diesel prices soared to \$3.10 per and then even reached \$3.30 per litre a fortnight later. This diesel fuel price hike triggered a heavy road transport emergency. On April 1 the federal government cut the fuel excise by 26.3 cents/litre, halving the excise rate. This allowed the effective cost to operators off a 330 c/litre pump price was $(330 - 26.3) \times (10/11)$ GST - 20.2, the Diesel Fuel Credit, equals 255.89 c/litre. However, this point was not reached immediately, and this triggered a boost to the diesel fuel credit up from 20.2 c/litre to 26.3 c/litre effectively now pushing excise to zero.

Impacts on a small articulated fleet

Table 1 reflects the impacts of an 80%+ fuel price increase on a small articulated fleet. Holding all cost elements steady, excepting fuel, the impact on such a small fleet was an impost 25.5% in total costs.

Table 1: Common fleet consisting of 50% Semi-trailer and 50% B-Doubles.

Driver + On-costs	Office	Fuel	AdBlue	Tyres	Mntce	Capital	Insur	Rego	Total
28.80%	9.60%	30.10%	1.40%	6.60%	7.70%	9.30%	4.50%	2.00%	100.00%
28.80%	9.60%	55.60%	1.40%	6.60%	7.70%	9.30%	4.50%	2.00%	125.50%

Source: CILTA Expert report; FWA hearings Contract Chain Order MS 2026/1

Diesel impacts on an owner driver

Owner drivers may be regarded as tier 3 operators who are mostly price takers, who don't have formal contracts or escalations built into their agreements or trip prices. Table 2 looks at the changes in an owner driver's cost profile under three scenarios.

- Effective diesel fuel price is post GST and the diesel fuel credit of 19.2 cents per litre at 31 December 2025. Pump price 180 c/litre
- Fuel has relief of GST and diesel fuel credit of 20.2 cent/litre as at 30 March 2026. Pump price 310 c/litre
- Fuel has relief through 26.3 c/litre excise and an increase in the fuel tax credit from 20.2 c/litre to 26.3 c/litre. Pump price last week in March was 310 c/litre. (AIP Last week of March)

With no excise relief the new owner driver cost profile would see a total cost impact of 33%, totally unabsorbable. However, with excise halved and an increase in the Diesel Fuel Credit, Case C, the pain is reduced to a cost impact of 24.9%. Still horrendous unless these prices can be passed on.

This is where the FWA's Contract Chain Order plays a very significant role. Negotiations can formally be entered into to recover the incurred costs, and to establish new trip rates.

Table 2: Cost profile changes of an owner driver through the diesel increase.

Element	Component Costs	Fuel Basic (A)	No Relief (B)	Fuel Relief (C)
Driver Salary	Salary, Overtime, Allowances, Bonus	29.20%	29.20%	29.20%
Driver On-costs	Superannuation, Rec leave, Long Service Leave, Sick Leave	1.80%	1.80%	1.80%
Office	Payroll Tax, Workcover, Purchasing Costs, Scheduling, Supervision, Training, HR, OH&S	0.47	0.47%	0.47%
Fuel	Ex GST, Ex Diesel Fuel Credit (excise relief for Option C.	41.50%	75.46% (+81.8%)	66.5% (+60.2%)
AdBlue	Ex GST	3.90%	3.90%	3.90%
Tyres	Variable depending on configuration and Trailers/dollies	4.30%	4.30%	4.30%
Maintenance	Averaging A, B, C services	6.40%	6.40%	6.40%
Capital	Depreciation and capital costs/ Lease costs and buyout	7.60%	7.60%	7.60%
Insurance	Based on specific operations/ configuration and commodity carried	3.70%	3.70%	3.70%
Registration	Based on Configuration and axle numbers	1.20%	1.20%	1.20%
TOTAL		100%	133.90%	124.90%
Impacts of fuel relief from 1 April 2026 Compare case B, no new relief versus case C		Base cost Dec 31	33.90%	24.90%

Source: CILTA Expert report; FWA hearings Contract Chain Order MS 2026/1

As the impact of the GST implementation in 2000 generated educational programs for road transport operators it is time for the smaller, less powerful operators. to learn how to cost their operation, become familiar with agreement escalation clauses, and even how to use road transport cost indices where they exist.

Author: Dr Kim Hassall, CILTA, Expert report author FWA Contract Chain Order hearings April 2026

NHVR launches new tool to empower industry-led compliance

The National Heavy Vehicle Regulator (NHVR) is enhancing transparency in the heavy vehicle industry with a new tool that provides operators insight into their compliance performance. For the first time, operators can access data on intercepts and non-compliance for their fleet, promoting proactive safety and compliance management. This tool is available through NHVR Go and enables accredited operators to view details of NHVR-conducted intercepts and outcomes related to their vehicles.

Learn more [here](#).

Understanding public perceptions of shared e-scooters: An investigation from rider and non-rider perspectives

Yuting Zhang, Camila Balbontin, John D. Nelson, Corinne Mulley, Jennifer L. Kent

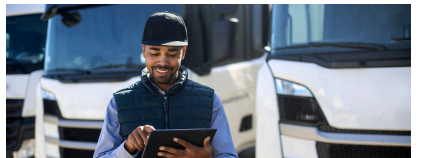
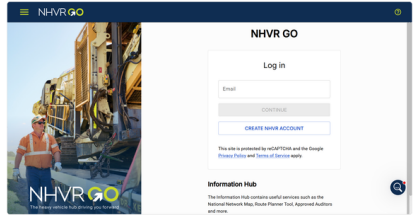
This study investigates the rapid growth of e-scooter sharing schemes and the need for regulations regarding safety and public space management. It uses data from an online survey of 401 riders and focus groups of 24 non-riders across three locations.

Learn more [here](#).

CILTA's Driver Supervisor Certification program

Since the launch of the Driver Supervisor Certification Program, there have been 14 applications, with 8 approved and 6 completing the microcredential. This indicates strong industry interest in formalising post-licensing assessments for heavy vehicle drivers in Australia. The program offers employers a consistent framework for assessing driver competency and provides experienced drivers a pathway to enhance safety on the road.

More information on how to become a Certified Driver Supervisor [here](#).



Events

HVVT Webinar - Worldwide trends towards high productivity transport



Date: 6 May 2026

Time: 5:00 pm - 7:00 pm AEST

Topics, covered in this webinar:

There is no doubt that countries like Australia, New Zealand, Canada, Sweden and Finland are forerunners in the development towards high capacity transport, now being more and more considered at a global scale. To create a mutual benefit, the intention of the webinar is to share the experience from different areas in the world, with emphasis on:

The contribution of High Capacity Vehicles (HCV) to a better balance between costs and benefit, in economic sense as well as regarding sustainability.

- The assessment of safety and performance, being a far more complex problem compared to standard tractor-trailer combinations, and being an essential part of the process of approval and introduction of HCV's
- The impact on existing infrastructure, the interaction with existing traffic, cross-border harmonization and, in combination with the previous point, the process of approval for (possibly intelligent) access to the designated part of the road network (legislation).

Presentations and speaker introductions:

- High productivity vehicles in China and India - Mats Harborn, Scania China Strategic Office.
- High productivity vehicles in Europe - Lena Larsson, Project Manager Volvo Technology, Sweden and Otto Lahti, Chief Advisor Traficom, Finland
- High productivity vehicles in Australia and New Zealand - Les Bruza, Chief Engineer National Heavy Vehicle Regulator (NHVR), Australia

Register [here](#).

Truck Show - Driving the Future

Date: 18 - 19 May 2026

Location: Rydges Resort Hunter Valley

TruckShowX – Driving the Future’ will showcase innovative solutions in the transport industry, featuring industry leaders sharing insights on partnerships, projects, and case studies focused on productivity, efficiency, and safety. Attendees can also participate in drive-day opportunities, a technology expo, and a social program, all in the scenic Hunter Valley, New South Wales.

Visit event website [here](#).



Trucking Australia 26

Date: 3-5 June 2026

Location: Hamilton Island

Explore program details, ticket pricing, and special stays at the island’s Reef View Hotel. Early-bird registrations and social event tickets open 28 November.

Mark your calendar to lock in the discount before year’s end. Friends and family are welcome—check the event FAQs for age and ticket info.

Visit event website [here](#).



MegaTrans 2026

Date: 16 - 17 September 2026

Time: 10.00 am - 5.00 pm

Location: Melbourne Convention & Exhibition Centre

Join MegaTrans, the exhibition and conference that unites the entire supply chain, covering road, rail, ports, warehousing, logistics, technology, and infrastructure, providing a comprehensive view of the industry. Visit the event website for more details.

Register [here](#).





Are you a NHVAS Auditor ready to expand your credentials?

Step into CLOCS-A Auditor accreditation in NSW and leverage your strong knowledge of Heavy Vehicle Law and Chain of Responsibility.

As TfNSW's Minimum Requirements for Contractor Vehicles came into effect on 26 August 2025, the need for qualified CLOCS-A Auditors across NSW will grow rapidly.

Express your interest today and be part of the future of safer, more compliant transport operations.

[Learn more](#)



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



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:

- Reach a large audience actively seeking safety-focused products and services
- Your offerings are easy to find on our user-friendly website
- Access tools and resources to optimise your visibility and results
- Grow your brand and connect with new customers across Australia



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

