



Monthly Newsletter #56
July 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

As we move through a busy July, the CLOCS-A team has been hard at work preparing for the next CLOCS-A Safety Forum, taking place as part of the MegaTrans event in Melbourne this September. July marks our third Anniversary since the release of the CLOCS-A Standard.

We have some exciting news that we're eager to share. At the forum, we'll be announcing a significant milestone involving a major Tier 1 construction company in Victoria delivering a Federal rail project. This organisation has achieved a first for our sector, becoming the first construction company to receive CLOCS-A Bronze Accreditation. That's all we'll reveal for now, but trust us, it's worth the wait.

If you haven't already secured your place, now is the perfect time to book your seat for what promises to be an informative and exciting event.

There will also be important updates regarding Plant Hire Companies (PHCs), which many of you have been asking about. We know this has been a highly anticipated development, and we're looking forward to sharing more details in September.

In addition, we've received a number of enquiries about the unique vehicle types operating on our roads. Our TG1 team has been working behind the scenes on initiatives to address these questions, with further announcements planned for the September workshop.

On another exciting note, we were absolutely thrilled to learn that CLOCS-A had been nominated and won the National Heavy Vehicle Safety Award sponsored by Scania at the recent Australian Road Safety Foundation National Awards event in Canberra. While the nomination itself is an honour, it also gave us an opportunity to reflect on how far we've come together as an industry since the release of the CLOCS-A Standard in 2023. We should all be proud of what both construction and construction transport has achieved in those three short years. This collaborative initiative is a demonstration of what can be achieved when we all put our heads together and work towards a common goal.

Behind every training registration is a commitment to making our roads safer. Since the launch of the VRU Bronze training in February 2025, more than 2,600 people have registered, with participation now in our Silver and Gold programs continuing to grow as well. Recently, someone remarked, *"So thousands of people have completed this training since it was introduced?"* That simple observation stopped me in my tracks. I had never thought of it that way.

It's easy to focus on the day-to-day work and lose sight of the bigger picture. When I reflected on that achievement, I felt both humbled and incredibly proud. Proud of what CLOCS-A has accomplished, but even more proud of our industry and the collective commitment being shown towards improving safety outcomes for everyone who uses our roads.



CLOCS-A Development Update

CLOCS-A VRU Training - Bronze Enrolment Report



Total Enrolled Students since November 2024
*226 new enrolments in the last month



Total Lessons in the course



Topics



Quizzes



Completed



In Progress



Enrolled but Not Started



CLOCS-A Development Update

CLOCS-A VRU Training - Silver Enrolment Report



Total Enrolled Students since November 2024

*184 new enrolments in the last 7 days



Total Lessons in the course



Topics



Assessment



Completed



In Progress



Enrolled but Not Started





CLOCS-A Honoured to Receive the Heavy Vehicle Safety Award at the 2026 ARSF Awards

CLOCS-A is honoured to have been awarded the Heavy Vehicle Safety Award, presented by Scania at the Australian Road Safety Foundation (ARSF) Awards held on July 2 in Canberra. This national recognition reflects the commitment of our team, our industry partners, and the operators who continue to champion safer, more consistent construction logistics practices across Australia.

The award acknowledges CLOCS-A's leadership in lifting heavy vehicle safety standards, improving road user protection, and driving practical, evidence-based change across construction and logistics. From accreditation pathways to operator education and community-focused safety initiatives, CLOCS-A has worked to ensure safer outcomes for drivers, vulnerable road users, and the broader community.

Receiving this award is a proud milestone for our program and a recognition of the collaborative effort behind Australia's growing construction logistics safety industry effort. We extend our sincere thanks to Scania for sponsoring the category, to ARSF for recognising innovation in heavy vehicle safety, and to every organisation that has supported CLOCS-A's mission.



We also extend heartfelt congratulations to every finalist and winner recognised at the 2026 Australian Road Safety Foundation Awards. This year's recipients reflect the strength, diversity, and innovation of Australia's road safety community – from grassroots education to national programs transforming industry practice.

Each of these programs demonstrates leadership, creativity, and a shared commitment to safer roads for all Australians. CLOCS-A is proud to stand alongside such dedicated organisations working to protect communities and strengthen national road safety outcomes.

CLOCS-A remains committed to strengthening national safety culture and continuing the work that made this achievement possible.



What's in your road freight contract escalation clause?



Kim Hassall

One of the most important impacts since December 2025 was the diesel fuel price hikes caused by the middle east conflict. Diesel fuel prices at the end of December 2025 was around \$1.80 per litre, and this jumped to \$3.30 by the end of March 2026. This hike triggered government relief by cutting the diesel excise by the value of the road user charge and fractionally increasing the Diesel Fuel Credit. This relief was significant however even with the discounted fuel price the impact on a typical owner driver's semi-trailer still saw operating costs running at 24.9% above the operating levels at the end of December 2025.

Operators certainly needed an escalation process to prove hardship, especially with such significant impacts affecting their operations. Now pick your escalation clauses carefully. Why so then? Some 30 years ago it was not uncommon to use Transport CPI (TCPI) as a major road transport escalator. But alas, some 20 years ago the ABS started publishing a road transport Producer Price Index (PPI). Now is there a difference? Over the last year what would have been the difference between these two transport escalators?

Transport CPI	June 2025 to June 2026	Change	- 0.1%
Road Transport PPI	June 2025 to June 2026	Change	+17.6%

Not that Road Transport PPI is a perfect escalator for trucking transport, but this example shows it is more reliable than transport CPI which is based on the sedan car and public transport fares. For comparative purposes the USA PPI for road freight was 16.0% over the last 12 months.

What if you are an ancillary operator? That is your truck(s) serves your own products, or the truck is a tool of trade for your business. Such examples are a farmer with a truck, a landscape gardener carting his bobcat. In Australia ancillary trucks comprise 52% of the heavy trucks in Australia, a fact that few realize.

Freight rates, do not apply to ancillary operators, however costs do. As such, ancillary operators' freight cost increases still need to be recovered. This can be a much more difficult process for an ancillary operator that usually do not work with specific escalated agreements. These operators still need to know their cost structure and the overall cost impacts for running their trucks just like the 'hire and reward' operators. So ancillary operators still need cost and impact data to negotiate with their own customers.

Whether you are a 'hire and reward' or 'ancillary' operator make sure you know your costs and the cost profile of your operation. This, at least, is a baseline for negotiating your own cost recovery level.



The workhorse of the construction industry: the Rigid Truck & 4 axle dog trailer

Author: Kim Hassall

Truck and Dog combinations will number 13,500 units, or some 40% of the 33,000 PBS population by the end of 2026. Construction wise they generally carry

- Quarry products
- Sand, soil and
- Construction rubble

However, some regional linehaul tasks are undertaken by the configuration carrying

- grain and even
- fuel.

The rigid three axle truck with a 4 axle dog trailer sees considerable variation in travel. Kilometres travelled ranges, for the construction commodities, from 47,000 to 150,000 kilometres per annum. For the longer regional linehaul tasks the combination can achieve up to 200,000 kilometres per annum. The total combination performs an average of 117,125 kms/annum.

The 5 axle rigid/dog combination has a slightly lower average and the 6 axle trailer combination averages some 152,000 kilometres per annum.



Figure 1: The PBS Truck and 4 axle Dog Trailer

Table 1: Truck and Dog productivity over non PBS truck and dog trailers

PBS Configuration	Total productivity estimates 2023	Urban operational productivity (%)	Average kilometres per annum	Urban contribution to kms saved (%)
Rigid Truck - 3Axle Trailer	16.00%	15.52%	86500	1.30%
Rigid Truck - 4Axle Trailer	18.80%	17.67%	117125	18.30%
Rigid Truck - 5Axle Trailer	22.90%	20.61%	152667	2.60%
Rigid Truck - 6Axle Trailer	25.50%	22.19%	111000	0.20%

Comparative fuel consumption Single tipper vs 4 axle truck and dog trailer



Two single tippers vs a PBS 4 axle truck and dog combination on HML
 Two single tippers: Consumption: 40.6 litres/100 kms X 2 = **81.2 litres/100kms**
 Versus the 4 axle truck and dog combination
 Consumption: **59.1 litres/100 kms**



This difference saves some 9.6 million litres of diesel per annum or 9.1 million urban litres per annum.

As much as of all the PBS combinations are often considered as big long multi-trailer vehicles the 'almost' smaller truck and dog trailer combination is a very heavy hitter within the PBS family. As well, 94% of the kilometres performed by the 4 axle truck and dog are urban or peri-urban kilometres. This again dispels the idea that PBS vehicles do not serve urban environments, they do!

News

CLOCS Safety Forum #39 - Electrifying Logistics, Tarmac's Journey

In this CLOCS Safety Forum, Daniel Whiley, National Logistics Optimisation and Development Manager at Tarmac, shared the company's journey towards electrifying its logistics operations.

Learn more [here](#).



NHVR highlights fit for duty requirements after successful prosecution

The NHVR prosecuted a Sydney earthmoving company after a fatal 2021 collision involving an unfit driver, resulting in a \$1.2M fine. The company failed to ensure driver fitness for duty. From 1 August 2026, expanded HVNL duties require all parties in the Chain of Responsibility to ensure heavy vehicle drivers are fit to drive, covering fatigue, illness, injury, and mental health.

Learn more [here](#).



NHVR Online Toolbox Talk Series

The NHVR is launching its Online Toolbox Talk series to build industry knowledge and address common misconceptions. Sessions cover Fatigue, Access, Mass, and Compliance, with practical information for day-to-day operations.

Register [here](#).



News

New Heavy Vehicle Toolbox Talk Translation Report

The Australian heavy vehicle sector faces a critical safety and equity disparity, driven by a lack of accessible, multilingual instructional resources for professional drivers from non-English-speaking backgrounds (NESB).

Register [here](#).

New Heavy Vehicle Toolbox Talk Translation Report



Driver Supervisor Certification Program

Developed by the Chartered Institute of Logistics and Transport Australia, the Driver Supervisor (DS) Certification Program is a post-licensing initiative that targets experienced drivers, trainers, and mentors who assess licensed heavy vehicle drivers beyond initial licensing. The program aims to enhance real-world driving competency by providing qualified individuals the tools to mentor and assess drivers through a structured post-licensing assessment process.

Learn more [here](#).



CILTA's Driver Supervisor Certification program now released



Events

CLOCS-A Safety Forum in Melbourne Beyond Compliance

Held at the MegaTrans Conference on 17 September, from 9:30 am to 2:30 pm, the CLOCS-A Forum brings together industry leaders, government representatives, contractors, and transport operators for a focused session on the tools, and practical approaches strengthening safety across construction logistics.

What you'll gain:

- Practical insights you can apply immediately for CLOCS-A Accreditation
- Stronger collaboration across the supply chain
- A national conversation shaping safer construction logistics

Be part of the discussion driving better safety outcomes across the industry.

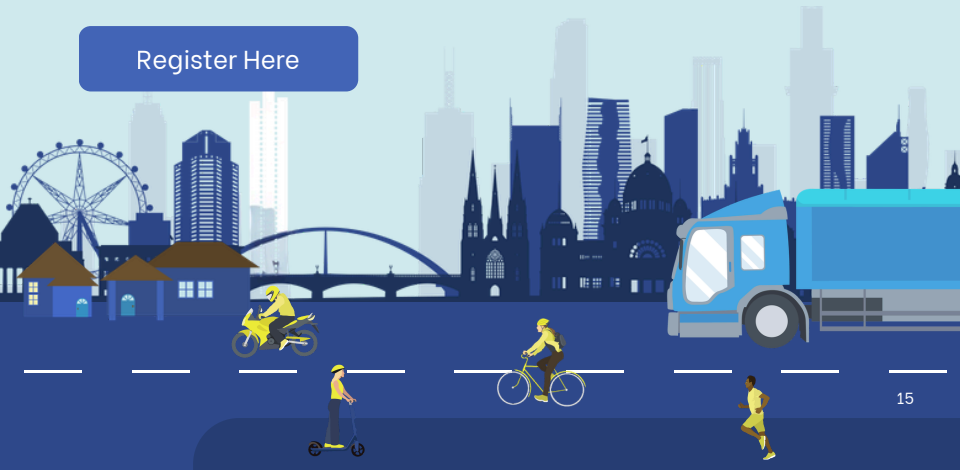


September 17, 2026 | 9.00 am – 2.30 pm



Hospitality Suite 1, Level 1, Melbourne Convention & Exhibition Centre,
1 Convention Centre Pl, South Wharf, VIC 3006

[Register Here](#)



Events

Understanding the 2026 NHVR Master Code Update: What It Means for Civil Construction Heavy Vehicle Safety

Date: 19 August 2026

Time: 12.00 pm – 12.45 pm

This upcoming online session explains the major changes introduced in the 2026 NHVR Industry Master Code and how they affect heavy vehicle safety in civil construction. It focuses on how risks must now be identified, controlled and verified across operations such as earthmoving, road construction, infrastructure delivery and concrete transport.

Register [here](#).



NHVR MASTER CODE 2026:

WHAT CIVIL CONSTRUCTION FLEET OPERATORS NEED TO KNOW.

FREE PRACTICAL WEBINAR - 19 AUGUST

Rollaways. Reversing incidents. Worker interaction. What the updated Code expects you to demonstrate.

Register Now

SGSCOMAX

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](#).



The only event connecting every link in the supply chain

GET INVOLVED

MEGA8 TRANS2026

Events

2026 Australasian Road Safety Conference

Date: 26 - 29 October 2026

Time: 9.00 am - 5.00 pm

Join Australasia's leading road safety and injury prevention researchers, practitioners and policy makers for the 2026 Australasian Road Safety Conference. Held in Sydney, 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](#).



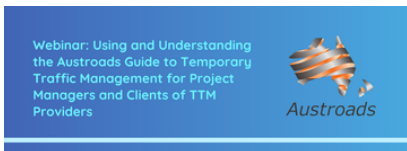
Webinar: Using and Understanding the Austroads Guide to Temporary Traffic Management for Project Managers and Clients of TTM Providers

Date: 24 November 2026

Time: 1.00 pm - 2.00 pm

A session on the Austroads Guide to Temporary Traffic Management (AGTTM) for project managers and clients who engage TTM service providers. Participants will learn about AGTTM principles, client responsibilities, provider engagement, and risk management. Presented by Point8 on behalf of Austroads.

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](#)



Resources

CLOCS-A Accreditation Resources



• CLOCS-A Accreditation Resources

To support organisations at every stage of their journey, we have compiled the key training, guidance materials, CLOCS-A documents and self-assessment tools to help your organisation understand the requirements and get audit-ready with confidence.

Prepare for Accreditation

- [Organisations Seeking CLOCS-A Accreditation Training Course](#)
- [CLOCS-A Construction Accreditation Handy Hints](#)
- [CLOCS-A Transport Accreditation Handy Hints](#)
- [CLOCS-A Combined Accreditation Handy Hints](#)
- [Audit and Accreditation Business Rules and Standards](#)
- [MoU & Terms of Reference](#)

CLOCS-A Documents (for review prior to Accreditation Application)

- [CLOCS-A Standard and Related Resources](#)
- [Heavy Vehicle Inspection Guide](#)
- [Project Rating Tool](#)
- [Driver Safety](#)
- [Vehicle Safety](#)

Prepare for Audit

- [Self-assessment Construction Accreditation](#)
- [Self-assessment Transport Accreditation](#)
- [Self-assessment Combined Accreditation](#)
- [Human Impact Route Assessment](#)
- [Vulnerable Road User Training](#)

Read more [here](#).

CLOCS-A Auditor Resources



• CLOCS-A Auditor Resources

To support CLOCS-A Auditors at every stage, we've made key resources available to guide their application and audit preparation.

Whether they're starting their application, completing the required steps or preparing for their first audit, all resources are available on the CLOCS-A Auditor page.

Prepare for Application

- [CLOCS-A Auditor Training Course](#)
- [Auditor Application Handy Hints](#)
- [CLOCS-A Auditor Code of Professional Ethics, Terms and Conditions](#)

Reading Material (for review prior application)

- [CLOCS-A Standard](#)
- [Heavy Vehicle Inspection Guide](#)
- [Driver Safety](#)
- [Project Rating Tool](#)
- [Vehicle Safety](#)
- [Standard Related](#)

Prepare for Audit

- [Auditor Accreditation System Instruction Manual](#)

Learn more [here](#).

Resources

VRU Course Enrolment Help



- **VRU Training Course Enrolment Help**

To help heavy vehicle drivers get started with their training, we've created clear, easy-to-follow enrolment help resources.

- How to enrol in the VRU training course
- Set/Reset Password
- Blocked and unable to access the course

Review resources [here](#).

Toolbox Talks



- **Toolbox Talks**

Explore the Toolbox Talks by NRSPP and CLOCS-A for a fast, cost-effective way to share essential guidance on safe practices, health, and operational issues in the workplace.

Review resources [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



Lens-Tech Co
offering a wider view to the world

Select

SGESC **MAX**
HOME OF MAX-SAFE

SHAW
MANUFACTURING

Teletrac
Navman

Veyor



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.

