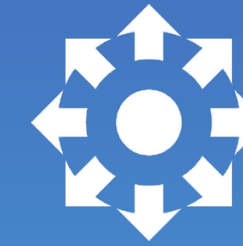




Hosted by



The Chartered
Institute of Logistics
and Transport

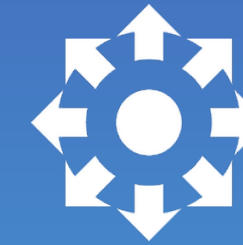
CLOCS-A Safety Forum Beyond Compliance

September 17, 2026





Hosted by



The Chartered
Institute of Logistics
and Transport

Welcome to CLOCS-A Safety Forum

Presenter

Karyn Welsh

CILT Australia

September 17, 2026



Thank you to Our Members, Supply Page Partners and Supporters



Welcome

We acknowledge the Traditional Owners and Custodians of the land on which we meet today and pay our respects to Elders past and present. We recognise their continuing connection to land, waters, culture, and community, and acknowledge the important contributions Aboriginal and Torres Strait Islander peoples make to our society.

We extend that respect to all First Nations peoples who are with us today and thank them for their ongoing stewardship of Country.

Welcome

CLOCS-A is a National Standard for ensuring the safest construction vehicle journeys, reducing risk to vulnerable road users, improving air quality and congestion, and driving operational efficiencies.

It brings regulators, government clients, developers, contractors, logistics companies and fleet operators together to maximise the many commercial and social benefits associated with safer, leaner and greener construction logistics.

The CLOCS Standard for construction logistics: 'Managing work related road risk' was developed by Transport for London (TfL) in response to research which showed that construction vehicles were responsible for a disproportionately high number (35%) of cyclist and pedestrian fatalities involving HGVs in London. In Australia our statistics show similar findings with **210** deaths recorded in YTD figure for **September 2025** up on the year before (**+14.8%** for the same period **2024**).

By becoming CLOCS -A accredited and champion you are part of a community of progressive industry organisations working together to raise standards and create the right environment for the safest construction vehicle journeys.

CLOCS-A accreditation signals a dedication to a culture of safety and community consideration. It not only demonstrates leadership within construction but will help shape industry standards for years to come making our roads safer for everyone.

Underrun Protection Implementation East Link Case Study

Kelvin Doyle

Manager Safety
VIDA Roads



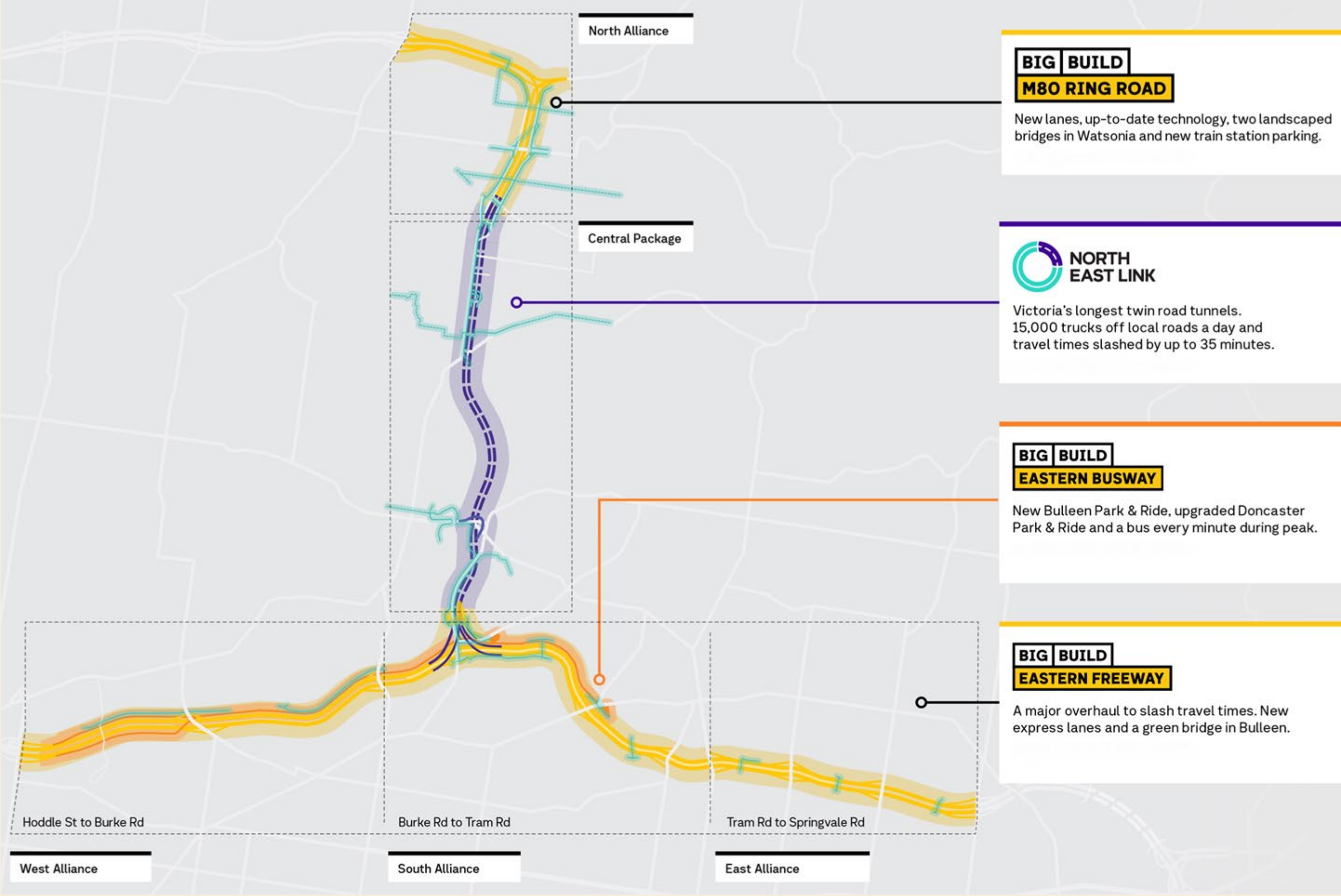
Case Study

Mandatory Side Underrun Protection (SUP)





- VIDA Overview
- Case for Action
- Active Client
- Vulnerable Road Users
- Training and Awareness
- The Requirement
- Validation
- Contractor Implementation
- Challenges / Findings





Why It Matters

- Urban construction logistics create foreseeable VRU exposure.
- Contract controls are able target known heavy vehicle risk pathways.
- Industry practice provides useful reference points for safer vehicle expectations.
- VIDA Roads can drive consistent uplift through contract assurance and learning.

VIDA Roads Active Client

- VIDA Roads acts through informed influence, enquiry and assurance.
- Delivery partners retain control of work methods and procedures.
- Known heavy vehicle and VRU risks are identified prior to contract engagement.
- Critical contract controls are actively checked, not passively accepted.



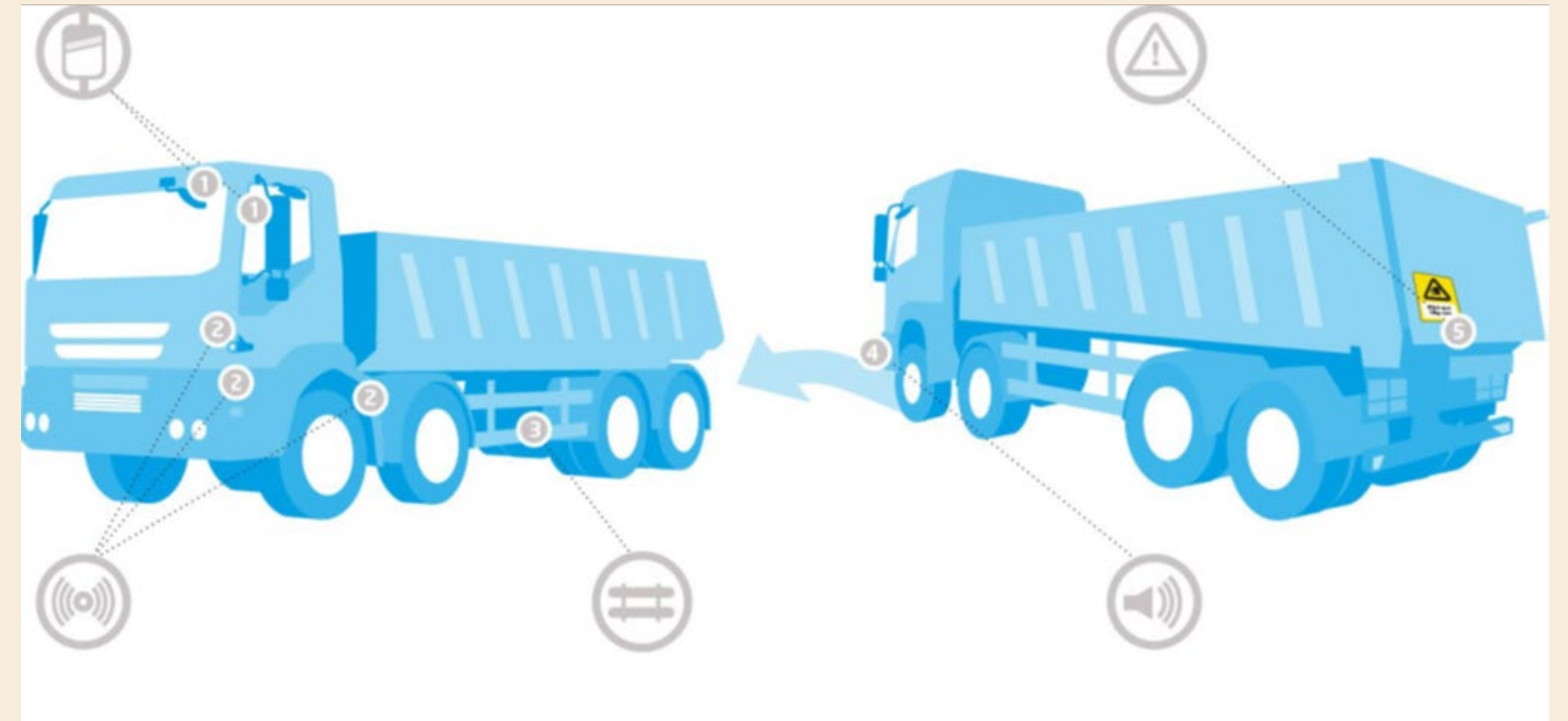
Case for Action

- Heavy vehicles are a high-consequence interface across VIDA Roads projects.
- Side underrun protection reduces the risk of people being drawn beneath trucks.
- The requirement aligns with VIDA contract expectations and industry expectation.
- This case study frames it as part of a broader heavy vehicle safety system.



Other Heavy Vehicle Contract Requirements

- HVNL and VRU Sub-Plan required for the works.
- Fatigue, speed, maintenance, mass and loading controls required.
- Blind spots must be eliminated or minimised.
- Warning signage, decals and route risk assessment required.
- Driver training, inspections and subcontractor monitoring required.
- Based on Principals of CLOCS-A (July 2023-2024)



VRU Training and Awareness

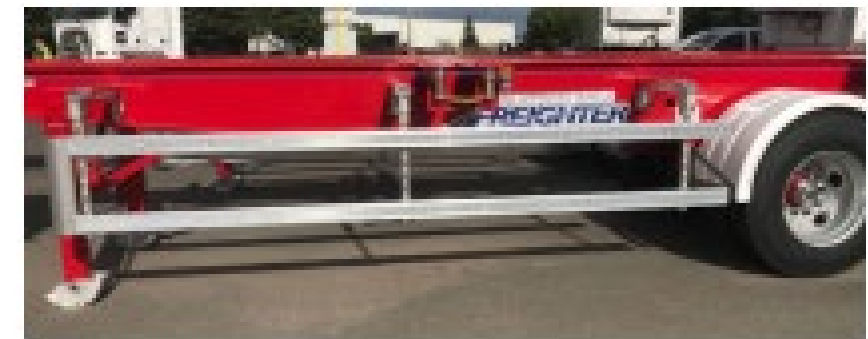
- Contract requirements include VRU safety and on-road hazard awareness training.
- Training covers side underrun, blind spots, cameras, sensors and warnings.
- Route-specific briefings and field-based reinforcement support implementation.
- Training, competency and briefing evidence must be maintained.
- Learning should be refreshed through inspections, audits and safety forums.

The Requirement

- VIDA contract requirements include side underrun protection.
- ‘Regular’ trucks, trailers and vehicle combinations 4.5m or more.
- Requirements reference ATA Industry Technical Council procedure and relevant vehicle standards.
- Physical protection must be supported by blind spot, warning and visibility controls.
- Any exemption or alternative control must be justified and verified.

SIDE UNDERRUN PROTECTION

TECHNICAL ADVISORY PROCEDURE



Independent OHS Audit Requirements

Independent OHS Audit Requirements -

- Independent audits test contract requirements and field implementation.
- VRU and side underrun controls are included in audit scope.
- Evidence must show vehicles, drivers and subcontractors meet contract requirements.
- Findings must be risk rated, actioned and verified closed.
- Audit outcomes support VIDA Roads' active client assurance role.

Site Validation –

- Site Monitoring checklists
- Critical risk reviews

Contractor Implementation

- Adrian Eckardt - Seymour Whyte / John Holland JV
- Joemike Almoguera - Acciona / Macca Civil JV



Subcontract Engagement and Management

- The requirement is communicated as part of the tender phase then during the plant onboarding process.
- Plant / Compliance Team directly communicates with subcontractor supplier/owner.
- The requirements are also discussed during the plant inspection where further clarification is required.
- The specific guidance is communicated to the subby to help eliminate confusion

Costed

- Compliance cost sits with the subcontractor or plant owner.
- Cost varies with vehicle type, structure and extent of SUP required.
- Indicative: \$2,076 per truck and \$4,600 per trailer, parts and labour.
- Requirements are flagged at tender so cost can be priced early.
- Heavy Haulage i.e. Tilt tray challenges.



Implementation Monitoring

- Issues are caught before final induction.
- Phase one: subcontractor self-declaration against our checklist.
- Phase two: plant team inspection against ATA procedure, evidenced by photos.
- Unverified vehicles do not progress until the issue is fixed.



Verifying compliance during delivery

- Physical plant inspection precedes full induction.
- We confirm the SUP matches the declaration and is fitted, positioned and sound.
- We assess real protection for road users, not just that a rail exists.



Handling Non-Compliance

- Non-compliance is identified at inspection and raised with the subcontractor.
- The subcontractor rectifies and provides evidence.
- A second inspection verifies the fix before induction proceeds.
- Issues are resolved before vehicles reach site, not after.
- Dispensations are in writing, recommended by Plant/Safety and approved with final authorisation by VIDA.



Challenges / Benefits

- Smaller operators often have little prior exposure to SUP requirements.
- Older vehicles and varied configurations make fitment less straightforward.
- Larger operators and Tier 1 subcontractors have been receptive overall.
- OEMs are building SUP into new vehicles, easing future compliance.

Heads Up -

- Early communication / support
- Collaborated commitment / expectation
- Resource Requirements
- Ongoing monitoring
- GPS i.e. Virtual Super or equivalent



NELP HV Working Subgroup

OFFICIAL



BIG BUILD

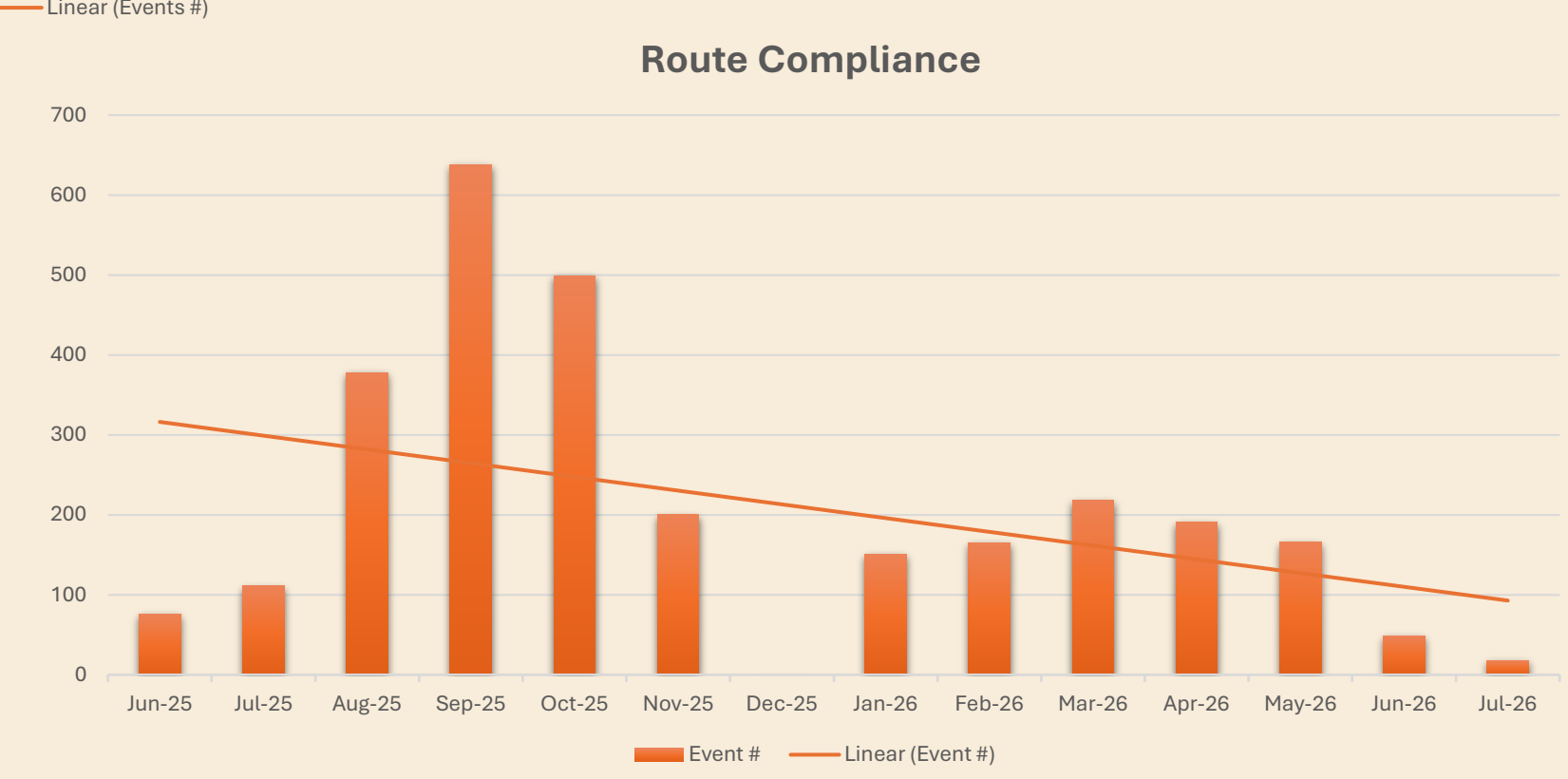
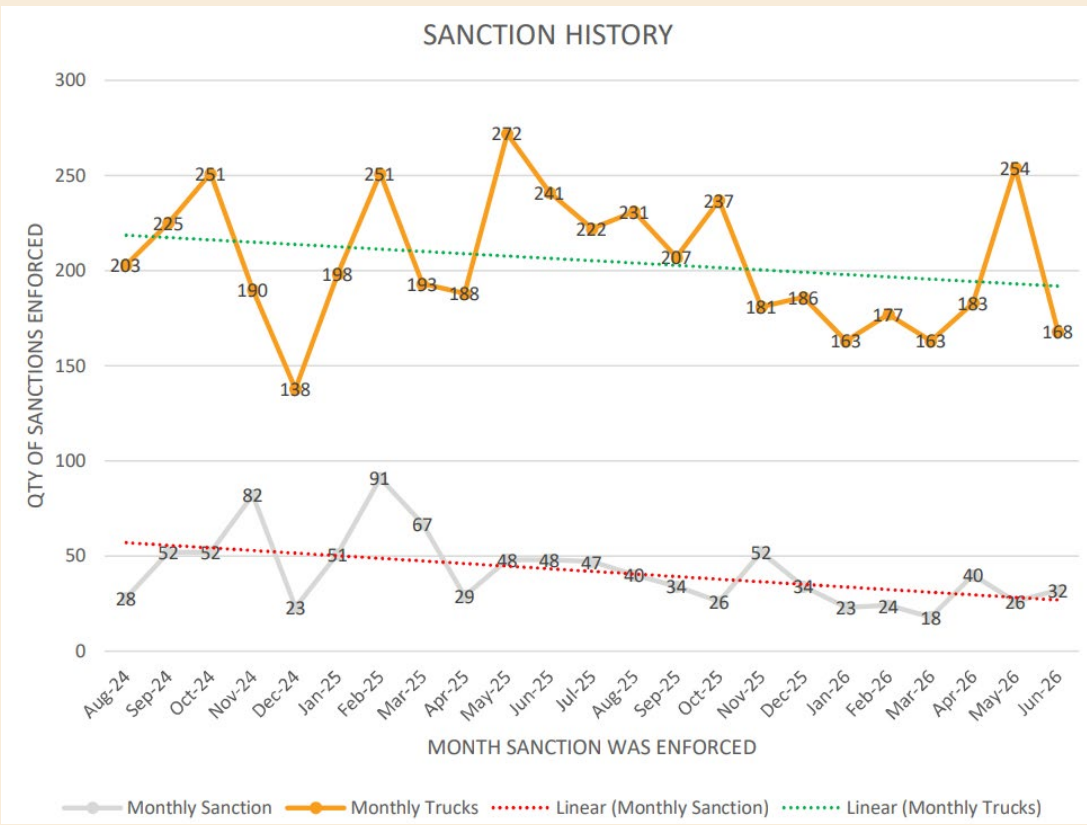
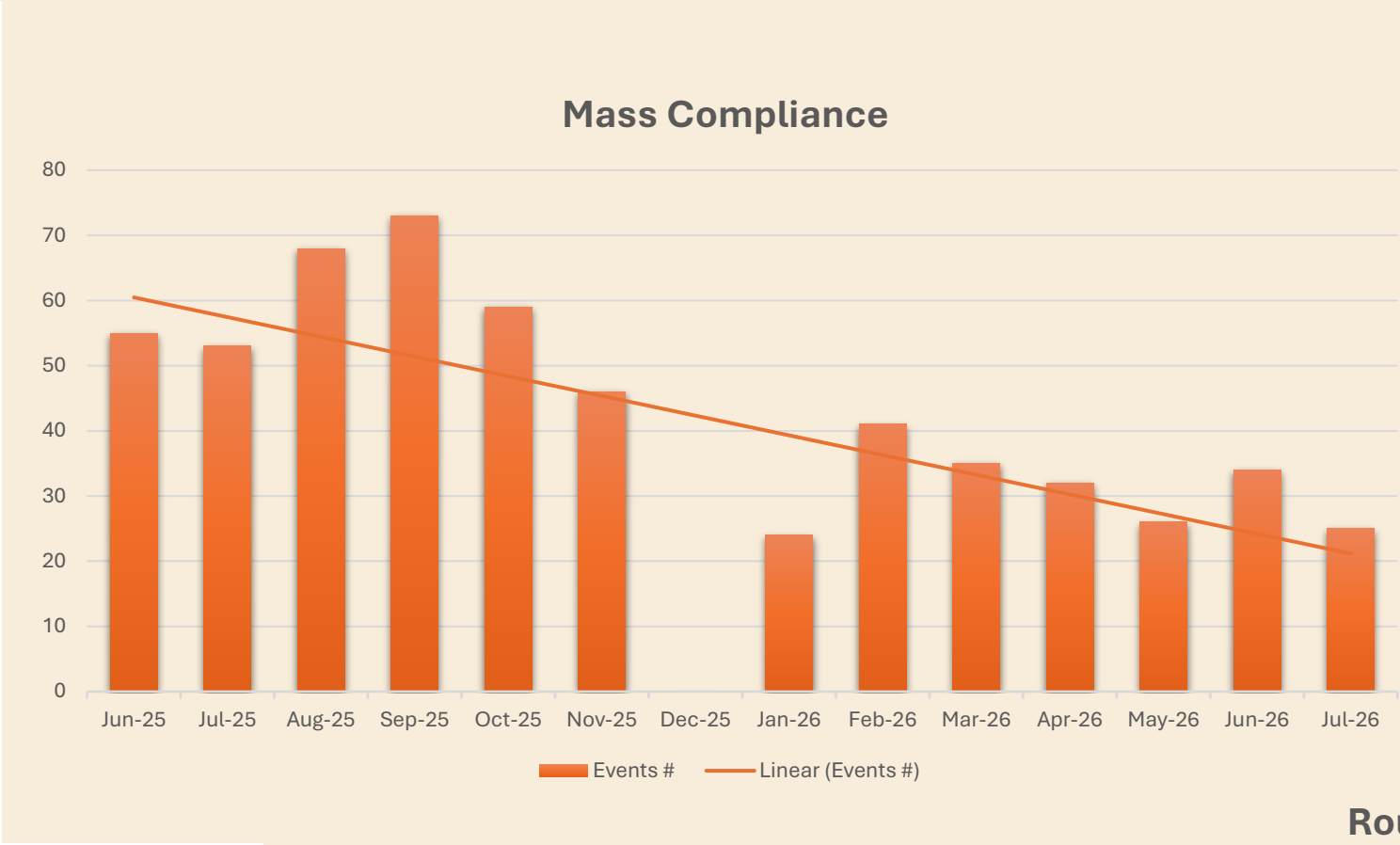
EASTERN FREEWAY

BIG BUILD

M80 RING ROAD

Tipper Truck Onboarding Template

Part A. Plant Description			
Company:		Plant Owner:	
Project:			
Plant Description and Make:		Unit/Fleet No.:	
Manufacturer:		Year of Manufacture:	
Model:		Rego Number:	
Plant Number:		Emissions Certification:	
Serial No. / VIN:		Nominated Insurance Value:	
Supplier:		Hrs./Kms:	
Service Interval:		Last Service:	Next Service:
Summary of use:	Please complete this form for all heavy vehicles that require onboarding to a NELP project. Yes, ensures the requirement is fitted and verified. No, is allocated if the requirement is not fulfilled and must be actioned to proceed.		
Part B. Compliance Documentation			
1.	Asset Inspection Report – Heavy Vehicles (this report)	☐ Yes	☐ No
	Plant Risk Assessment Review Form – on vehicle and / or site		





BIG BUILD

EASTERN FREEWAY

BIG BUILD

M80 RING ROAD



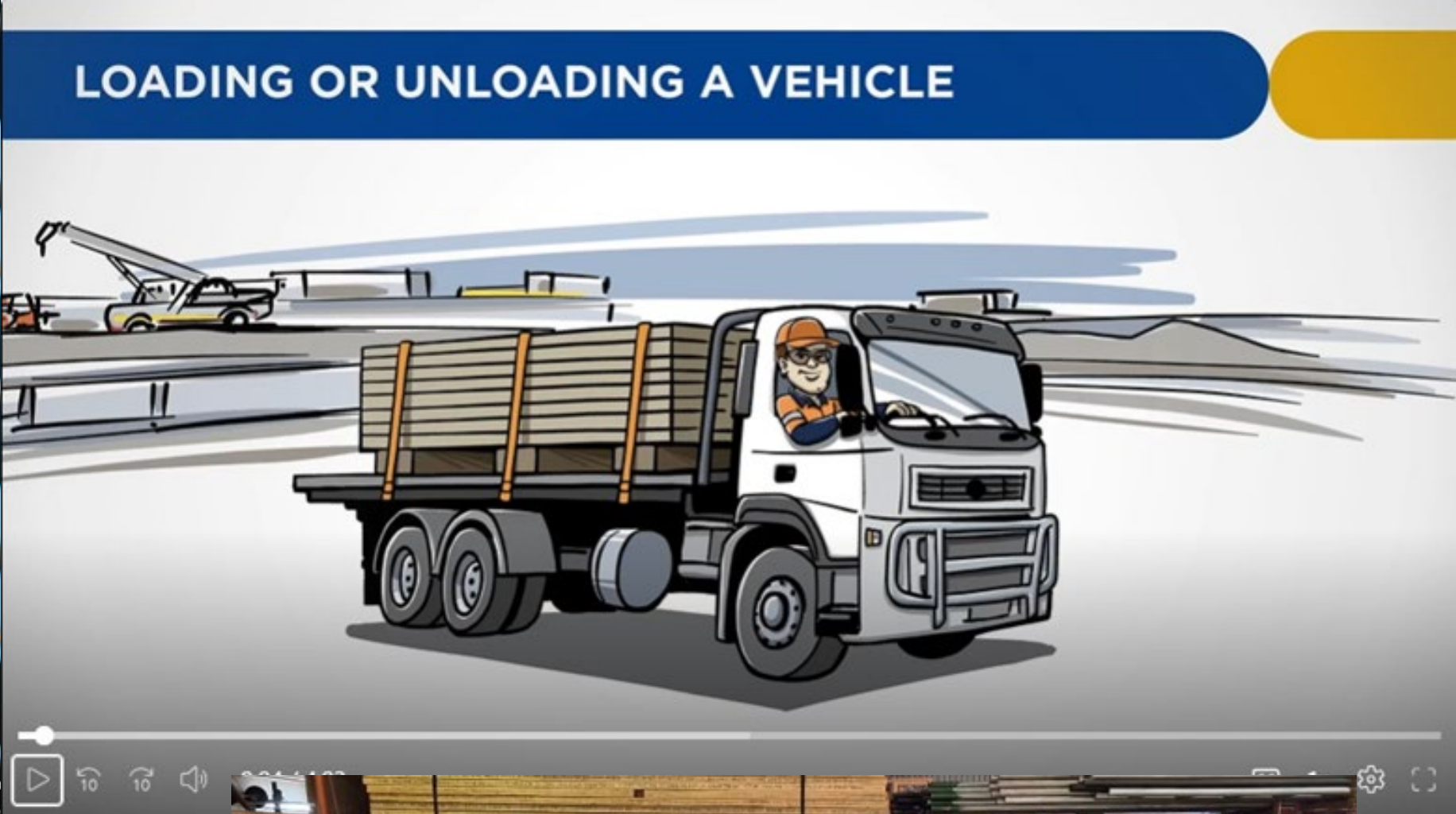
HEAVY VEHICLE INSPECTION CHECKLIST

Company		Plant Owner	
Project site			
Plant Description and Make:		Unit/Fleet No.	
Model:		Rego Number:	
Location			
Conducted by			
Date			
Critical Inspection - Short Form			
1.	Take Photos of Truck	☐ Yes	☐ No

OFFICIAL



Jim Waller
Executive Program Director –
North East Link Project





Heavy Vehicle Driver Onboarding

Face to face content





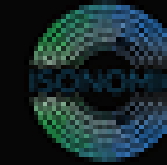


Drive-Safe HV+

HEAVY VEHICLE REGULATORY APPLIED THEORY &
IMMERSIVE TRAINING

Design Workshop Invite
456 Lower Heidelberg Road
29th September 10am to 4pm

YIDA Roads



Emma Parker
Project Director
Isonomic www.isonomic.org
emma@isonomic.org
+61411475444

Tom Everest
Learning Director
Spark NEL
Health and Safety Training Manager
Tom.Everest@sparknel-dc.com.au



HVNL and Primary Duty

Robert Mitchell

Operations Manager
National Heavy Vehicle
Regulator – NHVR





CLOCS-A Safety Forum

17 September 2026

Beyond Compliance

Robert Mitchell
NHVR Operations Manager, Victoria



Australia's heavy vehicle industry

- We administer the Heavy Vehicle National Law (HVNL) for all heavy vehicles over 4.5 tonnes gross vehicle mass or aggregate trailer mass, including buses
- Australia's domestic freight task reached a record **786 billion tonne kilometers** in 2024–25, with road carrying the largest share
- Australia's road freight task is projected to grow by 77% between 2020 and 2050
- Freight demand continues to outpace population growth (up 1.5% to 27.8 million to December 2025), with more than **1 million** heavy vehicle units registered nationally



All data sourced from [Bureau of Infrastructure and Transport Research Economics](#)

Construction in Australia

What the national infrastructure pipeline means for NHVR

Exposure

More construction freight, high-frequency HV and OSOM movements around major worksites. Increased interactions between people and HVs.

Compliance

Pressure points include mechanical standards, mass, load restraint, fatigue and access.

Network

Temporary routes, congestion and changing access conditions increase operational complexity. Resourcing complexities across states.

Risk

Rapid demand and subcontracting chains can amplify capability, maintenance and assurance risks. CoR risks are multifaceted.

NHVR PRIORITY Target the risk early through intelligence-led deployments, engagement and assurance across the supply chain.



Construction Vehicles

- Data collected through BAU and on-road operations within the 2024/25 and 2025/26 FY indicates vehicles used in the construction sector are at a **higher risk** of mechanical non-compliance than other industry participants
- Highest areas of non-compliance nationally are **mechanical condition** and **load restraint**
- The NHVR also considers the sector to be at a higher risk of **mass non-compliance** due to the variable mass of the loads they carry and the loading of these vehicles in off-road environments



National roadworthiness survey 2024

- The National Roadworthiness Survey provides a **health check** of Australia's heavy vehicle fleet
- The information from the survey allows us to determine where the NHVR and industry are **making improvements**, or where more focus is needed
- The **2024** survey was the third iteration, with previous surveys in **2016** and **2021**
- The survey is used to collect **essential data** to drive future safety initiatives



NRS 2024 – the results



- **9000+** detailed mechanical inspections conducted with **14,000+** individual units inspected
- All states and Territories participated including **WA and the NT**
- All vehicle results remain **well below the 2016** survey results
- The highest incident of non-conformity still occurs in **rigid trucks**
- The incidence of non-conformity has **remained stable** across most vehicle types since 2021 with small increases in bus/coach and plant/SPV
- In 2024, 104 vehicle units were grounded, including 51 powered units and 53 trailers

NRS 2024 – the results

- **Top areas of non-conformance for all vehicles** included:
 - Brakes
 - Lights and reflectors
 - Structure and body
 - Engine, driveline and exhaust
 - Steering and suspension
- **Top areas of non-conformance for rigid trucks** included:
 - Lights and reflectors
 - Brakes
 - Structure and body
- **Brakes were highest** in regional areas
- Non-conformity did not differ greatly between rigid trucks inspected in their state of registration and those inspected interstate (40% and 36%, respectively)



Targeted operations

- **NHVR** has undertaken national, jurisdictional and local compliance operations since the 2024 **NRS** which has highlighted risks within construction vehicle types
- **Mechanical non-compliance** remains the highest safety risk identified across all the operations to date
- Defective component types **remain consistent** with previous NRS results

8 OPERATIONS		5 COVERAGE AREAS	3 CLASSIFICATIONS
Classification mix  ■ Jurisdictional ■ Local ■ National		Defects account for the highest proportion of compliance actions across all 8 operations. Mass is a priority in 6 of 8; Truck and Dog is the most repeated focus area. Top defect components: body/chassis/structure (8), lights/reflectors (5), ancillary equipment (5).	
Operation	Jurisdiction	Class	Primary offence themes
Northeast Link	VIC	Local	Mechanical (incl defects) • Permit and Dimension
Amplify	TAS	Jurisdictional	Defects • Registration
Zodiac	Northern	Jurisdictional	Defects • Mass • Fatigue
Pinnacle	Central	Local	Defects • Mass • Registration
Specter	Northern	Local	Defects • Registration • Mass •
Cipher	Central	Local	Defects • Mass • Registration
Unison	Northern	Jurisdictional	Defects • Mass • Notice/Permit
Sapphire	All	National	Defects • Mass • Fatigue • Load Restraint

⚠ SAFETY BULLETIN

March 2026

Increase in trailer drop and decoupling events

Subject

The National Heavy Vehicle Regulator (NHVR) is issuing this Safety Bulletin in response to a recent increase in incidents involving unplanned trailer drop and decoupling events that have resulted in heavy vehicle crashes. Intelligence collection and media scanning indicates a clear rise in decoupling events when compared with previous reporting periods.

This bulletin outlines key preventative measures that heavy vehicle operators and drivers should take to reduce the risk of these incidents and support the safe movement of goods on our roads.

Issue

Recent intelligence shows an increase in trailer drop and decoupling events leading to heavy vehicle crashes and fatalities. Key contributing factors include:

- **Mechanical wear or failure:** Worn, damaged, or out-of-adjustment coupling components can reduce coupling integrity and may fail under load.
- **Operator error or distraction:** Inadequate training or failure to follow safe, standardised coupling procedures can compromise coupling integrity.
- **Dynamic forces on combinations:** Normal vertical, longitudinal, and lateral forces can stress coupling components, particularly where maintenance or fitment is insufficient.
- **Improper loading:** Poor load stability or weight distribution can increase coupling stress and the likelihood of detachment.

These factors significantly increase safety risks, particularly on high speed roads where a trailer loss can have severe consequences for both the driver and other road users.



Figure 1. Broken draw bar – critical risk



Figure 2. Broken draw bar – critical risk

Action Required

Effective control of coupling related risks begins with strong operator systems and oversight.

The following requirements outline essential actions operators must take to ensure coupling equipment is suitable, well maintained and consistently inspected.

Operators should:

- Engage with coupling manufacturers and technical experts during procurement to ensure the coupling type and specification are suitable for the intended vehicle and freight task.
- Ensure regular maintenance and inspections of couplings are carried out by appropriately skilled and qualified personnel, in line with manufacturer recommendations and applicable standards.
- Provide drivers and maintenance staff with appropriate training so they can confidently identify, inspect, and report coupling wear, damage, or defects.
- Implement a clear and accountable inspection reporting system that records findings, assigns corrective actions, and ensures responsibilities are well understood across the organisation.
- Investigate all decoupling events and near misses, ensuring findings are documented and used to improve systems, maintenance practices, and driver training.

Looking forward

- **NHVR** uses data and intelligence to identify safety risks through analysis and environmental scanning
- **NHVR** continues to monitor the correlation between vehicle and rate of non-compliance
- **Brake defects** remain a consistent concern particularly in regionally-inspected vehicles
- An intelligence probe relating to permits and VA falsification is being undertaken to validate an identified risk

Operator intervention approach

- **The Operator Intervention Approach** is a risk triggered, education-based intervention program for medium-risk operators
- It engages operators whose compliance history indicates **systemic, moderate-level non-compliance**
- The program works in four steps:
 - Identify – a medium-risk compliance profile
 - Engage – voluntary participation is offered
 - Support – tailored discussion of compliance risks and provision of relevant regulatory resources
 - Monitor – trends and indicators of behavioural change, further action may follow
- Participation is **voluntary**, but does not exclude future compliance or regulatory action



Operator Regulatory Performance Portal

Turning compliance information into practical safety insights

WHAT THE PORTAL PROVIDES - IOT

The ORPP shares NHVR-held regulatory information with operators through NHVR Go. The initiative began with vehicle defect information and has extended to roadside intercept outcomes, including compliant interactions.



A clearer view of operator compliance performance

HOW IT SUPPORTS INDUSTRY PARTICIPANTS

01 SEE THE FULL PICTURE

Brings compliance information together so operators can understand overall rates and history, rather than viewing events in isolation.

02 IDENTIFY PATTERNS

Helps reveal recurring non-compliance trends and areas where systems, maintenance or practices may require attention.

03 ACT EARLIER

Supports proactive action to address safety risks and strengthen self-management before issues become more serious.

INDUSTRY VALUE Greater transparency • Better informed Safety Decisions • Stronger Ownership of Compliance Performance

The portal supports self-management by enabling operators to use their compliance information to understand risk and guide improvement.

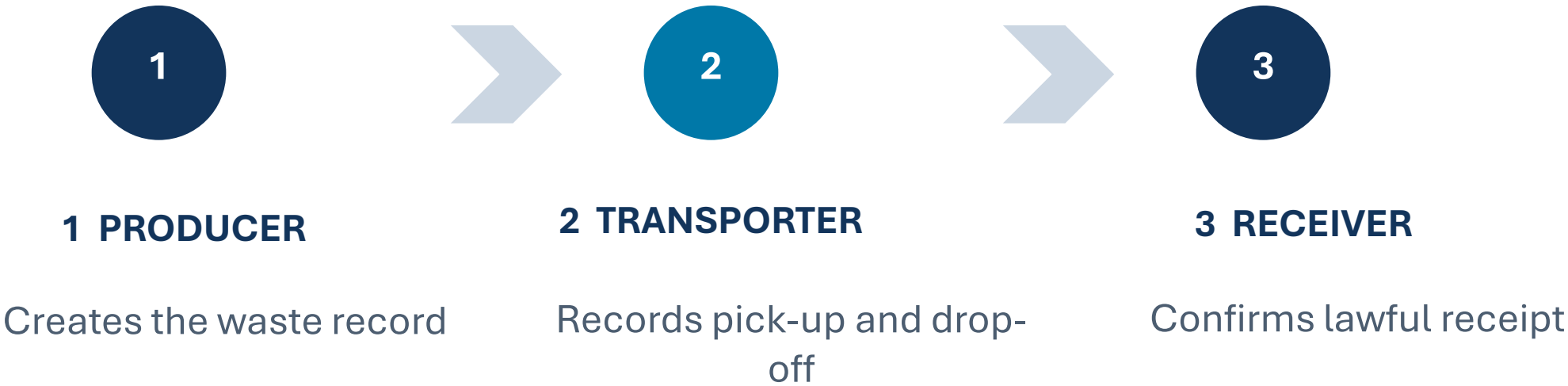
EPA - Waste tracker: stronger oversight of waste transport

EPA Victoria’s electronic chain-of-custody system for Reportable Priority Waste (RPW)

TRACK BEFORE YOU TRANSPORT

How Waste Tracker works

Every RPW movement must be recorded, with EPA notified each time responsibility changes hands.



Regulatory value: visibility of who holds RPW across the movement chain

Joint regulatory impact

5
joint roadside
operations

10%
increase in reported
waste movements

Co-regulatory roadside activity

EPA Victoria - Waste Tracker and waste duties

Victoria Police state-based road safety duties

NHVR checks heavy vehicle compliance

Recent referral: NHVR intelligence supported an EPA illegal-dumping investigation

CLOCS-A

- The NHVR has supported the development of the CLOCS-A scheme through:
 - provision of grant funding as part of **the Heavy Vehicle Safety Initiatives (HVSIs) program**
 - participation in working groups during development
- Due to where they are used, construction vehicles have a number of inherent safety risks that must be addressed
- CLOCS-A offers an industry-led approach which **recognises the roles all parties in construction programs** have in improving road safety from those planning projects through to the boots on the ground at sites and the vehicles delivering the projects



CLOCS-A



- CLOCS-A offers a non-regulatory approach that:
 - promotes shared responsibility for safety
 - supports standardisation across projects and jurisdictions
 - assists operators of various sizes to effectively invest in safety equipment
 - supports vehicle mobility between projects.

THANK YOU

For more information:

13 NHVR (13 64 87)

info@nhvr.gov.au

www.nhvr.gov.au

Connect with us



National Heavy Vehicle Regulator



@nhvrofficial



National Heavy Vehicle Regulator



NHVR



National Heavy Vehicle Regulator



Thank you to Our Members, Supply Page Partners and Supporters



CLOCS-A signage and Conspicuity

Paul Caus

Technical Officer
Truck Industry Council – TIC



CLOCS-A Vehicle Requirements

Technical Group 1 - Update

Paul Caus
Technical Officer
Truck Industry Council

Technical Group 1

- Technical Group 1 was formed when CLOCS-A was being created to consider the vehicle safety items and standards under CLOCS-A
- The group consisted of regulators, industry stake holders and consultants
- Why couldn't the CLOCS-A standards be lifted straight out of the City of London CLOCS requirements ?
- Some important VRU focused safety items are not included in CLOCS as they are already a general vehicle standards requirement and had been so for a very long-time e.g. Side Underrun Protection, Euro V emissions
- TG1 Has now transitioned to more of a maintenance model. It monitoring, revising, administering and dealing with ad hoc requests

Areas that TG1 is reviewing

Clearer wording

Where possible, replace subjective terms with criteria that are clear and reduce ambiguity.

Focus on the outcome

Broaden options – that is focus on the desired safety outcome and apply performance criteria where practicable.

Update regulatory references

Update references to ADR's and other guidance material issued by federal and state regulators.

Accommodate specialised vehicles

In conjunction with focusing on outcomes – review fitment rules where vehicle design or approved exemptions provide an equivalent result.

Retain proportionate requirements

Long term - Consider how to move mature safety features toward lower tiers where fleet uptake and transition timing support the change.

Agreed Changes

Confirmed as no change to current

- Air intakes
- Wheel-nut indicators
- FUPD and trailer SUPD.

Minor Drafting changes agreed to:

- Sunvisors and accessories must not interfere with ADAS.
- Windscreen decals and tinting need clearer legal or inspection criteria.
- Rename “Reversing Beeper”
- Remove the LED-only condition for daylight running lamps.

Driver field of view

Bull bars

- Replace “large inappropriate bull bars” with objective guidance.
- Location subcategories and occasional metro access to be considered.

Sunvisors and cab accessories

Add an explicit requirement that fitments must not obstruct or interfere with active or passive safety systems, including ADAS.

Decals and tinting

- Bring inspection criteria into the standard
- Remind applicants window tinting requirements in the state of jurisdiction must be met.

- Bug deflectors for OSOM vehicles will be considered separately.
- Bullbars will require careful consideration given a number of broader issues that are being looked at by various regulators in relation to compatibility with ADAS, for example when ADAS sensors are incorporated into light housings.

Indirect vision: allow alternatives while preserving redundancy

Current prescriptive elements

Fresnel lens

Currently required on the passenger door or peeper window.

Equivalent coverage

Questions under consideration:

- ADR 14/02 compliance (mirrors and/or camera monitoring systems) may provide the intended field of view.
- Blind spot information systemsA

Proposed direction

Guidance table

Define which technologies may substitute for others and where a second system should remain for redundancy.

Key Issues: Does fitting a combination of technologies eg ADR 14/02 compliant camera or mirror system, BSIS etc make the Fresnel lens optional? Eg some BSIS now incorporate active braking and detect moving pedestrians.

Reversing technology: align the requirement with ADR 108/00 & clarify requiremnst for combinations

Regulatory transition

For new vehicles – reference to be made to ADR 108/00. ADR 108/00 does not apply to trailers
Ccombinations will need continued separate treatment under CLOCS-A.

Camera and sensor combinations

ADR 108/00 permits a vision system or a detection system. The review whether one system suits Bronze and and if both types fitted should be considered Silver.

Performance-based wording

Further work may define the required reversing outcome rather than prescribe a fixed equipment combination.

Trailer power supply, low-loader configurations and equipment failure procedures require further discussion.

Warnings and conspicuity: improve clarity without over-prescribing

Reversing alarm (beeper)

Rename the item and specify an alarm suited to the operating environment, including options that minimise unnecessary noise.

Left-turn audible warning

Resolve the multi-tone compliance question and consider speed-sensitive, ambient-adjusting systems.

Amber beacons

Cross reference relevant jurisdictional guidance and conditional registration requirements, such as NSW VSI 8.

Conspicuity marking

Add VSB 12 and clarify how toolboxes and other vehicle equipment can contribute to the required marking pattern.

Warning signage

Use text dimensions and a range of suitable sign formats, rather than one mandatory 300 × 400 mm decal.

Underrun protection: recognise equivalent protection and approvals

Truck side protection

Refine the requirement for SPVs and designs where tanks, toolboxes or short wheelbases provide equivalent side protection. Consider adding reference to ADR 106/00.

Rear protection

Add guidance for short rear overhangs and vehicles where the wheels provide the effective barrier.

Approved exemptions

Treat an applicable NHVR exemption from rear underrun protection as acceptable for CLOCS-A purposes.

Braking and emissions: possible movement between accreditation tiers

Truck ABS

ABS has been mandatory for heavy vehicles since 2015 and widely fitted earlier. Consider moving it to Bronze with an appropriate transition period.

Trailer ABS and stability

Keep trailer ABS at Silver because the mandate is more recent and trailers have longer service lives. Correct the RSC reference to ADR 38/05.

ADR 80/03 emissions

Begin discussions around moving ADR80/03 (Euro V) emissions requirements to Bronze in coming years, recognizing its 2011 mandate and increasing fleet penetration.

TG1 acknowledges that significant consultation will need to occur around transitioning requirements from one level to the another. Particularly around transition periods and how they might work.

Ongoing Work

- Initial first pass review near completion – Gold items to be reviewed
- Currently working thorough how to best deal with:
 - SPV's
 - Specific purpose vehicles e.g. Concrete Pumps & agitators, low loaders

Thank you

Paul Caus
Technical Officer
Truck Industry Council

Select Plant Case Study

Daniel Deveney-Kelly

Logistics National Delivery Lead
Select Plant Australia



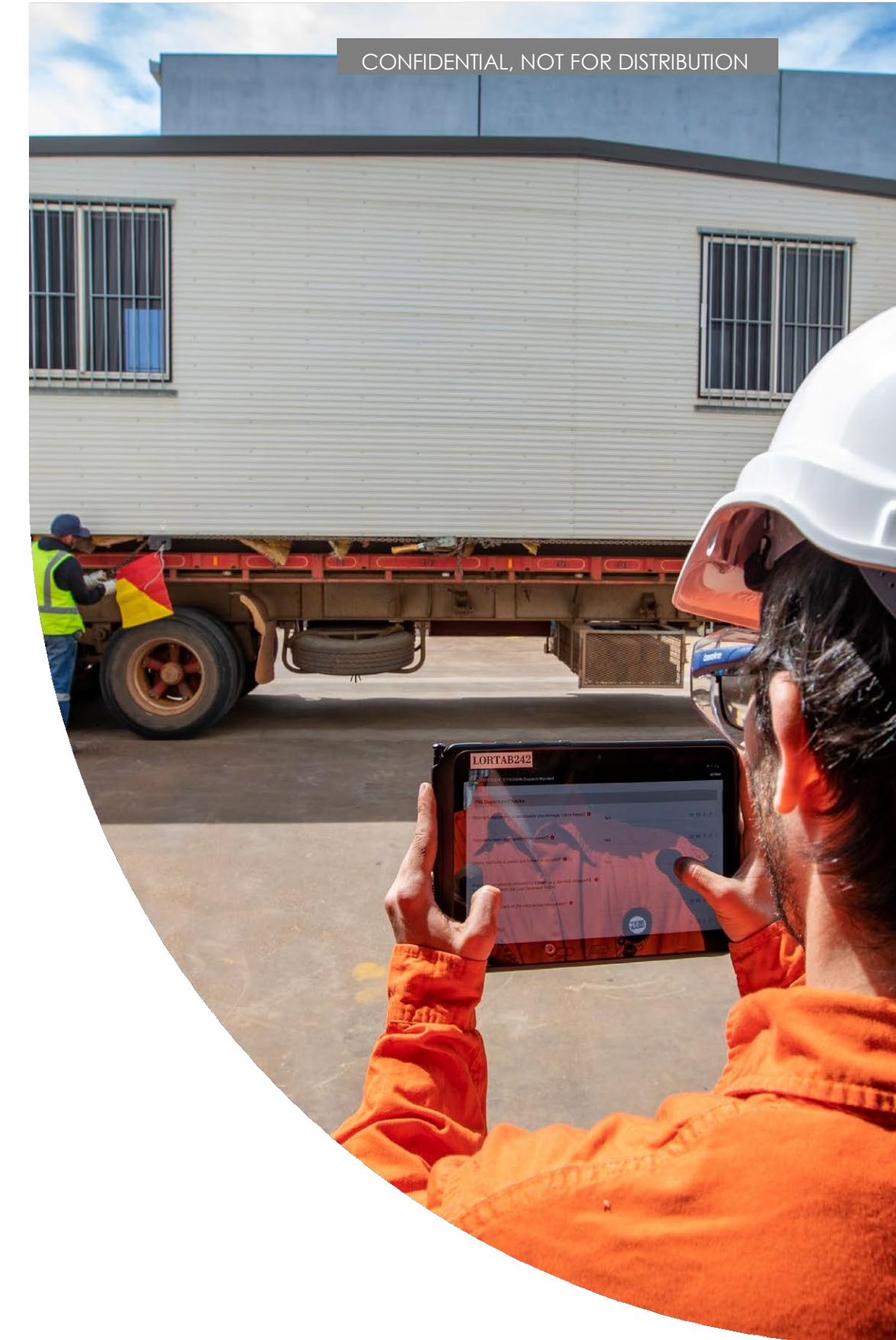


Beyond Compliance: Turning the CLOCS-A Standard into Everyday Practice

CLOC-SA Safety Forum – Beyond Compliance | 17 September
2026

Plan for Today

Today's Presenter	3
Select at a Glance	4
Our Partners	5
CLOCS-A Requirements Main Contractors	6
CLOCS-A Requirements Transport Providers	7
The Path to CLOCS-A Compliance	8
Advisory Services	9
Logistics Management Platform Overview	10
Logistics Management Platform Principal Contractor	11-14
Logistics Management Platform Transport Operator	15-18
Telematics	19
Gate Keeper	20
ANPR & AI Cameras	21
Project Overview	22
Operational, Compliance and Audit Questions	23
Conclusion	24



Today's Presenter



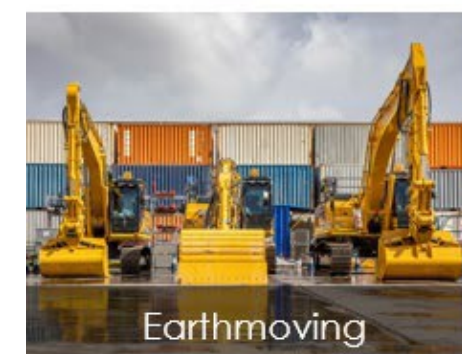
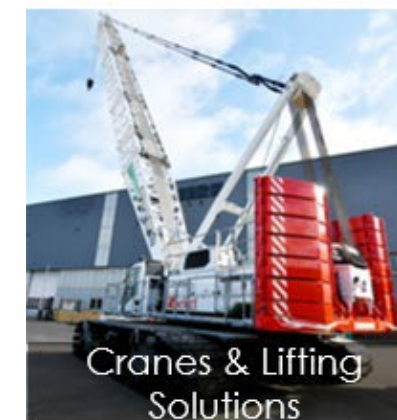
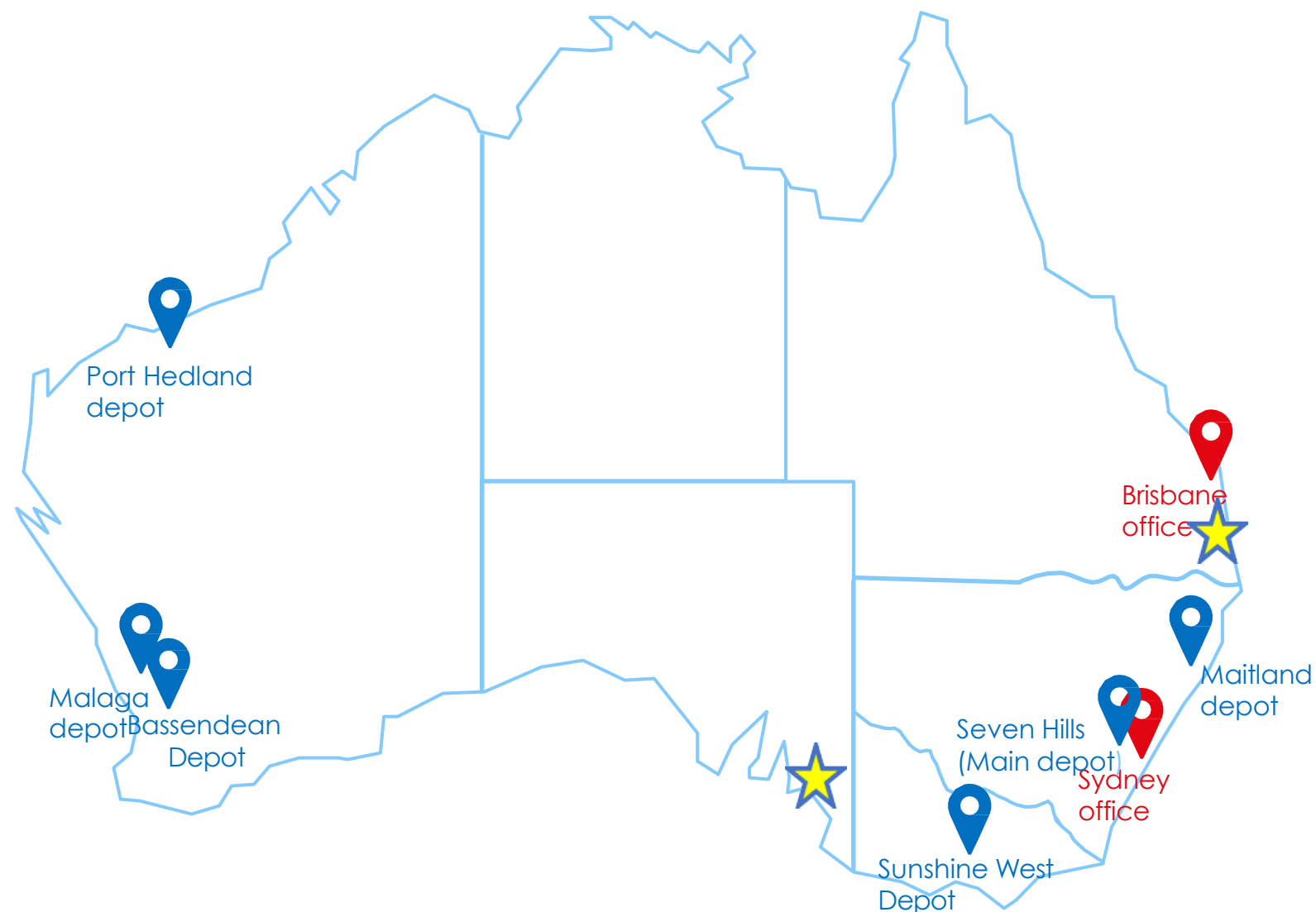
Daniel Kelly

Logistics Services – National Delivery Lead

Select Plant Australia

Select at a Glance

Select aims to be the recognised leaders in sustainable, safe and innovative plant and solutions for our valued customers by empowering our people to thrive.



6
Depots

>300
Pre-Qualified Supply
Chain partners

6,000 +
Owned Assets

Our Capabilities

Our Partners

Our Channel Partner is DataScope and we have a network of Preferred Suppliers to tailor Logistics Solutions that align precisely with each Project's unique requirements.

Channel Partner:



Preferred Suppliers:



CLOCS-A Requirements

Principal Contractors:

- Identify and mitigate risks to community
- Develop and maintain a Construction Logistics Management Plan (CLMP)
- Procure responsibly – ensure supply chain comply with the CLOCS-A standard
- Promote Safe Site Operations:
 - Safe haulage routes
 - Safe access / egress
 - Stable loading / unloading zones
 - Effective delivery management systems
 - Qualified site traffic marshals
- Perform compliance checks on Heavy Vehicles and Drivers
- Address non-compliances through risk mitigation and procurement actions
- Monitor compliance – independent review at least every 6 months
- Incident investigation – review, investigate and prevent reoccurrence



CLOCS-A Requirements

Transport Operators:

- Implement a robust management system covering
 - Safe Haulage Routes
 - Regular vehicle maintenance
 - Driver licencing compliance
 - Operations and subcontractor oversight
- Ensure fleet quality and operational standards
- Support and ensure the selection of advanced safety equipment for vehicles
- Ensure drivers receive supplementary training
- Collect and report on collision data to identify risks and share lessons learned
- Reduce risks to protect vulnerable road users
- Procure responsibly – ensure supply chain comply with the CLOCS-A standard



The Path to CLOCS-A Compliance

- **Registered:** Commit to the standard and register your organisation
- **Bronze:** Systems, plans and supply chain checks in place and evidenced
- **Silver:** Independent verification and demonstrated continual improvement
- **Gold:** Measurable safety, productivity and efficiency gains sustained over time
- Progress is evidence-based – document it as you go, not at audit time
- Start with the CLMP, then build the data that proves it is working

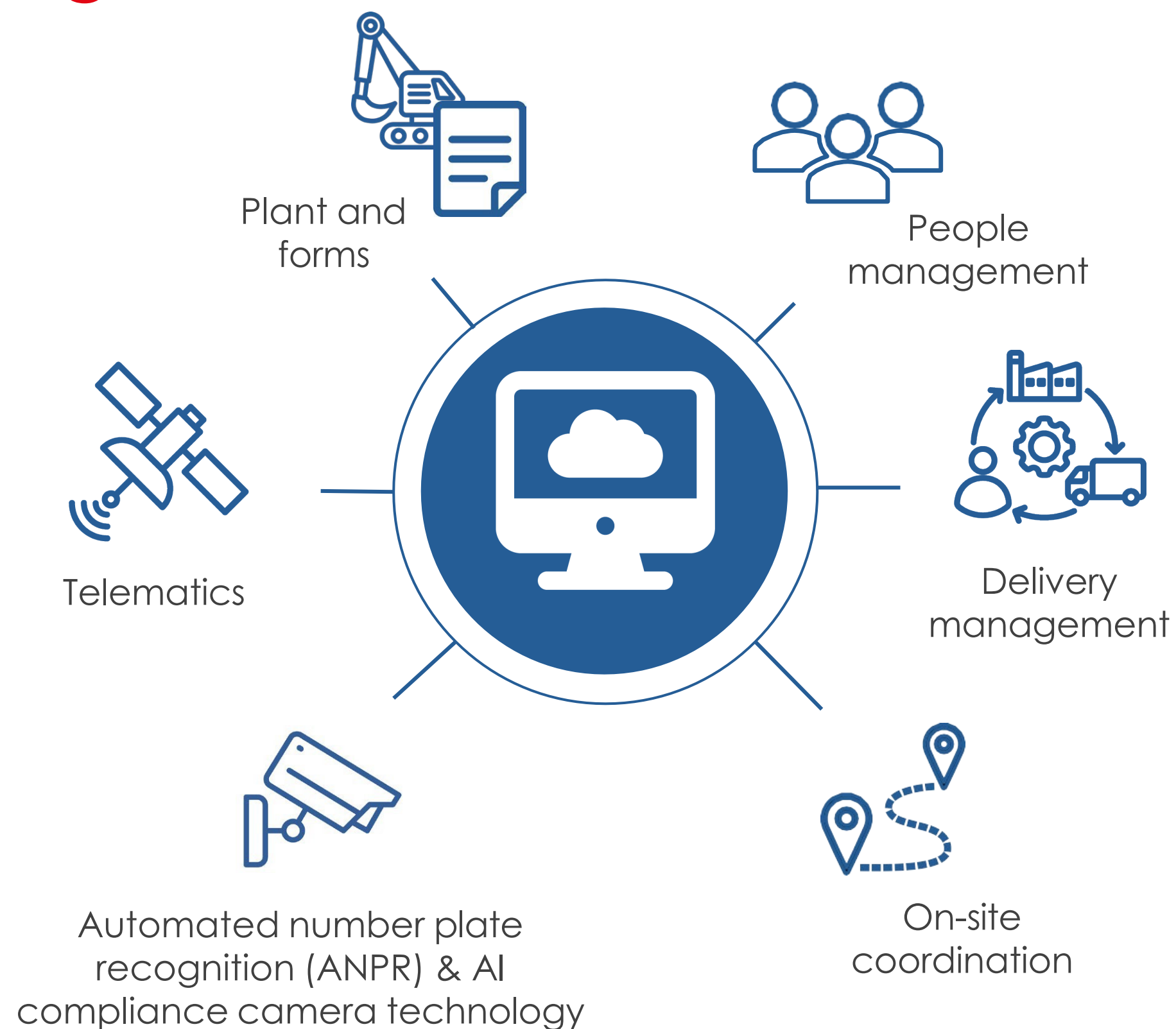


Advisory Services

- Prepare Construction Logistics Management Plan
- Development of CoR Strategy and Management Plan
- Risk Assessment (identification & mitigation)
- Supply Chain Vetting & Procurement
- Traffic Strategy Development & Management Plans
- Heavy Vehicle Management

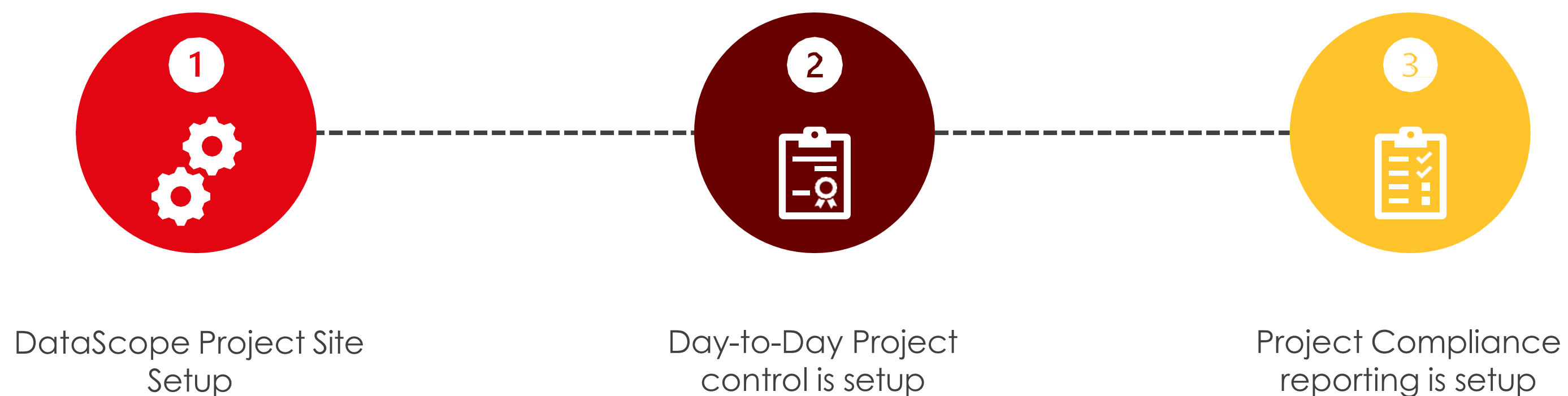


Logistics Management Platform Overview



Logistics Management Platform - Principal Contractor

Stage 1



Logistics Management Platform

Site Setup

Day to Day Control at Site Level:

- Ability to dynamically manage all gates, opening times, and delivery durations
- Ability to automatically communicate changes
- Daily operational control with flexibility

Edit Site Details

Site Address

Postcode

Contact No.

Weekday opening times:

Open Time

06

:

00

Close Time

17

:

00

Weekend opening times:

Open Time

00

:

00

Close Time

23

:

00

Days Open

☒ Mon

☒ Tue

☒ Wed

☒ Thu

☐ Fri

☐ Sat

☒ Sun

Auto Accept Bookings

On

Auto Accepts Bookings up to the Max Requests per slot

Delivery time slot parameters:

Slot Duration (minutes)

60

Max Delivery Requests per Slot

10

Max Delivery Duration (HH:MM)

04:00

Block booking parameters:

Max Block Booking Size (Days):

20

Delivery booking notice period for contractors:

☐ Set notice period in full days

Notice period is the minimum number of full calendar days between 23:59 on the day of booking request and 00:00 on the day of expected delivery.

Notice Period in Days

1

☒ Set notice period in hours

Notice period is the minimum number of hours between the time of booking request and the time of expected delivery.

Notice Period in Hours

0

☐ Include Weekends in Notice Period

Flexible Control at Every Gate:

- Directions & Naming
- Open & Close Times
- Laydown Areas
- Attendant Plant
- Authorised Vehicle types

Manage Delivery Gates

List of Gates

Gate 1

Gate 3

Gate1

Gate2

General

Open Times

Closed Days

Laydown A...

Cranes

Vehicle typ...

Deactivation

Sunday

Monday

Tuesday

Wednesday

Thursday

Friday

Saturday

07:00

17:00

00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00

+ Add Time Range

New gate name or description

Create

< Back

Reset Changes

Save Changes



Logistics Management Platform

Delivery Request

Delivery bookings are scalable and project specific:

- 1. Booking: Date, time, duration, contractor and contact details
- 2. Vehicle: Haulier, driver & vehicle details plus dispatch address
- 3. Materials: Type, quantity, fragile, hazardous, handling etc.
- 4. Arrival: Ability to select gate or loading bay with laydown area
- 5. Unloading: Method, resources, edge protection and lifting plan

Delivery Booking

Booking

Application Date: 18/09/2024

Delivery Date:

Delivery Time:

Delivery Duration:

Nights:

Contractor:

Contract Name:

Contract Number:

Check Date

Block Booking

Multidrop

Turnarounds

Vehicle

Vehicle > 35 Tonnes? ☐ Yes ☐ No

FORS No:

FORS Color:

Delivery Vehicle:

Haulage Company:

Driver:

Vehicle Reg:

Dispatch Postcode:

Total Distance (miles):

CO₂ Class:

Check Details

Bronze ☐ Silver ☐ Gold ☐ Champion ☐

Select...

Select Haulage Company:

Select Haulage Company:

CO₂ (kg):

Materials - Enter the information and click 'Add Materials' to add it to the booking

Materials:

Quantity: 1

Fragile: ☐ for YES

Handling Requirements:

Hazardous:

Delivery/Collection:

Add Materials

Reset Materials Form

Remove Selected

Items

Material:

Packaging:

Handling:

Hazardous:

Delivery/Collection:

File Upload

Choose file

No file chosen

Upload New File

Arrival

Gate/Loading Bay:

Laydown Area:

Unloading

Unload Method:

Book Resources:

Check Resources:

Edge Protection:

Lifting Plan in Place:

Abnormal Load Details

Norfolk and Suffolk Constabulary Movement Order Number:

SZC Programme Portion:

Length (m):

Height (m):

Axle Weight (kg):

Escort Requirements:

Approved Route To Be Taken

Width (m):

Weight (kg):

AIL Category: ☐ STGO Cat 1 ☐ STGO Cat 2 ☐ STGO Cat 3 ☐ VRI ☐ Special Order ☐ C & U

Materials/Plant - Enter the information and click 'Add Materials' to add it to the booking

Materials/Plant:

Quantity: 1

Fragile: ☐ for YES

Handling Requirements:

Hazardous:

Total Weight (Kgs):

Add Materials

Reset Materials Form

Remove Selected

Items

Material:

Packaging:

Handling:

Hazardous:

Total Weight (Kgs):

Total Weight (Kgs)

Unloading

Unload Method:

Crane / Hoist:

Edge Protection:

Lifting Plan in Place:

Logistics Management Platform

Compliance & Reporting:

Delivery Reports

Reports

Deliveries

CO₂ Emissions

Delivery Performance

Late Deliveries

No-Show Deliveries

Booked vs. Actual Vehicles

Unplanned Deliveries

Unplanned CO₂ Emissions

Delivery Checklist

Arrived Deliveries

Deliveries Refused At Booking Time

Deliveries Refused On The Tablet

Live

Vehicles On Site

Charts

Deliveries Over Project (Monthly)

Arrived Over Project (Monthly)

CO₂ Over Project (Monthly)

Calendar View

Table View

Date From: 07/01/2025

Date To: 07/01/2025

Print List

Search...

	Booking Id	Load description	Arriving	Leaving	Actual Arrival	Actual Departure	Delivery status	Gate	Company	Vehicle type	Laydown area	Contact Name	Contact Number	Hauler	Vehicle Reg	Resources	Delivery/Col
	5743	1 x Box(s) of Luke Test 01	07/01/2025, 09:00	07/01/2025, 09:30	07/01/2025, 11:05	07/01/2025, 13:02	Delayed	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789	DATASCOPE			Delivery
	5744	1 x Box(s) of Test 2 for Hailer App	07/01/2025, 10:00	07/01/2025, 10:30			Deleted	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789	DATASCOPE			Delivery
	5748	1 x Standard Pallet (euro) of Test	07/01/2025, 09:00	07/01/2025, 09:30			Rejected	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789				Delivery
	5750	1 x Box(s) of Test	07/01/2025, 09:00	07/01/2025, 10:00			Accepted	Gate 1	DATASCOPE	Artic	Laydown Area 1	DMW	0123456789	DATASCOPE SYSTEMS LTD	VN18FNJ		Delivery
	5751	1 x Box(s) of Test	07/01/2025, 09:00	07/01/2025, 10:00	07/01/2025, 09:03	07/01/2025, 11:22	Accepted	Gate 2 (Restricted Vehicles)	DATASCOPE	By Hand	Laydown Area 2	DMW	0123456789	DATASCOPE SYSTEMS LTD	VN18FNJ		Delivery
	5752	1 x Box(s) of test	07/01/2025, 10:00	07/01/2025, 11:00			Accepted	Gate 1	DATASCOPE	Concrete Lorry	Laydown Area 1	DMW	0123456789	DATASCOPE SYSTEMS LTD	VN18FNJ		Delivery
	5753	1 x Bundle(s) of test	07/01/2025, 12:00	07/01/2025, 12:30	07/01/2025, 13:36	07/01/2025, 13:40	Accepted	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789	DATASCOPE			Delivery
	5754	2 Line Items	07/01/2025, 09:00	07/01/2025, 10:00			Accepted	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789	DATASCOPE			Delivery
	5755	3 x Box(s) of Misc Items	07/01/2025, 10:30	07/01/2025, 12:30	07/01/2025, 12:24	07/01/2025, 13:12	Rejected	Gate 2 (Restricted Vehicles)	DATASCOPE		Laydown Area 2	DMW	0123456789	DPD	Y33JDR		Delivery
	5756	1 x Skip(s) of Skip	07/01/2025, 12:00	07/01/2025, 12:30			Accepted	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789	MUCKAWAY			Delivery
	5765	1 x Box(s) of test	07/01/2025, 11:00	07/01/2025, 12:00	07/01/2025, 11:59	07/01/2025, 14:06	Accepted	Gate 1	DATASCOPE	By Hand	Laydown Area 1	DMW	0123456789	DATASCOPE SYSTEMS LTD	ABC123		Delivery
	5766	10 x Box(s) of PPE	07/01/2025, 12:30	07/01/2025, 13:30			Accepted	Gate 2 (Restricted Vehicles)	DATASCOPE	By Hand	Laydown Area 1	DMW	0123456789	DATASCOPE	ABC123		Delivery
	5767	1 x Box(s) of Cable Tray	07/01/2025, 12:30	07/01/2025, 14:00	07/01/2025, 13:13	07/01/2025, 14:32	Accepted	Gate 1	DATASCOPE	By Hand	Laydown Area 1	DMW	0123456789	Core Highways	ABC123		Delivery
	5768	1 x Bundle(s) of test	07/01/2025, 16:30	07/01/2025, 17:00			Accepted	Gate 1	DATASCOPE	Van	Laydown Area 1	DMW	0123456789	DATASCOPE	VRN		Delivery
	5769	1 x Box(s) of Cable Tray	07/01/2025, 13:30	07/01/2025, 14:00	07/01/2025, 14:43	07/01/2025, 14:48	Accepted	Gate 2 (Restricted Vehicles)	DATASCOPE	Artic	Laydown Area 1	DMW	0123456789	DATASCOPE SYSTEMS LTD	ABC123		Delivery
	5770	1 x Box(s) of X	07/01/2025, 09:00	07/01/2025, 09:30			Rejected	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789				Delivery
	5782	1 x Box(s) of Test	07/01/2025, 16:00	07/01/2025, 16:30			Accepted	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789				Delivery
	5783	1 x Box(s) of Mulldrop of materials	07/01/2025, 09:00	07/01/2025, 11:00	07/01/2025, 11:03	07/01/2025, 12:41	Accepted	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789				Delivery
	5784	1 x Pallet(s) of Test for Demo	07/01/2025, 11:00	07/01/2025, 11:30			Accepted	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789				Delivery
	5785	1 x Bundle(s) of test	07/01/2025, 09:00	07/01/2025, 10:00	07/01/2025, 09:11	07/01/2025, 10:37	Rejected	Gate 2 (Restricted Vehicles)	DATASCOPE	Courier	Laydown Area 1	DMW	0123456789				Delivery

Create Filter

10 20 30 50

Reset Columns

Save Template

Load Template

Update delivery status

Report Criteria

From: 07/01/2025

To: 07/01/2025

Print List

Search...

Company

All Companies

Site

Green Concrete

Plant Management Details

Summary

Detail

Plant Utilisation

Select Checked At Date Range

Total Plant 4,043

Plant 1,233

Pre-Mobe Complete 19^{1,214} Pending / Expired

Pre-Qual Complete 1^{1,232} Incomplete

Plant Id	Registration	Manufacturer	Location	Type	Company Name	Document Status	Plant Risk Assessment	Last Machinery	Acquired Date	Date On Site	Off Hire Date	Next Service Due...
CV04		2005 Hino Tray	All sites	Heavy Vehicle	Matrix Drilling		Link		2015-03-03	-	-	-
CV08		2008 Isuzu GIGA CXY	All sites	Heavy Vehicle	Matrix Drilling		Link		2015-02-11	-	-	-
CV10		2009 Isuzu FTR	All access sites	Heavy Vehicle	Matrix Drilling		Link		2009-11-20	-	-	-
CVU008		Truck & Trailer	Bulleen	Heavy Vehicle	EPH - Eastern Plant Hire		Link		-	-	-	123000 kms
CWT 439		Truck & Trailer	Bulleen	Heavy Vehicle	EPH - Eastern Plant Hire		Link		-	-	-	-
CXL603		-	ETBA	Heavy Vehicle	FLEET PLANT HIRE PTY LIMITED		Link		-	-	-	-
D2436		Isuzu Rigid	INFRABUILD NOBLE PARK	Heavy Vehicle	K&S Freighters		Link		2013-01-01	-	-	-
D2589		Iveco Powerstar	Infrabuild Sunshine	Heavy Vehicle	K&S Freighters		Link		2015-01-01	-	-	-
D2815		Iveco Stralis	Infrabuild Sunshine	Heavy Vehicle	K&S Freighters		Link		2017-01-01	-	-	-
D2816		Iveco Stralis	Infrabuild Noble Park	Heavy Vehicle	K&S Freighters		Link		2017-01-01	-	-	-

Straight Table

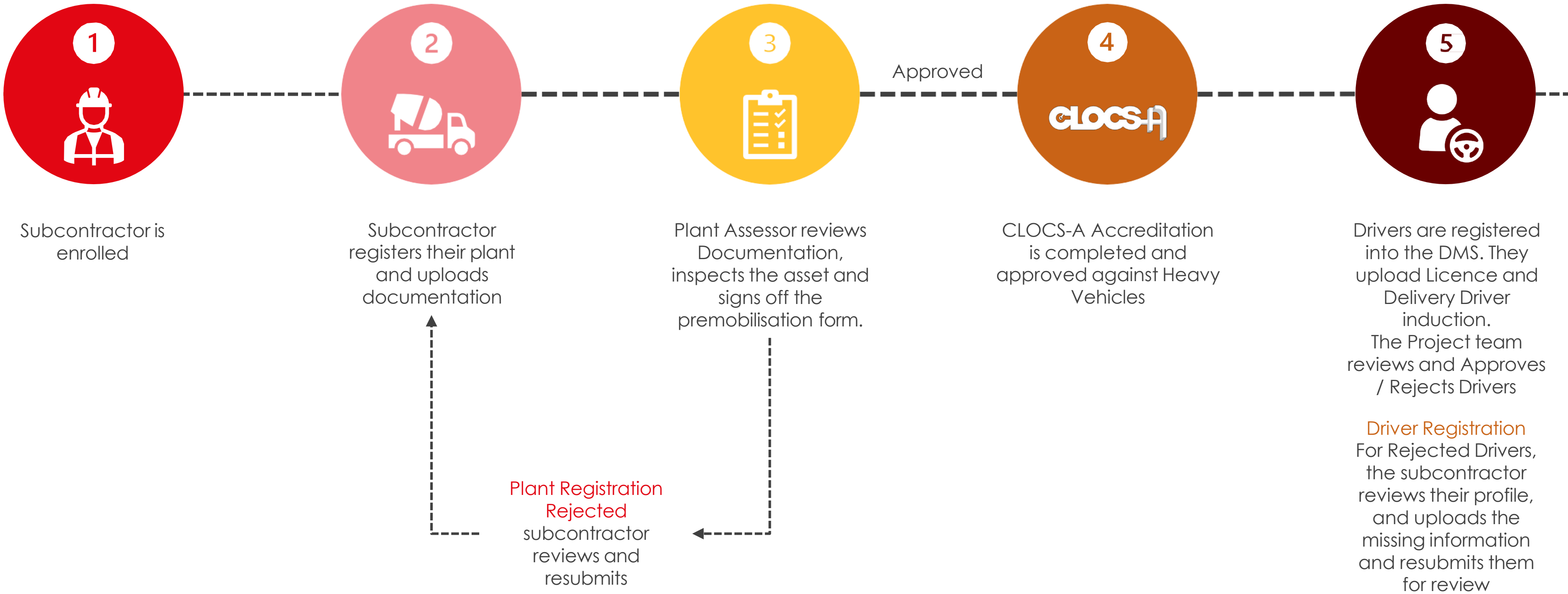
Pivot Table

Chart



Logistics Management Platform - Transport Operator

Stage 2



Vehicle Onboarding

- Plant Risk Assessment
- Weed and Seed Certificate
- Operators Manual
- Maintenance and Service History

A Plant Assessor reviews all documents and forms

CLOCS-A Heavy Vehicle Pre-Mobilisation Checklist (Gold)			
ID	751	Created by	Sian Sheahan - Select Plant Australia - Sydney
			2025-05-15 15:14:48
Sydenham to Bankstown AU			
Please Note:			
This checklist is intended for all vehicles over 4.5t GVM and all styles of trucks.			
This checklist must be completed by the equipment owner (eg. Select, Supplier or Contractor) and submitted to the Select Hire Desk (or LORA for Contractors) for acceptance prior to mobilising to site. A hard copy of this completed checklist along with associated paperwork (detailed below - PART C) must travel with the equipment to site for verification and approval by Laing O'Rourke upon delivery.			
For items ticked 'NO' give reason in the comments section below			
Location		No location data. Document may not have been submitted from mobile device.	
Asset Details			
Asset ID		Details	
495		Truck or Vehicle Miscellaneous Test	
Inspection Date & Time		2025-05-15 14:53:02	
Details		Truck - Tipper Wet Hire AC326	
Asset Registration / Serial Number (Last 6 Digits)		Unit AC326 / Sn. 30261	
Manufacturer		Mitsubishi	
Model		Fighner 2 Axle Tipper	
Hours / Km		2138 kms	
Date of Hours / Km		15/03/2025	
Next Service Due (Hours / Km)		5000 kms	
Contractor / Supplier		Ally Infrastructure	
Supplier - Asset Owner		Ally Infrastructure	
Pre-Mobilisation Expiration Date		2026-04-17	
Part A			
Laing O'Rourke Minimum Requirements for Plant			
In Vehicle Monitoring System (IVMS)			

CLOCS-A												
Checklist Approval <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;"></th> <th style="width: 15%;">Pass</th> <th style="width: 15%;">Fail</th> </tr> </thead> <tbody> <tr> <td>Inspection Result</td> <td style="text-align: center;">✓</td> <td></td> </tr> </tbody> </table> Signed and accepted by Laing O'Rourke / Select Plant Australia: I declare that this machine is in a safe condition, is free from defect and is fit for purpose. ✓ Date of Checklist Submission 2025-05-15 Name & Signature <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;">Name</th> <th style="width: 40%;">Signature</th> </tr> </thead> <tbody> <tr> <td style="height: 150px; vertical-align: top;">Sian Sheahan</td> <td style="vertical-align: bottom; text-align: center;"> </td> </tr> </tbody> </table> Position: Plant Assessor				Pass	Fail	Inspection Result	✓		Name	Signature	Sian Sheahan	
	Pass	Fail										
Inspection Result	✓											
Name	Signature											
Sian Sheahan												
Document Images <table border="1" style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 50%; text-align: center;"> </td> <td style="width: 50%; text-align: center;"> </td> </tr> <tr> <td style="width: 50%; text-align: center;"> </td> <td style="width: 50%; text-align: center;"> </td> </tr> </tbody> </table>												

CLOCS-A Heavy Vehicle Pre-Mobilisation Checklist (Gold)

Gold CLOCS-A Accreditation

Confirm no solid, clear or coloured bug deflectors mounted on bonneted trucks*

Yes ☐

No ☐

Confirm no external engine air intake hardware above bonnet level (on bonneted trucks)*

Yes ☐

CLOCS-A Heavy Vehicle Pre-Mobilisation Checklist (Gold)

Gold CLOCS-A Accreditation

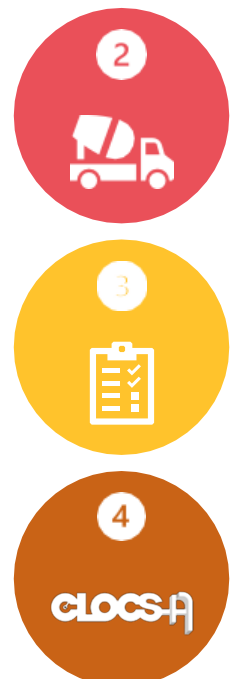
Confirm no solid, clear or coloured bug deflectors mounted on bonneted trucks*

Yes ☐

No ☐

Confirm no external engine air intake hardware above bonnet level (on bonneted trucks)*

☐



Logistics Management Platform

Driver Registration

Booking

Booking To Site:

Sydenham to Bankstown AU

Delivery Date

14/05/2025

← Check Date

Delivery Time

06:00

Block Booking

Delivery Duration

01:00

On Site Contractor

Select Plant Australia

On Site Contact Name

Madeleine Carty

Add New

Contact Number

0438521695

✖

Contact Email

mcarty@selectplant.com.au

Booking Type

Delivery

Gate

Gate/Loading Bay

Belmore Triangle

Vehicle

Haulage Company

Select Plant Australia

Add New

Driver

Sian Sheahan

Add New

Update

Driver Contact Number

+61498130670

Vehicle Reg.

ABC 123

Add New

Delivery Vehicle

Bogie - 10 wheeler (max 18T)

Does the booking have a trailer?

☐

Dispatch Postcode

2193

Total Distance(km)

20

CO₂ Class

Heavy Rigid (HR) - Diesel

Return Journey

Vehicle

Haulage Company

Eather Group PTY Ltd (NSW)

Driver

Select...

Vehicle Reg

Select...

Delivery Vehicle

Does the booking have a trailer?

Dispatch Postcode

Total Distance(km)

CO₂ Class

Return Journey

Quantity

Ben Cosgrove

Christopher Rushton

Dionis Mazadone

Edwin Narayan

Machaal Rostom

Dean Van Der Waarden

Grant Visentine

Harvey Ericka

Shannon Williams

Timothy Nikora

Trent Moran

David Colefax

Ericka H

Ericka Harvey

Add New Driver

Please note that a driver should only be added if they are not currently available to be selected.

Driver Name

Mobile Phone No.

🇦🇺

0412 345 678

☐ Light Vehicle Driver

☒ Heavy Vehicle Driver

Driving Licence Photo

Choose file

No file chosen

Delivery Driver Induction and Declaration

Choose file

No file chosen

Close

Submit

5

6

Delivery requests are submitted through the DMS

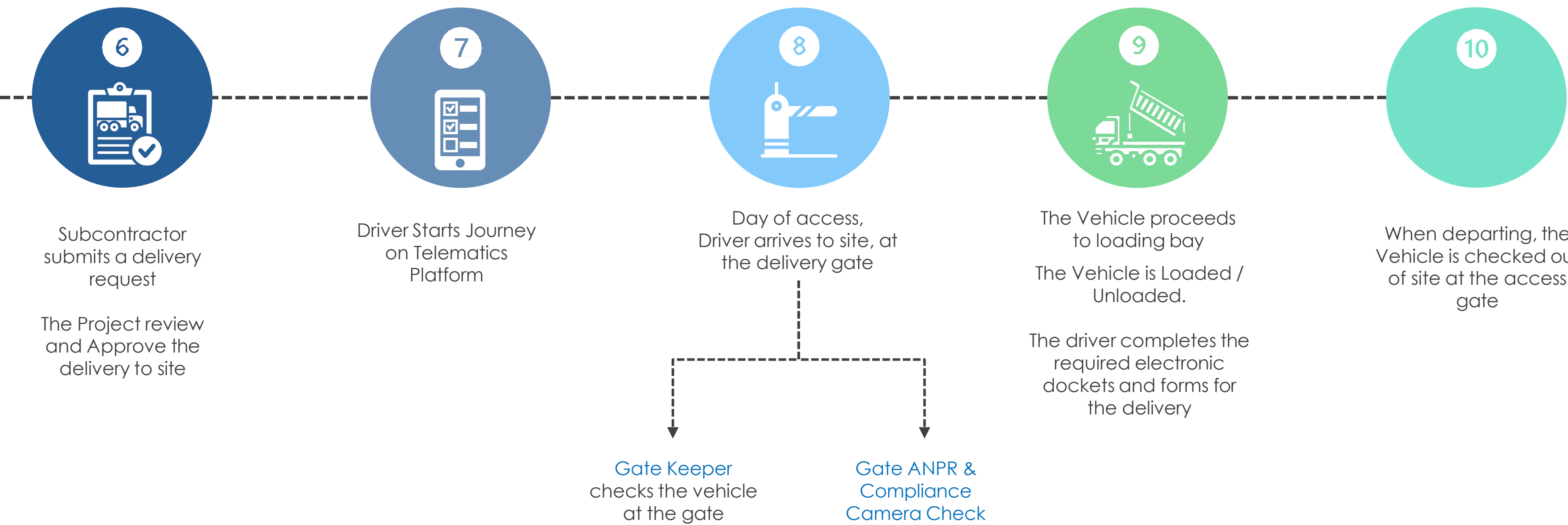
New delivery drivers can be registered when making a booking. The system tracks their Heavy Vehicle Licence and Delivery Driver Induction Form. Delivery Drivers are approved by the Principal Contractor.

Approved Drivers are **Green**

Pending Drivers are **Orange**

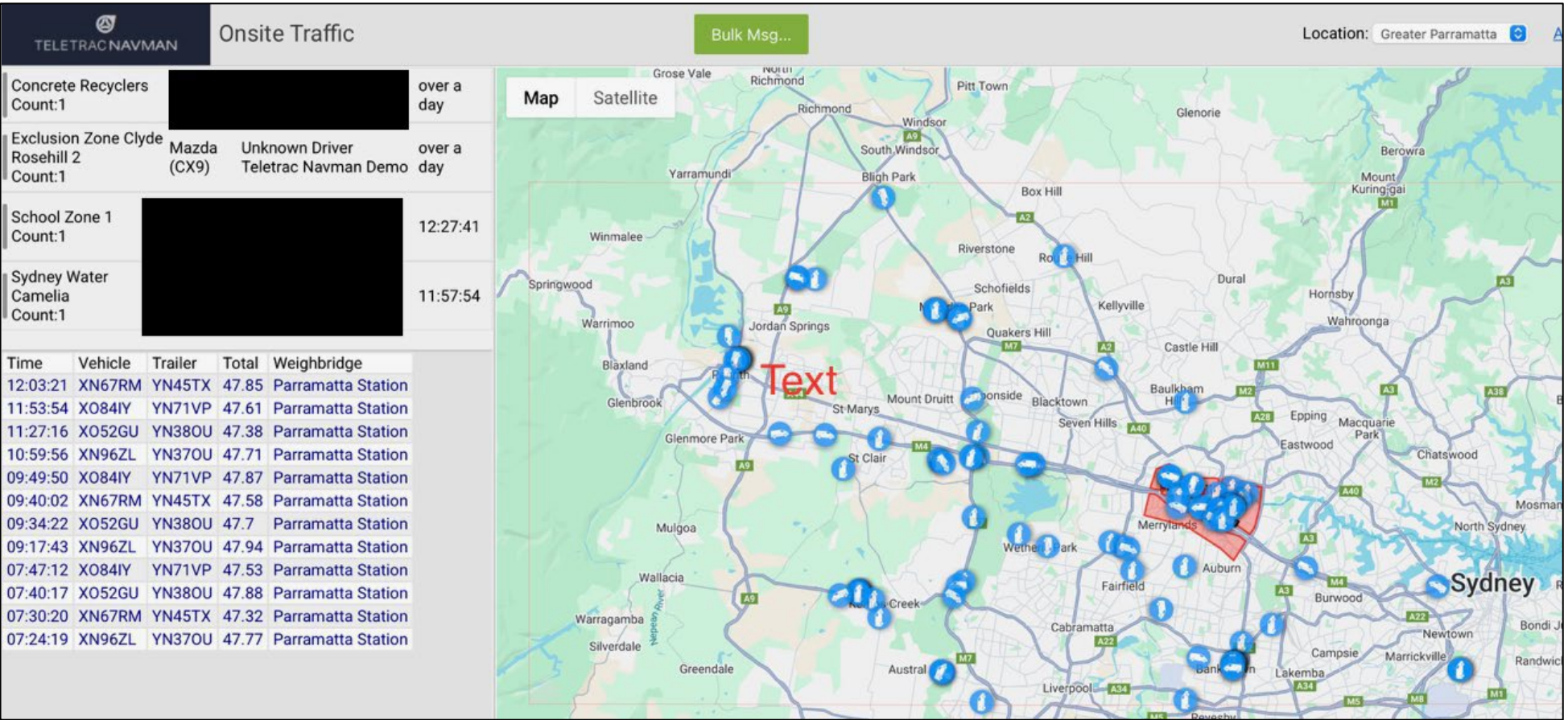
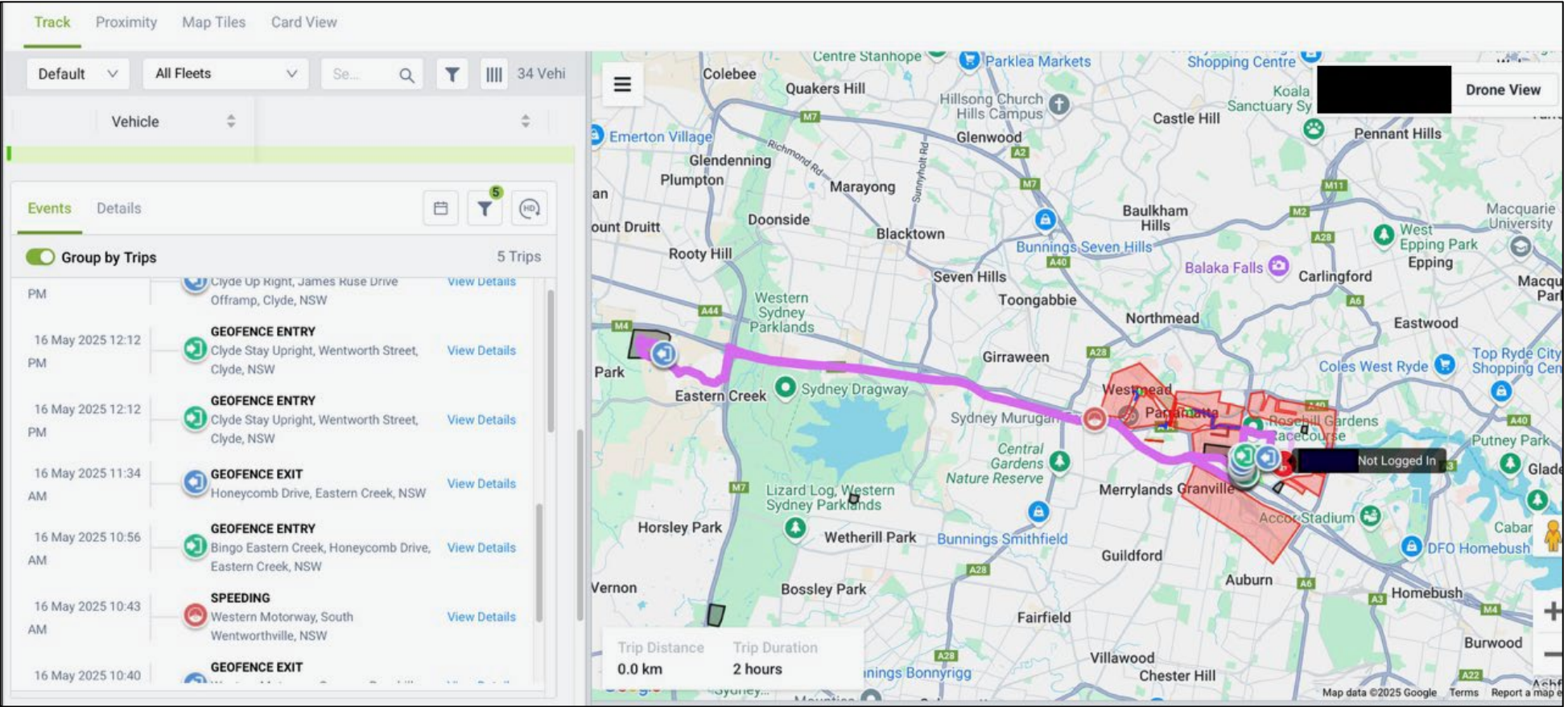
Rejected Drivers are **Red**

Logistics Management Platform – Transport Operator



Telematics

- Correct haul routes
- Driver behaviour (speed & harsh breaking)
- Pre-start inspections
- Driver fatigue
- Driver communication
- Geo Fence Alerts
- Weighbridge integration



Gate Keeper

Access to key Data in the Field



For a Traffic Controller using a tablet:

1

Start typing to search

2

All Gates

3

Delivery Details

5

Actual C-321 AL94AHL
Expected C-321 AL94AHL
Thu Jan 20 09:30:00 UTC 2022
Aggregates;

- 1. Users can quickly search for a specific delivery by simple booking ID, haulage company or vehicle registration
- 2. Gate & laydown areas can be toggled quickly, with booking data (such as unloading resources) always live.
- 3. Global sims ensure certainty for the users
- 4. Simple pull downs and taps synonymous with all smart devices mean new users can quickly pick up key tasks.

4

Sync

Which data would you like to sync?

Deliveries

Site information

All

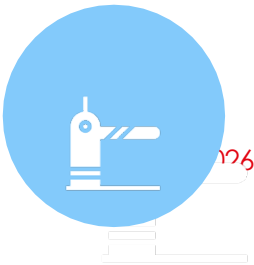
Cancel

Line items by delivery are summarised, not complicated.

Live site information allows drivers to be updated with clear instructions

Changes can be captured without loss of original booking data.

- 5. Key delivery details are instantly available.



ANPR & AI Compliance Cameras

Features:

- CLOCS-A accredited vehicle
- Road Registration Status
- Tarp Covers not closed
- Dimension Checks
- Restraint image capture
- Integration with site access gates and boom gates



Benefits:

- Productivity and cost savings
- Enhanced visibility of haulage activities with real-time
- Proactive monitoring and reporting
- Automated alerts and notifications
- Compliance with HVNL & CoR legislation
- Assists with managing heavy vehicle and driver compliance
- Proactive risk management
- 100% compliance with vehicles being road registered
- Streamlines site vehicle entry / exit process



Vehicle Non-Conformance Notifications

No Permit - 5th Visit Alert

Site:RoseHill_Gate2

Time Entered on Site: 01/08/2023, 4:31:29 pm

Plate Details

DC03VF

NSW

Registration Expiry Date: 24-11-2023

NSW

08-08-2023

X014JG

UNREGISTERED

None

NO-TARP Alert

Classifications

load

no-tarp

spoil-truck

load

spoil-truck

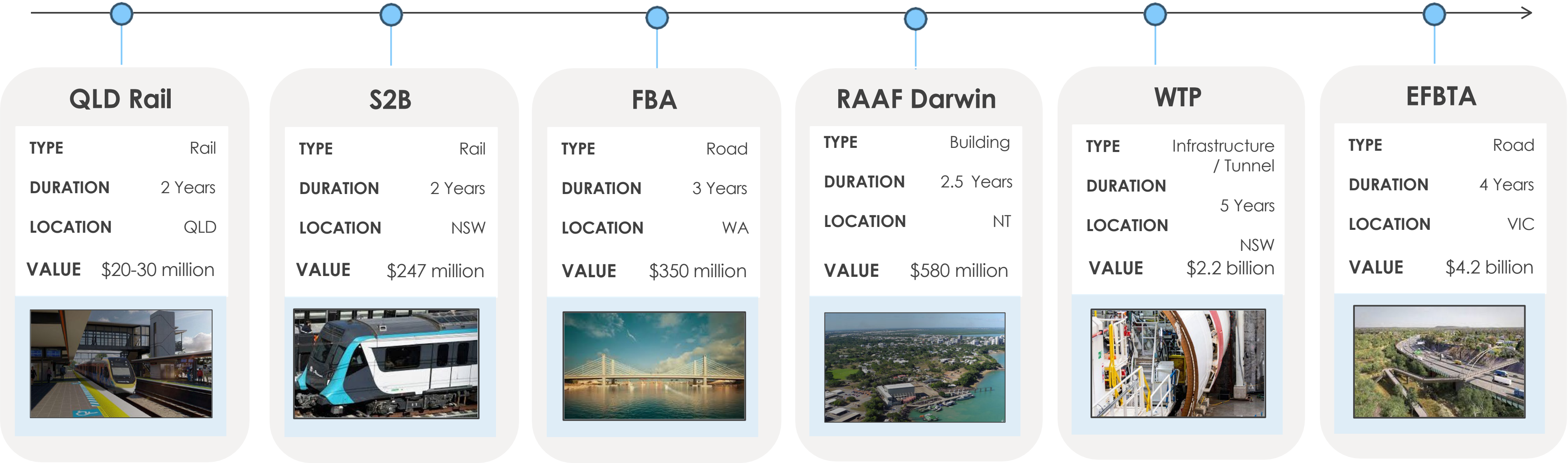
Add classification...

Cancel

Submit

Project Overview

Some of our projects



Operational, Compliance and Audit Questions

- **Who owns the CLMP?** The principal contractor – but it only works if hauliers help write it
- **How do we vet the supply chain?** Pre-qualify once, verify at the gate, re-check every six months
- **What counts as evidence?** System records, not pieces of paper – bookings, inductions, inspections, exceptions
- **How do we handle non-conformances?** Log, act, close out, and feed the pattern back into procurement
- **What does an auditor look for?** A live system, consistent records, and proof that findings changed behaviour
- **Where do teams get stuck?** Data captured in silos and no single owner for day-to-day delivery control



Conclusion

Benefits:

- Greater compliance with Heavy Vehicle National Law & CLOCS-A Standard
- Noticeable improvements in managing the safety of transport activities
- Enhanced productivity and increased resource utilisation
- Improved safety culture across transport activities
- Real-time, actionable data at your fingertips
- Business operational cost savings
- Greater control of visibility of transport activities
- CLOCS-A Silver: Demonstrate Continual Improvement
- CLOCS-A Gold: Demonstrate safety, productivity and efficiency improvements

Key Lessons:

- Train and upskill early – systems only work if people trust them
- Create the right culture: compliance is the floor, not the goal
- Be clear on what success looks like and how you will measure it
- Make the evidence a by-product of daily work, not an audit scramble
- Pick one thing to improve each quarter and prove the shift with data



Thank you

[SELECTPLANT.COM.AU](https://selectplant.com.au)

All materials contained in this presentation are copyright of Select

Thank you to Our Partners and Supporters



Brisbane City Council Road Sweeper Case Study

Warren Schneider

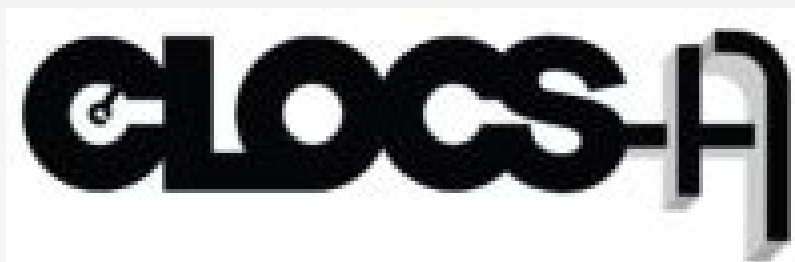
National Business Development Manager
SGESCO-MAX



MAX-SAFE

Safety Solutions

EMPOWERING COMPANIES TO SAVE LIVES



25,000+

Anti-Rollaway units deployed

ZERO

rollaway incidents

60+

years in business



OUR MISSION

Empowering Companies to Save Lives.

Every product we build, every system we deploy, every partnership we form - serves this single purpose.

THE RISK

Every. Single. Day.

A heavy vehicle rollaway occurs somewhere in Australia every day. At least one per week requires emergency services.

— NRSP Australia

When a rollaway happens — this is what follows:

Risk Event	Consequence
Driver exits without park brake	Vehicle rolls
Vehicle strikes worker / pedestrian	Serious injury or fatality
Property damage	\$50k–\$500k repair
Investigation	WHS prosecution
Chain of Responsibility	Executive liability (Up to \$426k)

Built From Necessity.

Proven By Results.

1962

SGESCO founded — 60+ years as heavy vehicle safety specialists

2001

TransPacific Industries engaged SGESCO after a series of fatal rollaway incidents. MAX-SAFE was born.

2005

Vehicle Standards Bulletin (G6) adopted MAX-SAFE functions as minimum industry requirements

Today

25,000+ units operating across Australia & NZ — ZERO rollaway incidents on fitted vehicles

"The fundamental operation of the system back then is the same today — it works when it has to."

The MAX-SAFE Safety Ecosystem

More than a product — an integrated safety system protecting your vehicle, your drivers, property and people.

TECHNOLOGY

Active Safety Solution

COMPLIANCE

Regulatory Alignment

EDUCATION

Driver & Fleet Training

Anti-Rollaway

Active braking — the hero product of this deck

Reverse Watch / View

Radar & AI obstacle detection with active braking

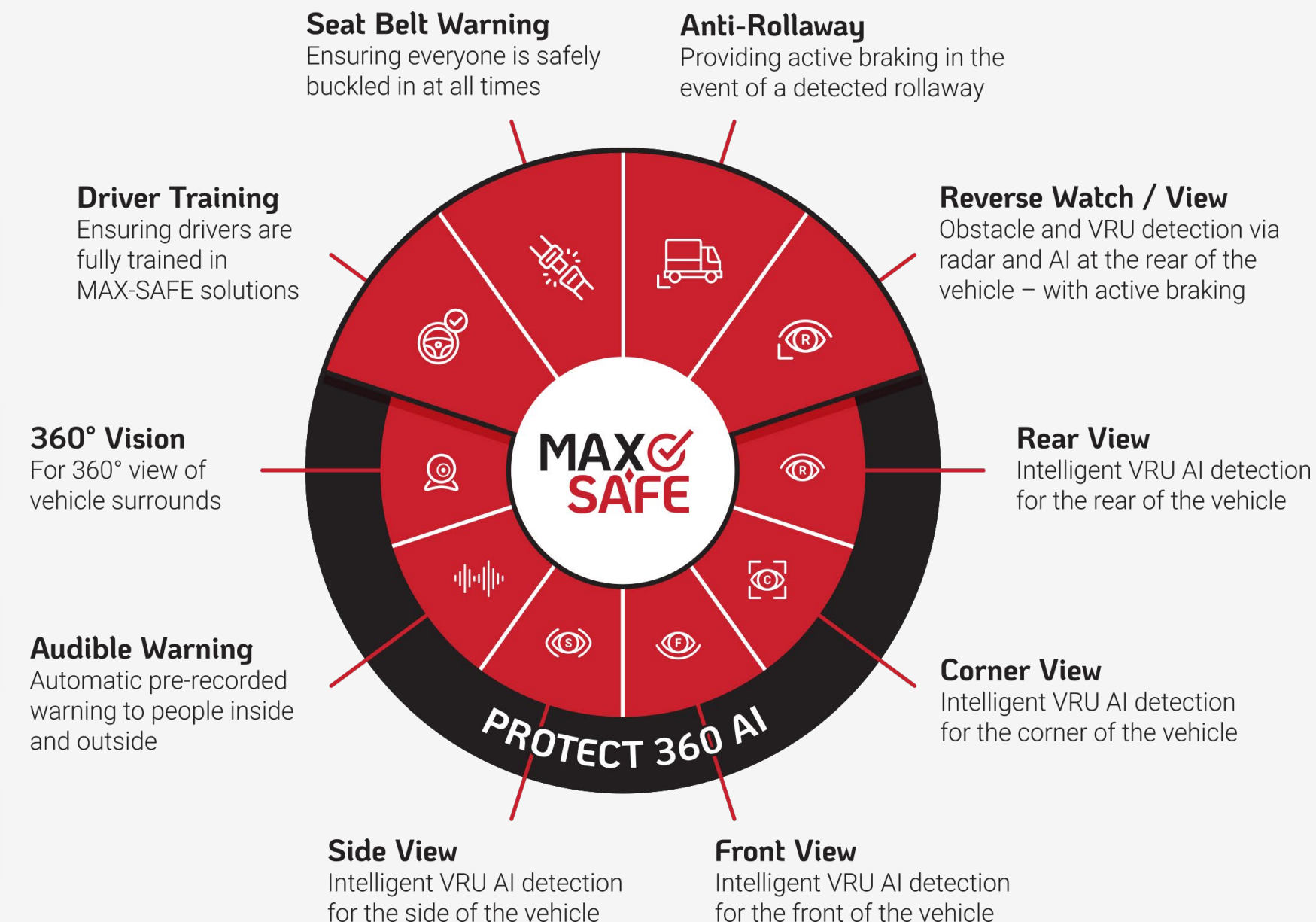
Seat Belt Warning System – Occupant Safety

Ensuring Safe Passengers and Focused Drivers

Protect 360 AI - Vision & Blind Spot

VRU detection around every corner of the vehicle

MAX-SAFE Safety Ecosystem



HERO PRODUCT

MAX-SAFE & Brisbane City Council

- Sweeper and Tipper
- Proof-of-Concept



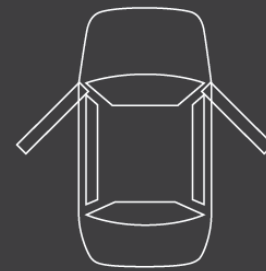
MAX-SAFE

Anti-Rollaway

Active brake protection. Automatic activation.
No driver memory required.

- Prevents vehicle movement when driver exits or parks
- Works in forward AND reverse motion
- Emergency braking activated automatically
- Continuous monitoring & IVMS integration
- Self-checking system integrity — always on guard

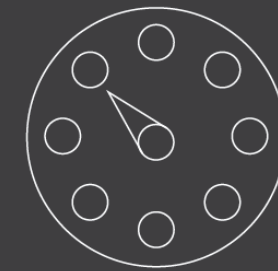
Monitored Inputs



DOOR
POSITION
SENSOR



PARK
BRAKE
POSITION
SENSOR



VEHICLE
DATA



SEAT
SENSOR

HERO PRODUCT

MAX-SAFE

Anti-Rollaway Brake



HERO PRODUCT

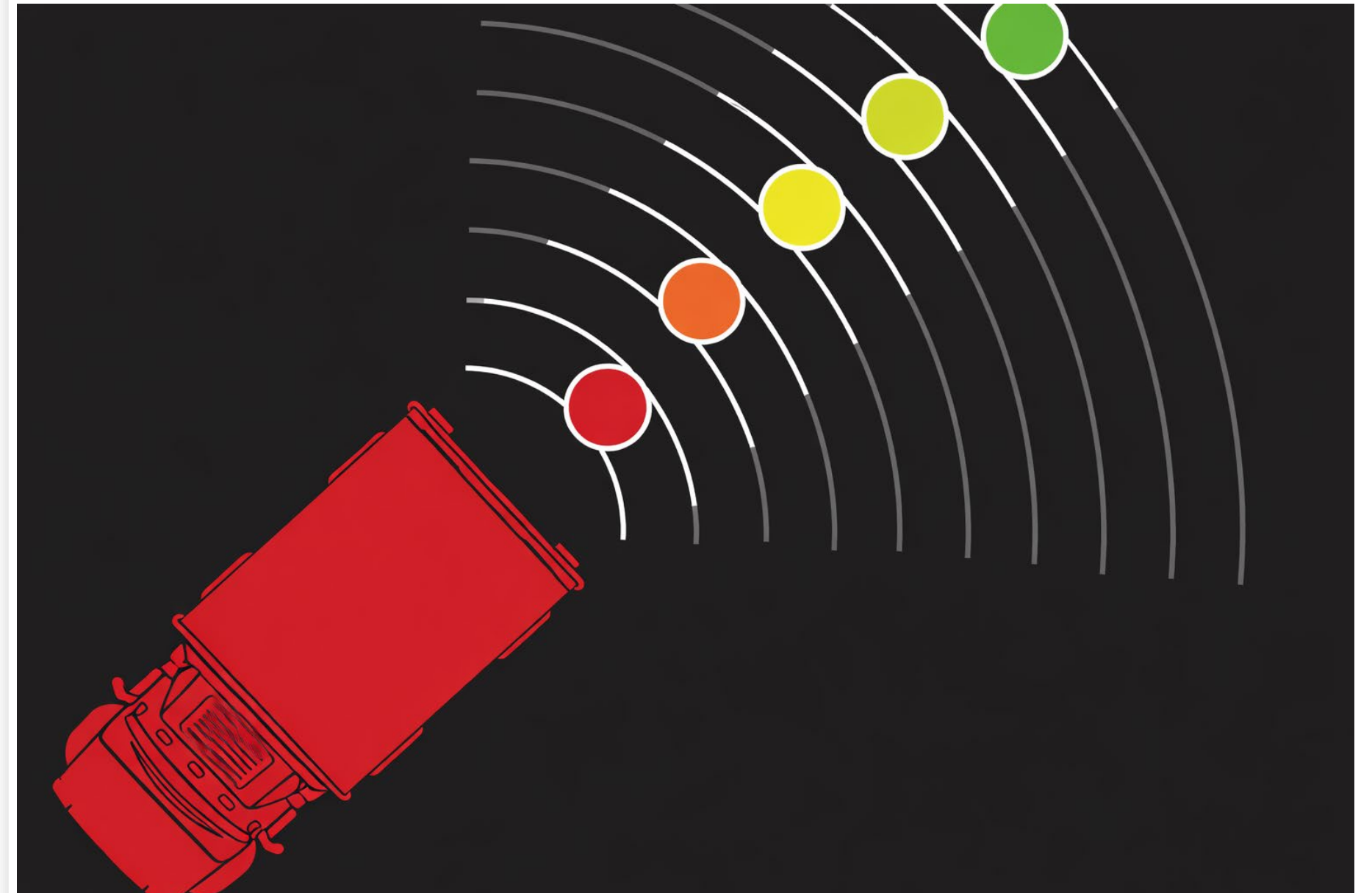
MAX-SAFE

Reverse Watch Radar

Radar & AI obstacle detection with active braking

- Obstacle detection
- Personnel detection
- Lateral and dynamic detection
- AI Camera Overlay
- Emergency braking activated automatically

Dynamic Zones



HERO PRODUCT

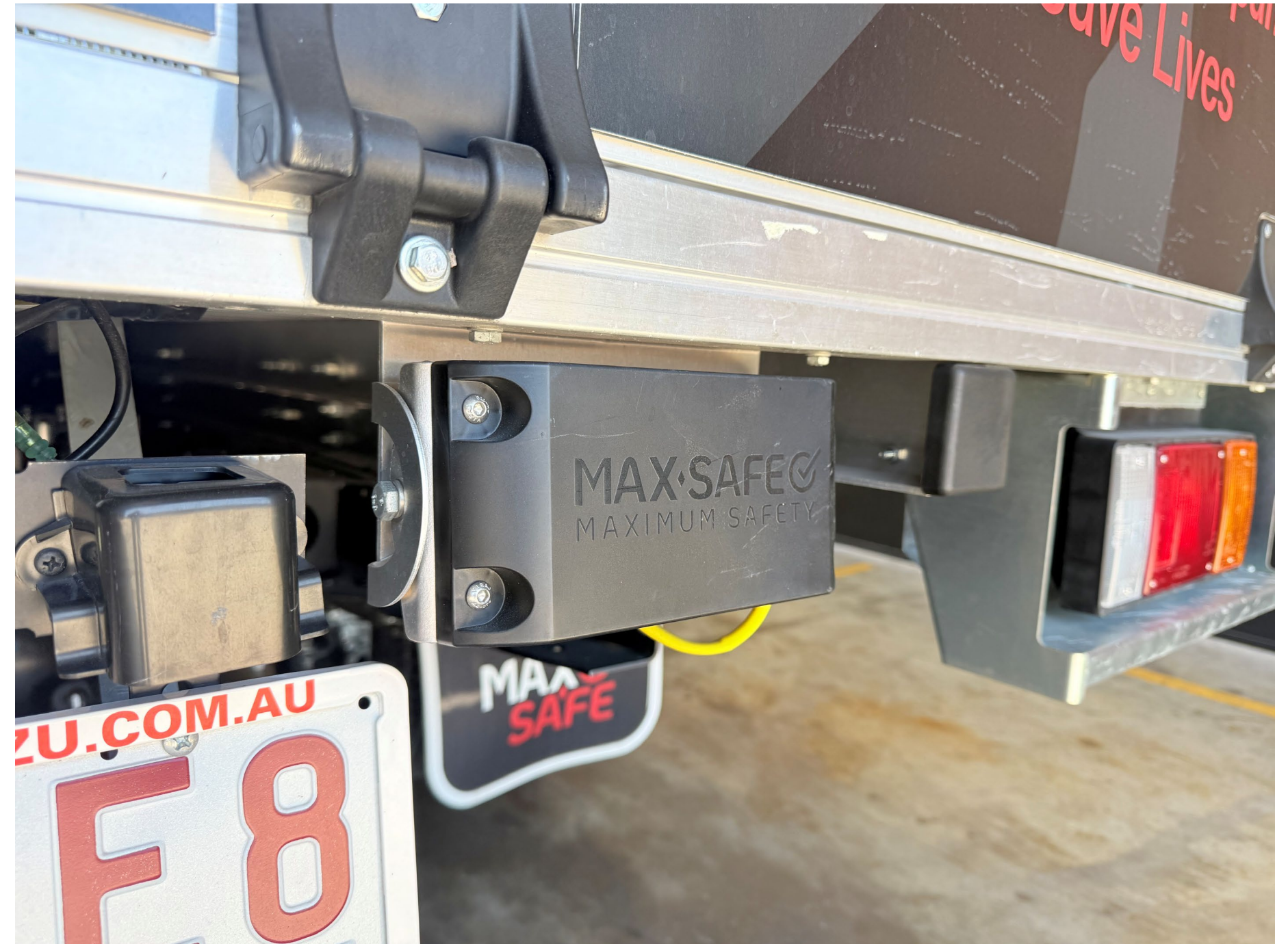
MAX-SAFE

Reverse Watch Radar

Radar & AI obstacle detection with active braking

- Obstacle detection
- Personnel detection
- Lateral and dynamic detection
- AI Camera Overlay
- Emergency braking activated automatically

Radar Placement



HERO PRODUCT

MAX-SAFE

Reverse View AI Camera

- stationary detection



HERO PRODUCT

MAX-SAFE

Reverse View AI Camera

- last minute entry



HERO PRODUCT

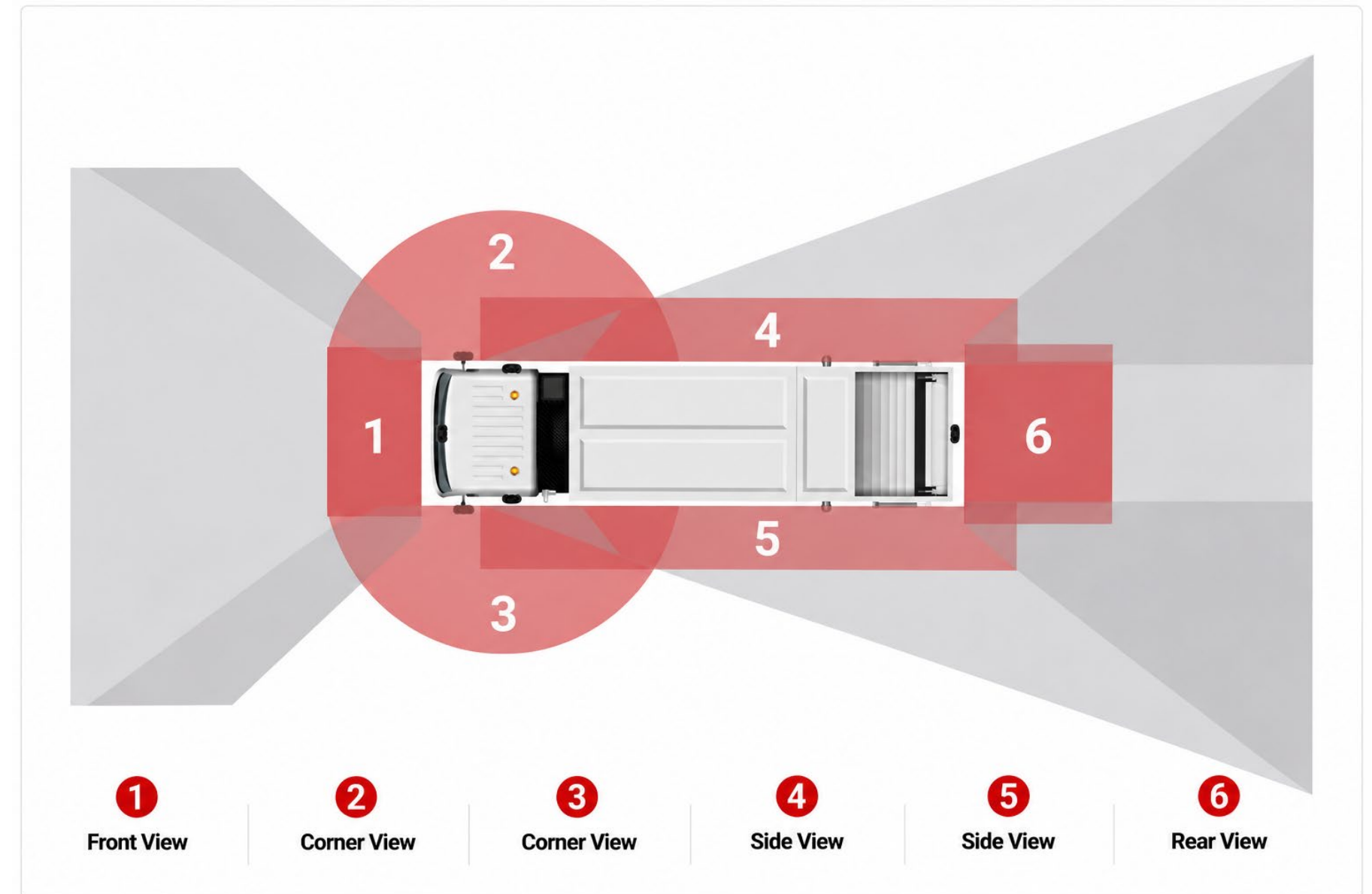
MAX-SAFE

Protect 360 AI

Smart Camera AI detection

- Full 360 vehicle coverage
- Detection of VRU, cyclists and scooters
- Anti-Rollaway integration for active braking
- Zone configuration to meet safety requirements
- 99.9% detection accuracy

360 Protection



HERO PRODUCT

MAX-SAFE

Protect 360 AI

Smart Camera AI detection

- Full 360 vehicle coverage
- Detection of VRU, cyclists and scooters
- Anti-Rollaway integration for active braking
- Zone configuration to meet safety requirements
- 99.9% detection accuracy

Left Hand Side View



HERO PRODUCT

MAX-SAFE

Anti-Rollaway & Reverse

Watch

Waste Collection Truck

Active Braking



Customers Trusting MAX-SAFE Systems



NEXT STEPS

Ready to Protect Your Fleet?

RUN A TRIAL TODAY

1

Book a 30-minute fleet
assessment call



2

We identify the right
vehicles for a trial install



3

Trial runs — you see Anti-
Rollaway protection in
action



4

Roll out across your fleet
with full support

Thank You.

Empowering Companies to Save Lives

SGESCO-MAX | sgesco.com.au



Run a Trial Today

Website

sgesco.com.au

Email

warren@sgesco.com.au

About

Australia's Heavy Vehicle
Safety Specialists

CLOCS-A – VRU Training for Drivers

Dr Kim Hassall

International Vice President
CILT Australasia





Vulnerable Road User Training Course

Presenter

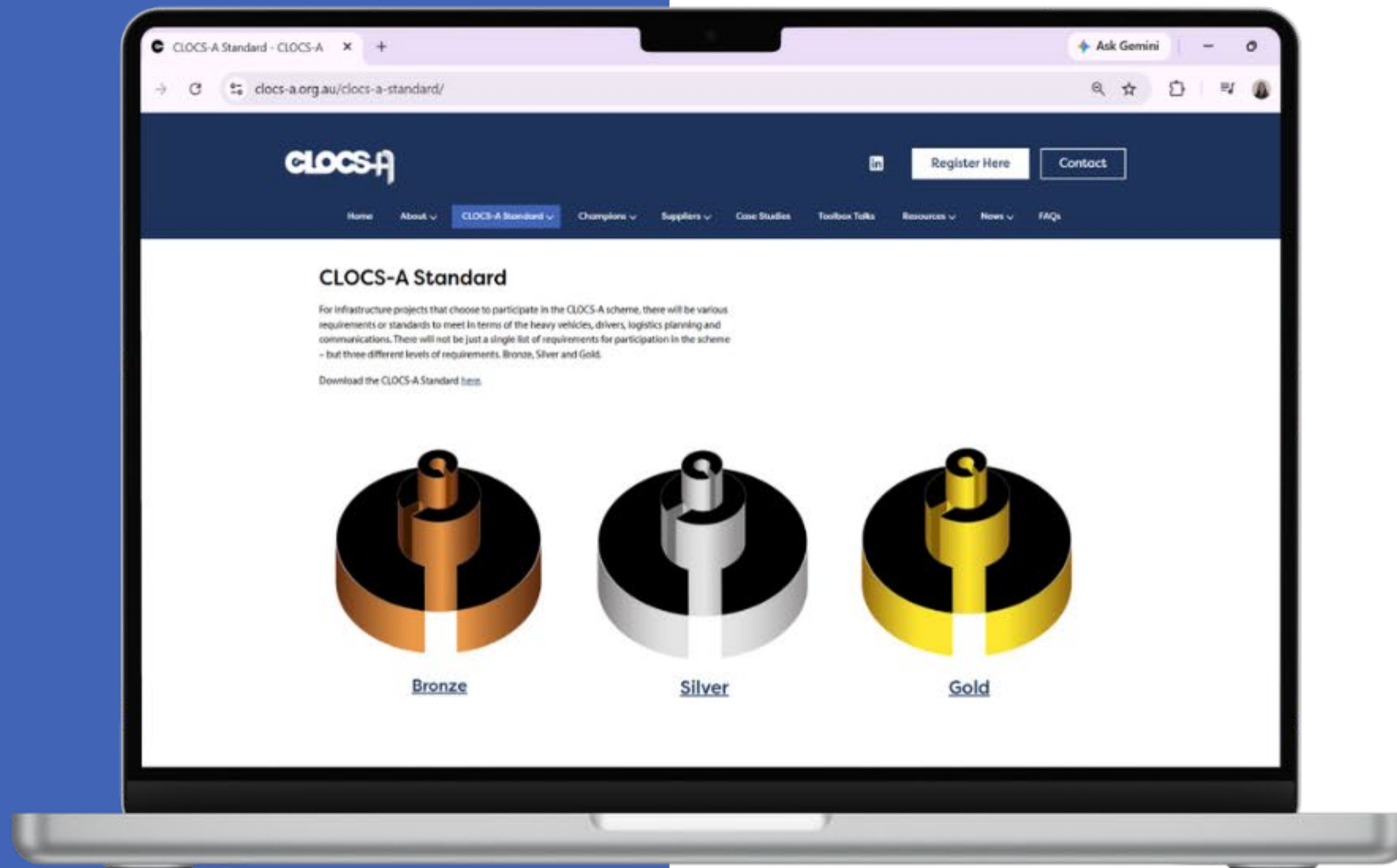
Kim Hassall

CLOCS-A

September 17, 2026



CLOCS-A Standard Overview



- The CLOCS-A Standard sets out the minimum requirements for managing construction vehicle movements and ensuring safe interactions with other road users.
- Its primary aim is to manage the risks and impacts associated with a construction project's on-road transport and logistics activities, improving community road safety.

CLOCS-A Heavy Vehicle Driver Training Requirements

- VRU Awareness Training is mandatory to achieve driver competency for accreditation.
- This training ensures drivers can **safely interact with vulnerable road users** across all operating environments.



VRU Training Micro-Credential

Key Points

- Targeted micro-credential designed for professional transport drivers operating on CLOCS-A accredited sites.
- Create awareness on VRUs as they interact with trucks during:
 - Site entry and exit
 - Haulage routes with mixed traffic
 - Urban or high-density areas
- Demonstrates strong commitment to safety, compliance, and community responsibility



"Safety starts with
understanding and
training."





Understanding Who We Share the Road With

VRUs include anyone at greater risk of injury in an interaction with a heavy vehicle:

- Pedestrians – including older people
- Individuals in wheelchairs or mobility aids
- Cyclists
- Motorcyclists
- E-scooter users
- Traffic management crews
- Road construction workers



What Drivers Will Learn

- Recognise risk zones and blind spots around heavy vehicles
- Understand safe speed, distance, and visibility practices
- Apply site entry and exit protocols safely
- Develop awareness of vulnerable road user behaviour
- Contribute to a culture of safety within their organisation





VRU Course Tiers

The VRU Training Course is offered in three progressive tiers allowing drivers to build competency step by step:



Bronze (online)



Silver (face to face - in development)



Gold (face to face - in development)



Delivery Methods

- e-Learning
- Online
- Face-to-face: Practical site visits

e-Learning Structure

01

Courses Lesson

Watch videos and review key information.

02

Lesson Quiz

Complete a short quiz after each lesson.

03

Final Assessment

Pass the final test to earn your certificate of completion.



Professional Approach and Assistance Provided from our Auditors



Glyn Castanelli

CLOCS-A Auditor (VIC Based)

Glyn is one of our Auditors that has many years experience within the industry and at one time drove his own transport vehicle. Glyn has worked on the Easternlink project in Victoria and is very familiar with construction transport.



Urszula Kelly

CLOCS-A Auditor

Urszula is one of CLOCS-A Auditors that also have a depth of knowledge of the Transport Industry. Urszula is also a NHVAS Auditor and provides training in CoR requirements.

Organisational Benefits



Meets CLOCS-A's
mandatory accreditation
requirements for driver
competency



Reduces the likelihood
of road incidents and
community harm



Strengthens public
trust and reputation
for safety and
accountability

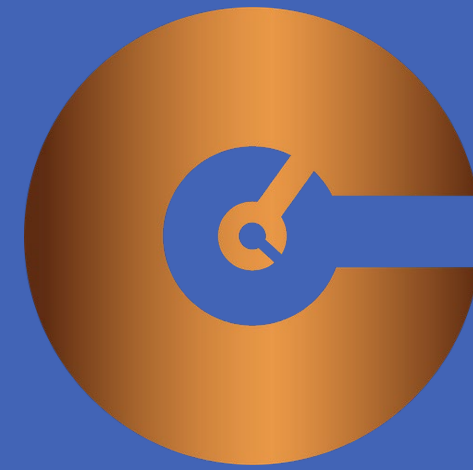


Demonstrates corporate
commitment to
sustainable and ethical
logistics operations

A Few Statistics

Bronze Training

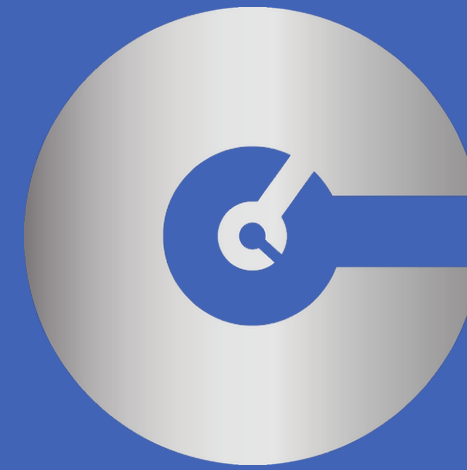
- **2772** enrolments to date
- **70.53%** students have completed the course
- **12.12%** are in progress
- **17.35%** students have registered but not commenced the course



A Few Statistics

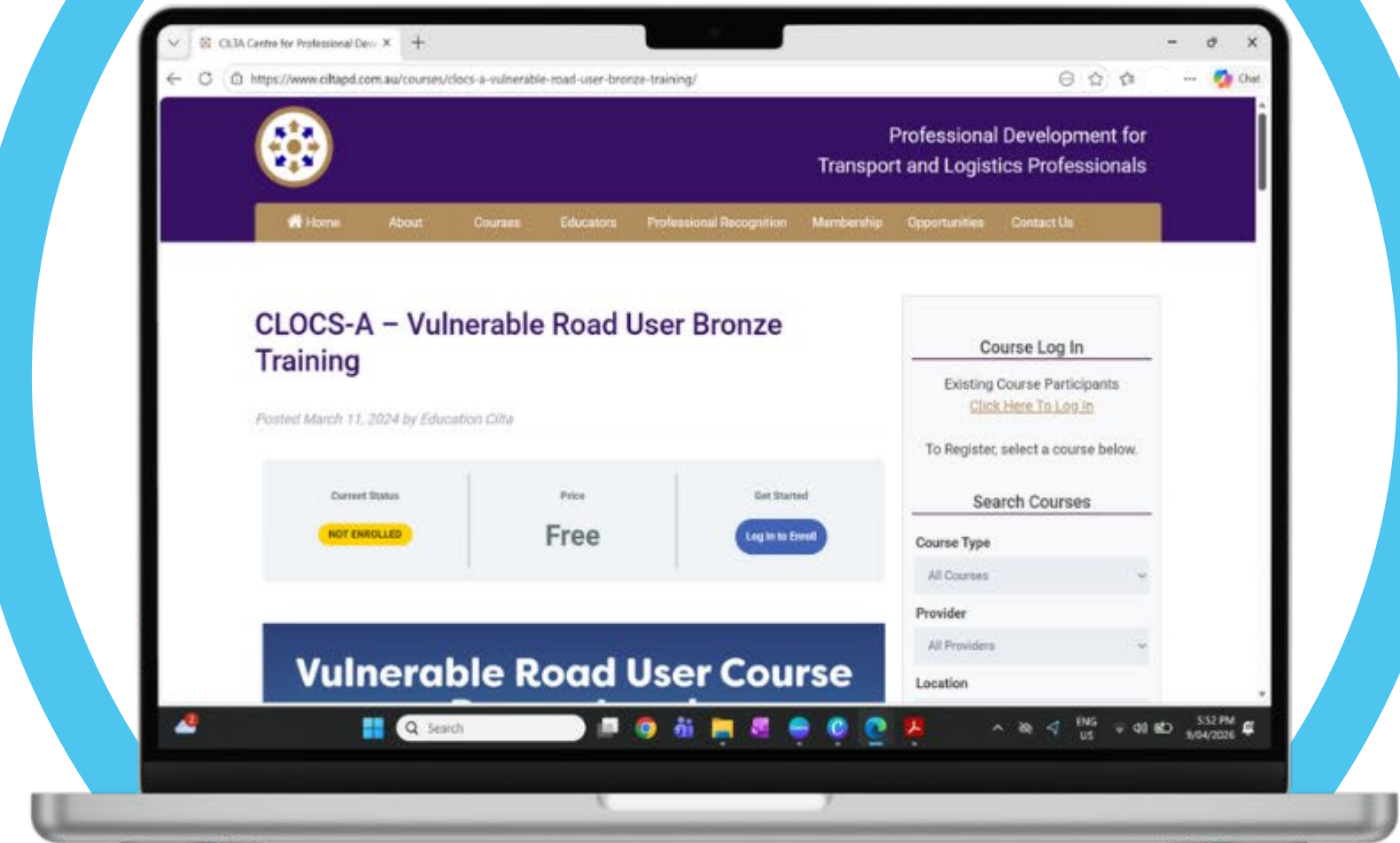
Silver Training

- 517 enrolments to date
- 51.45% students have completed the course
- 4.64% are in progress
- 43.91% students have registered but not commenced the course



Getting Started

- Visit: www.clocs-a.org.au/vulnerable-road-user-training/
- Create an account
- Complete the online modules, quizzes, and final assessment
- Receive a certificate of completion upon successfully finishing the course.





Thank You



1300 68 11 34



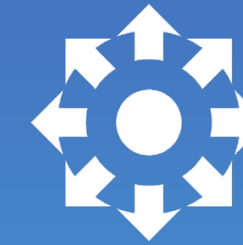
info@clocs-a.org.au



www.clocs-a.org.au



Hosted by



The Chartered
Institute of Logistics
and Transport

Plant Hire Companies - Improving Safety Through Supply Chain Accountability

Presenter

Karyn Welsh
CILT Australia
September 17, 2026

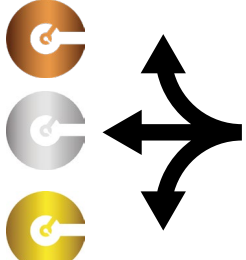


CLOCS-Australia - Our Journey So Far

 National Heavy Vehicle Safety Award Winner 2026  Australian Road Safety Foundation

 2,600+ Bronze VRU Training Registrations

 National Construction Logistics Safety Framework

 Bronze | Silver | Gold Accreditation Pathway

 Silver & Gold Face-to-Face VRU Training Coming Soon

Accreditation defines standards. Education changes behaviour.

The Challenge

Safety Is Only As Strong As The Weakest Part Of The Supply Chain



We cannot improve what we cannot see.

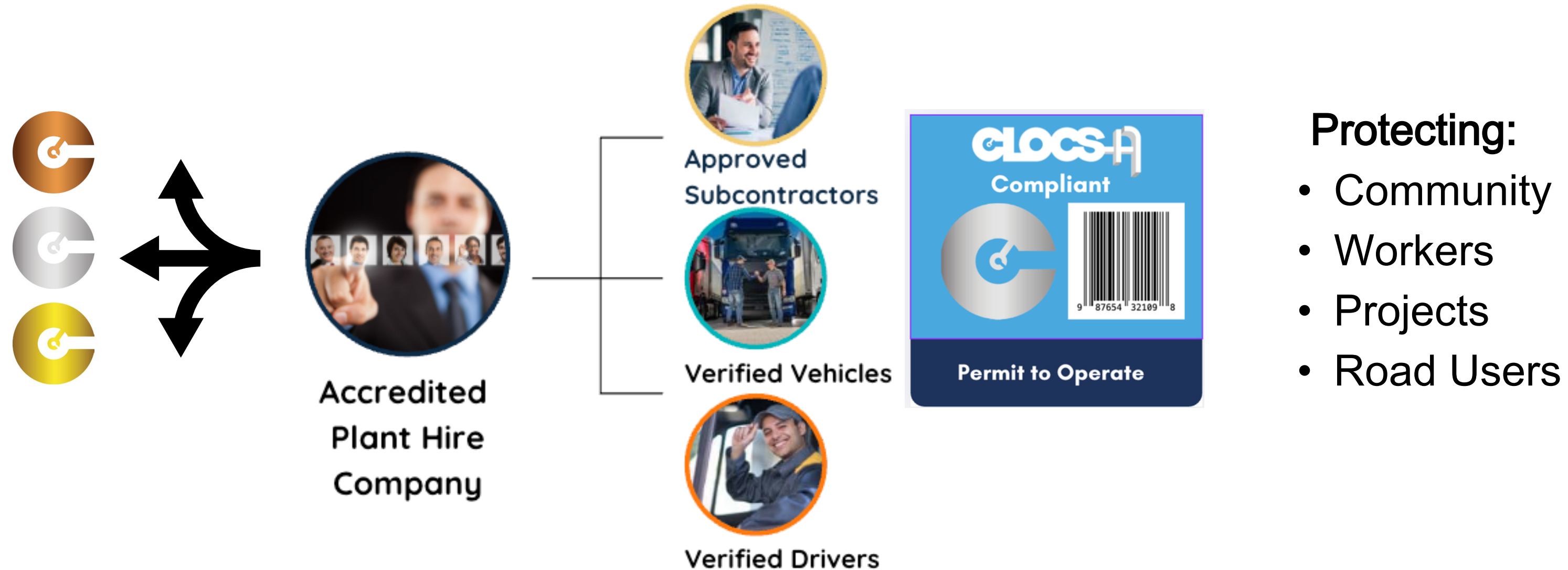
What Industry Told Us

- Make it practical
- Keep independent audits
- Improve visibility
- Reduce barriers
- Keep safety first



Industry didn't ask for less safety. Industry asked for a more practical pathway.

One Accredited Framework Protecting Many Participants



One accredited framework protecting many participants.

The PHC Model In Four Statements

Remember these four statements:



Step 1

PHC

The Plant Hire
Company is
accredited



Step 2

SubContractor

The Subcontractor is
approved



Step 3

Vehicle

The vehicle is verified



Step 4

Driver

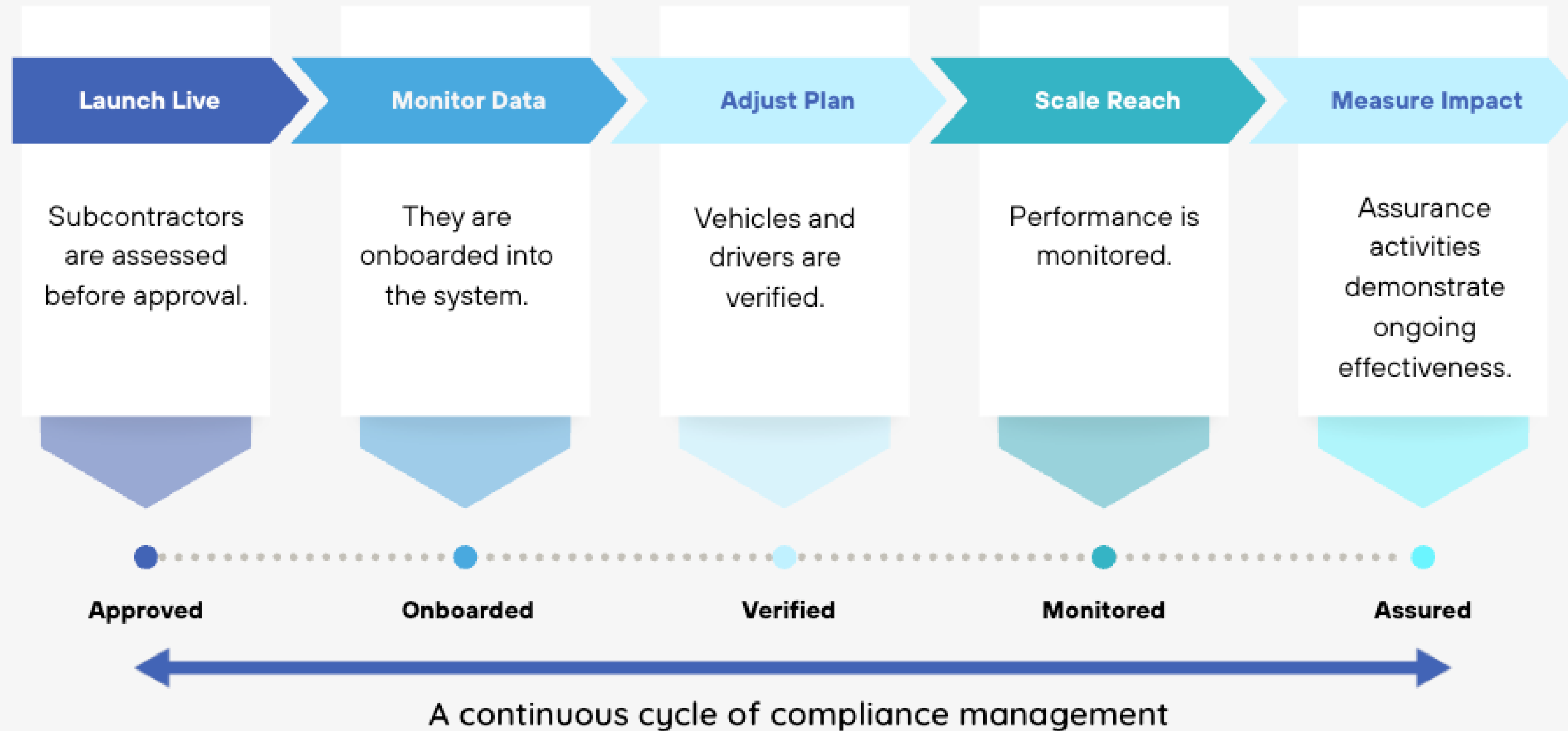
The driver is verified



Remember these four statements.

How Compliance Is Managed

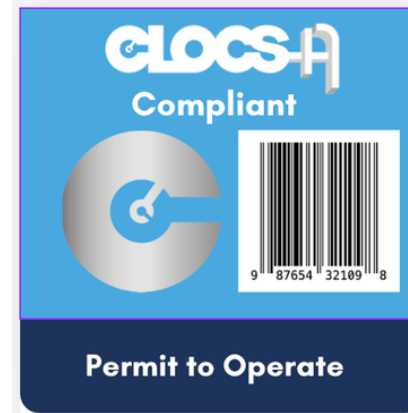
Stepping Stones Pathway



Compliance is not a one-time check. It is an ongoing process.

Vehicle Compliance vs Operational Approval

✓ COMPLIANT



✓ APPROVED

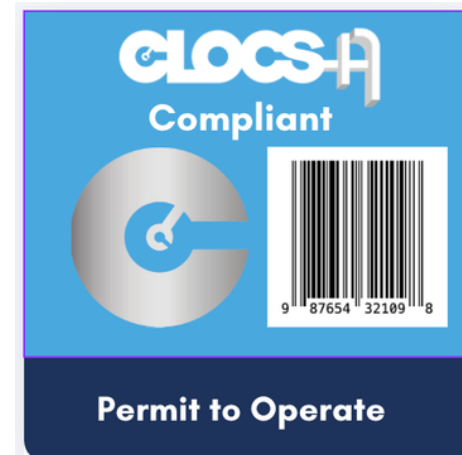


A compliant vehicle is not automatically an approved vehicle.

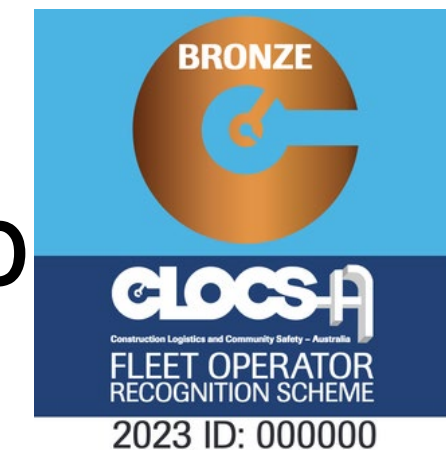
Vehicle Compliance vs Operational Discussion



COMPLIANT

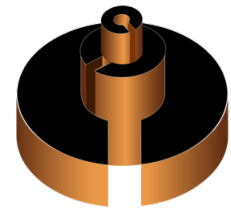


APPROVED



A compliant vehicle is not automatically an approved vehicle.

The Vehicle Safety Journey



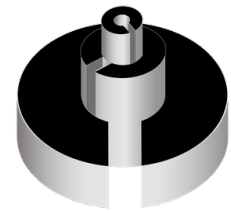
Bronze

- Focus is on Driver Vision around the vehicle
- Conspicuity markings
 - Other VRU's can see vehicle
- Technology
 - sensors and beepers
- Signage and coloured drawbars (as it applies)



The journey from Bronze to Gold is a journey from compliance to leadership.

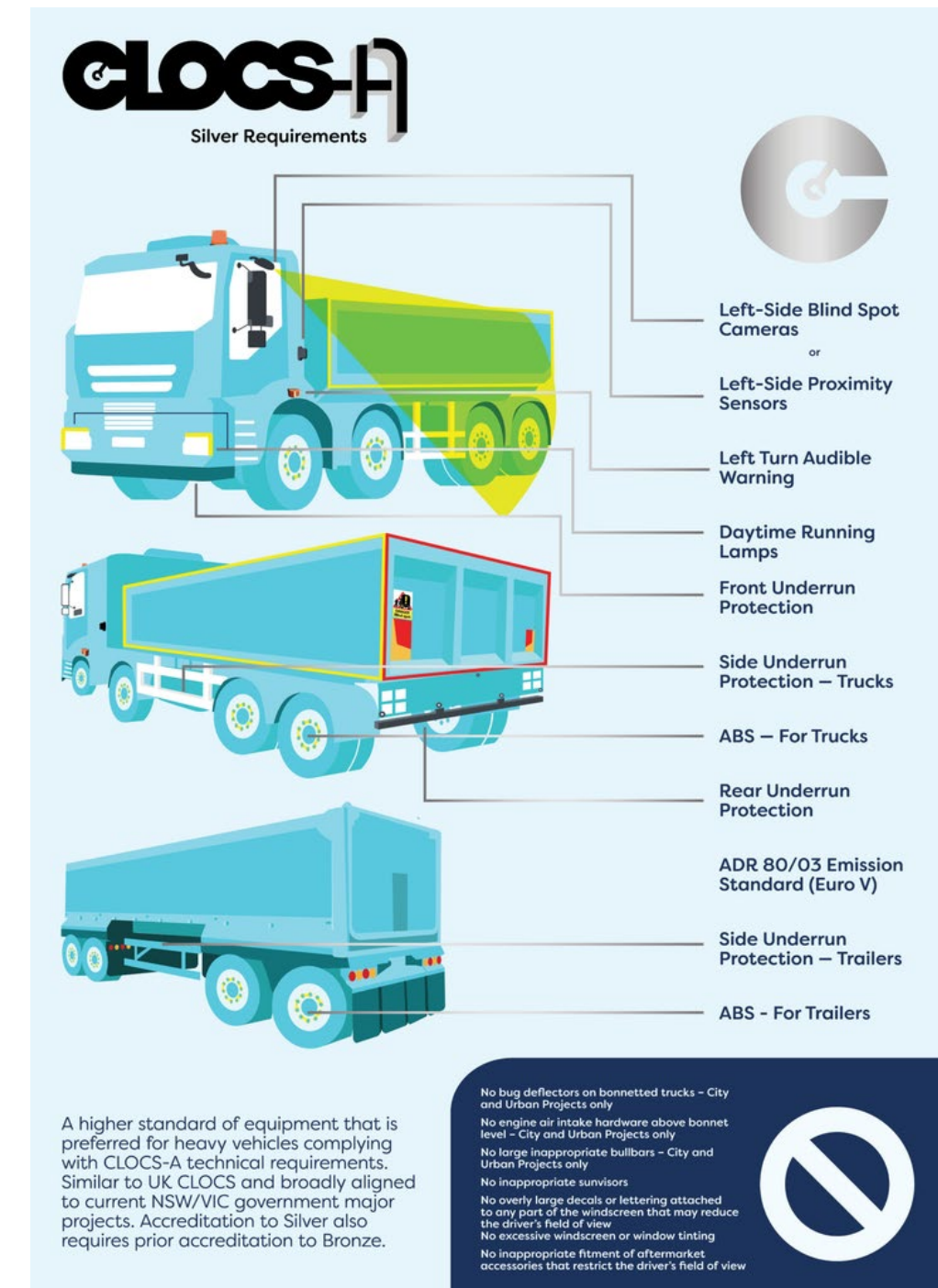
The Vehicle Safety Journey



Silver “Manages”

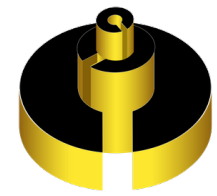
All of bronze requirements plus:

- Under run protection (front/side/rear (pending vehicle design))
 - preventing cyclists and motorcyclists from going under the vehicle
- ABS for Trucks and Trailers
 - immediate stop should an incident occur
- Lefthand blindspot sensors/cameras/audiable warning
- Daytime running lamps
- ADR 80/03 Emission Standard (Euro V)



The journey from Bronze to Gold is a journey from compliance to leadership.

The Vehicle Safety Journey



Gold assures and continually improves

All of Bronze/Silver requirements plus:

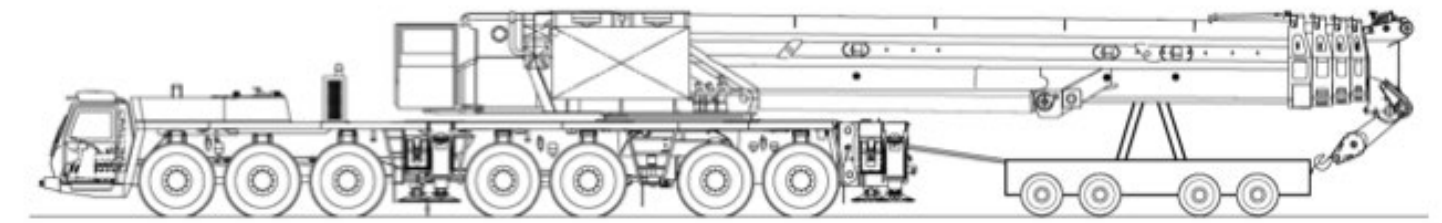
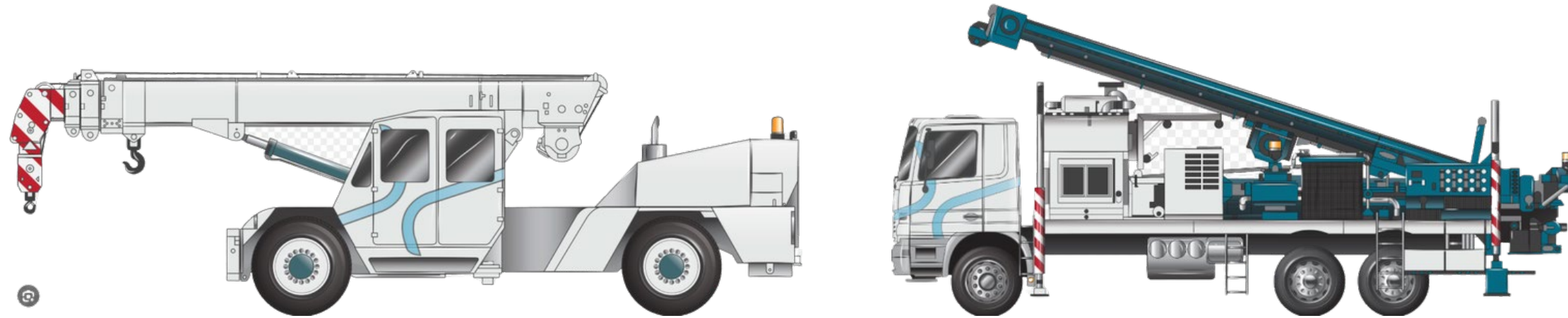
- Telematics
- Advanced Emergency Braking
- Electronic Stability Control - trucks
- Autonomous Reverse Braking
- Zero Emission Vehicle
- Roll Stability Control
 - Trailers



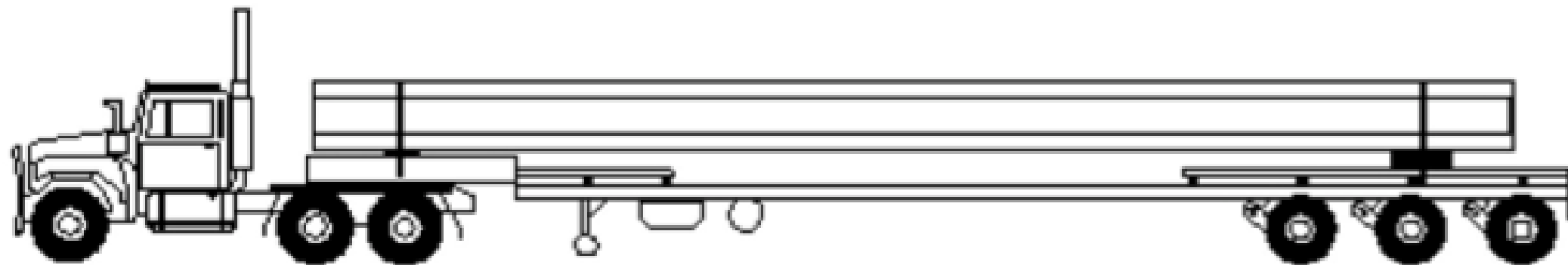
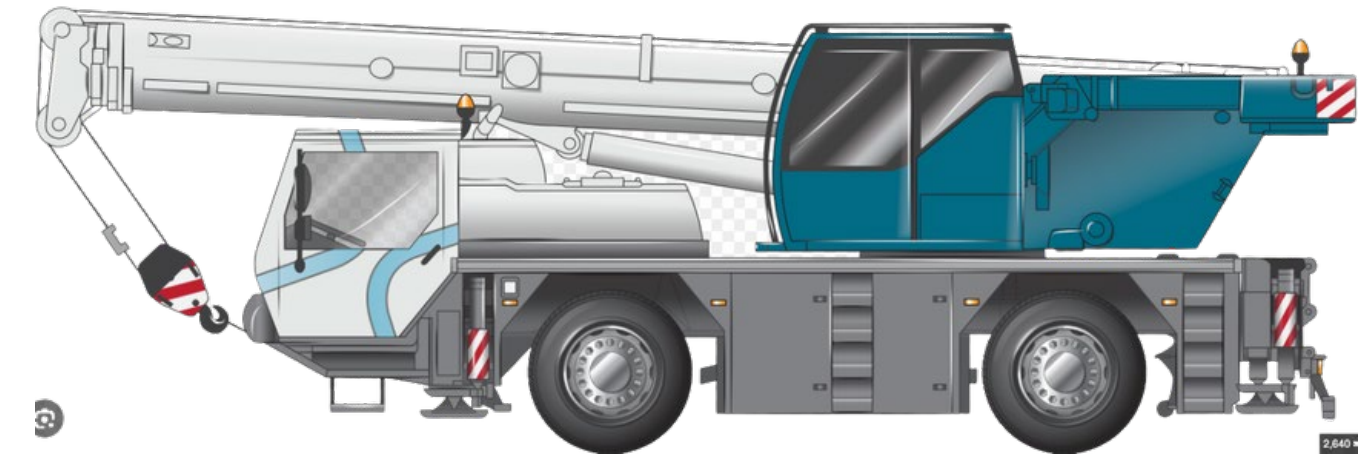
The journey from Bronze to Gold is a journey from compliance to leadership.

Special Purpose Vehicles and over mass vehicles

Different Vehicles. Same Safety Objective.



↑Figure 3: 7-axle all-terrain crane with boom supported on 4-axle dolly



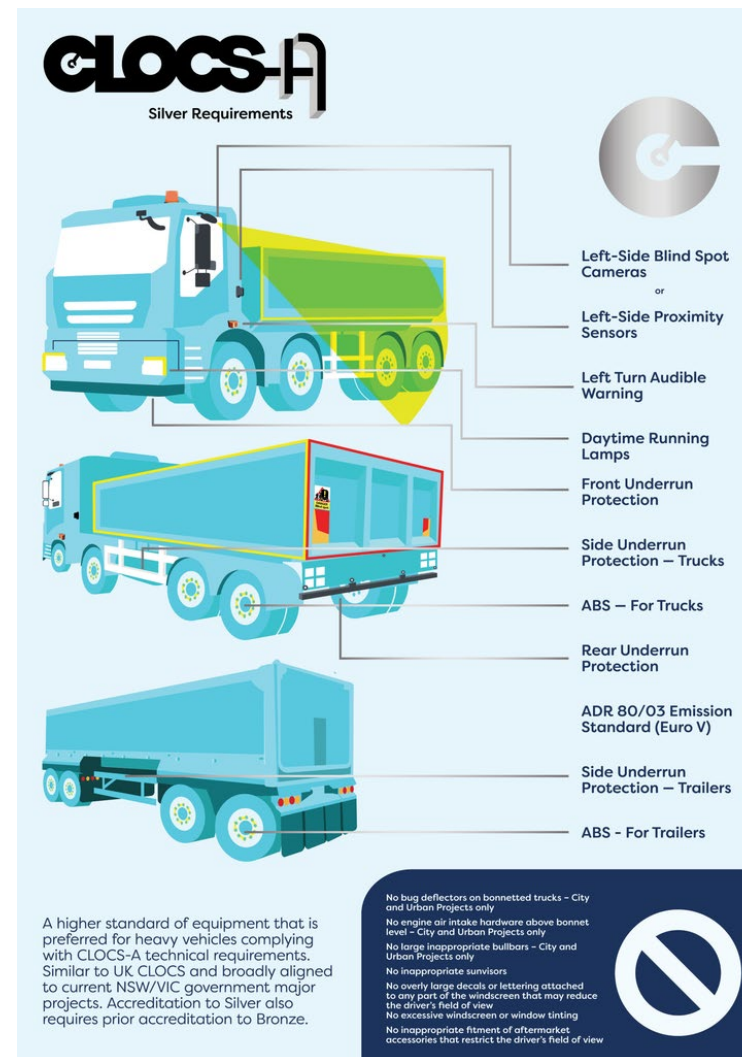
↑Figure 10: Prime mover and extendable trailer



The lesser of 5.5m or 25% of the total vehicle combination

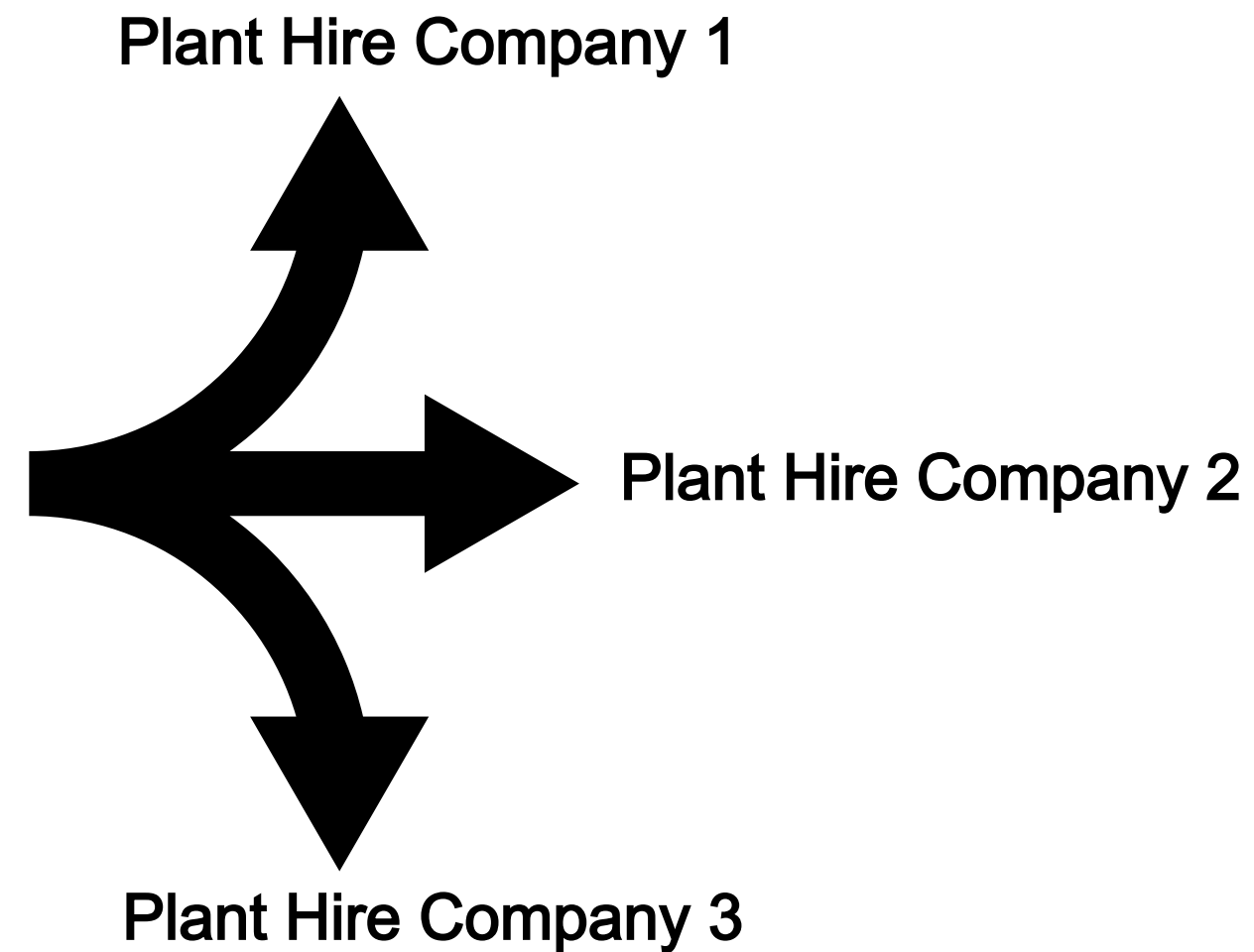
The discussion is not whether safety applies. The discussion is how best to achieve it.

Vehicle Discussion



Responsibility follows operational control.

Shared Subcontractors



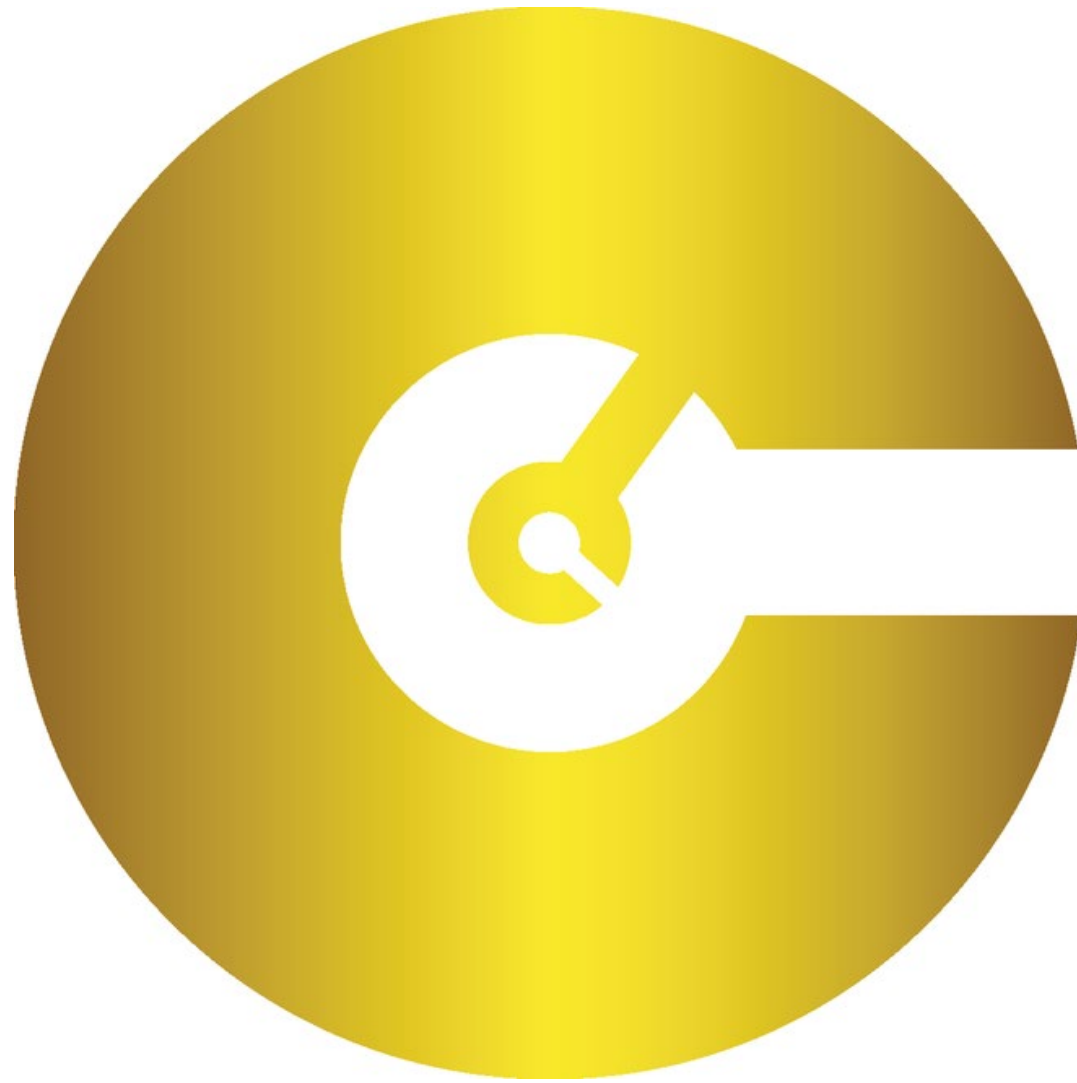
Responsibility follows operational control.

Benefits To Industry



Better visibility creates better accountability.

Why This Matters

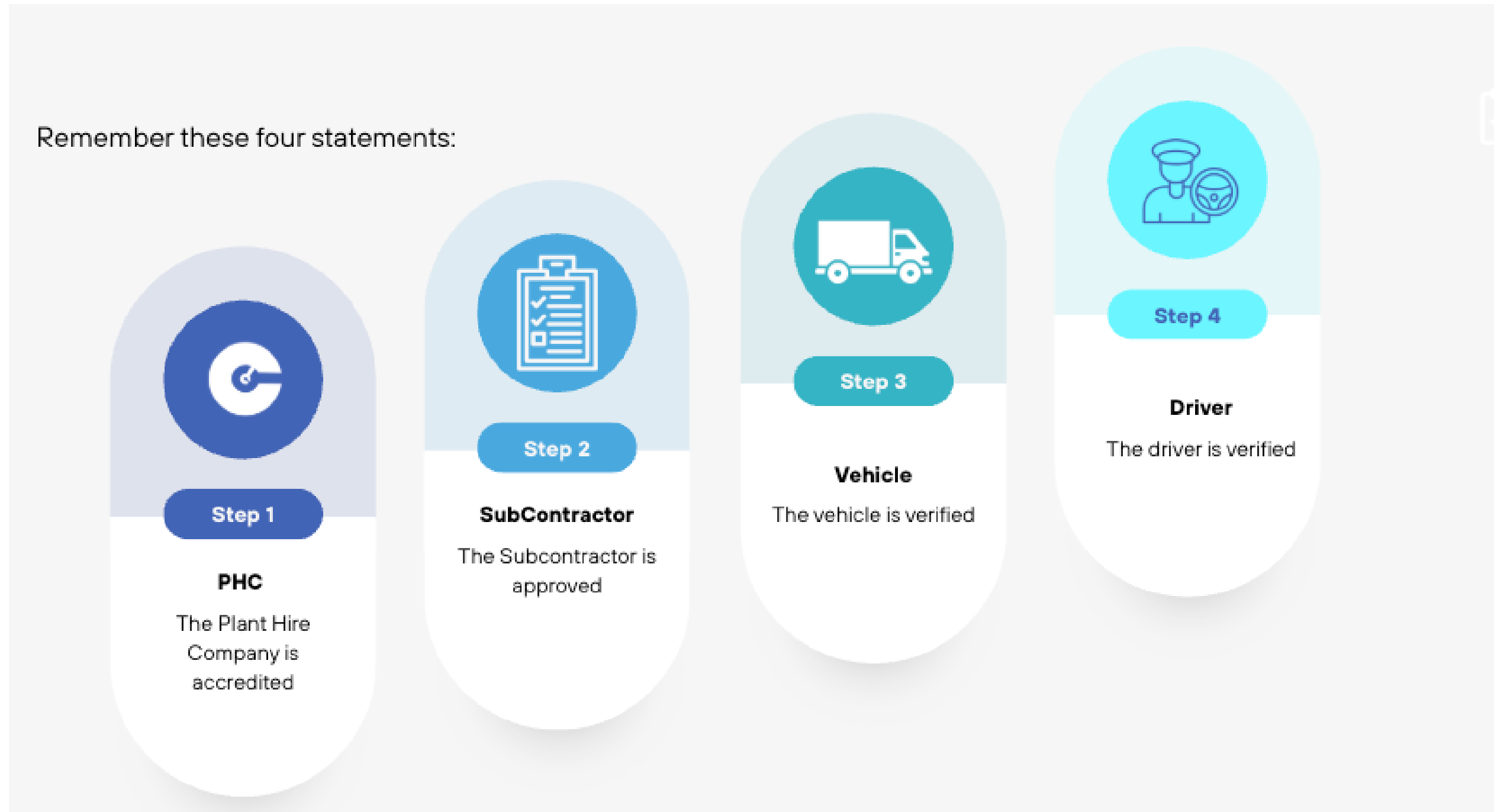


- 1 -VERIFY
- 2 - MANAGE
- 3 - ASSURE



Safer construction logistics through accountable supply chain management.

Closing



And together those principles provide a practical pathway to safer construction logistics across Australia.

Thank you to Our Members, Supply Page Partners and Supporters





Thank you

For more information visit:

Website: www.clocs-a.org.au

Email: info@clocs-a.org.au

Phone: 1300 68 11 34

