

CLOCS-A:

Construction Logistics and Community Safety – Australia

*Planning
Workshop
Minutes*



Event Date: 23 February 2022
Time: 10:00am
Length: 3 hours
Location: Teams
Chair: Jerome Carslake & Michael Holmes
Summary by: Olivia Dobson

1. Welcome and Introductions

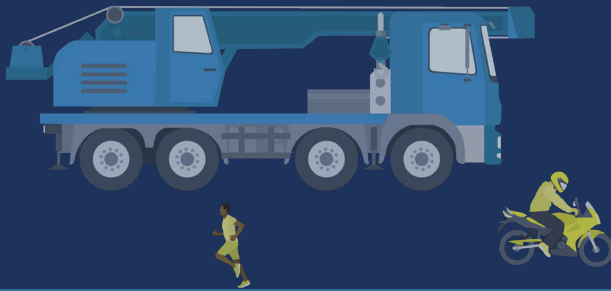
- Acknowledgement of MoU members and TG contributors

2. Progress to date, CLOCS-A Project Plan, Deliverables and Timeline

- Progress since May 2021 meeting
- Project objectives
- Project deliverables
- Timeline

3. CLOCS UK Delivery – Q&A

- Due to technical issues, Andy Brooke was unable to join the workshop to present. He will be contacted at a later date to provide more information on the CLOCS UK Delivery and answer stakeholder questions.



CLOCS-A has been endorsed to improve heavy vehicle safety and will receive key funding through the National Heavy

Vehicle Regulator's (NHVR) Heavy Vehicle Safety Initiative, supported by the Federal Government.

To find out more, or to register your support

Jerome Carslake | NRSPP Director
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4. The CLOCS-A Standard and Governance – What Does That Look Like?

- Purpose and scope
- Proposed structure
- Example CLOCS-A standard – a principal contractor’s perspective
- Example CLOCS-A standard – a transport company’s perspective
- Development timeline
- Proposed governance structure of CLOCS-A
- Questions and answers
 - Will there be a sub-set that shows local government vehicle use, deliveries in urban areas, etc. is included in CLOCS-A?
 - The primary focus of CLOCS-A is construction projects and construction supply chains at this stage, however that is a potential thing we can look at in the future. We have had some discussions on this topic, and it is very important. CLOCS-A doesn’t exclude local government at this stage, considering that local government is responsible for precuring a lot of building developments, so there is a space for local government to participate and champion CLOCS-A. In the UK, there are several boroughs who specify minimum CLOCS standards for local government projects.
 - Will ARTC be involved in CLOCS-A?
 - This is important to consider and is something which will be looked into.
 - From a contextual, historical perspective, where did the last attempt to launch CLOCS-A finish up, and is this a national re-launch?
 - There was momentum in the previous attempt, however there was some changes in leadership and the project fell away. The current iteration of CLOCS-A builds on the framework previously set up, instead of replicating it.
 - How will national system work in smaller jurisdictions?
 - We’ve reached out to some of the smaller jurisdictions, and they have responded that they will be following closely, and they are very welcome to be involved in any aspects of the development.
 - What are your thoughts on who will host the CLOCS-A standard in the long term?
 - This will likely be similar to CLOCS-UK, which is not hosted by government but an independent third party.

5. Case Study Example and CLOCS-A Applied by Major Transport Infrastructure Authority

- Vulnerable Road User Initiatives – Rail Projects Victoria and the Major Transport Infrastructure Authority
 - Typical Contract Requirements Examples
 - Implementation Strategy
 - Challenges
- Questions and answers
 - Common problems for cyclists are building sites which take up the left area of the road, footpaths, and bike lanes, forcing bikes into traffic. How is that addressed in Victoria in regard to your projects?
 - Several examples of how traffic management can be set up for that is outlined in the document that some of the stakeholders and working groups developed and produced – available at <https://www.vicroads.vic.gov.au/safety-and-road-rules/road-safety-programs/construction-trucks-and-community-safety>
 - A lot of these issues can be foreseen and addressed in the planning and design phase of the construction project – this is where the client comes in and the importance of ensuring these factors are built into the contract and designed to avoid this situation.
 - Audits also ensure that everyone is doing what they are supposed to be doing.



6. CLOCS-A Within the National Road Safety Strategy

- The National Road Safety Strategy 2021-2030
 - Targets by 2030
 - Priorities
 - When heavy vehicles and vulnerable road users mix
 - Movement and place
 - Implementation of CLOCS-A through the NRSS 2021-30
 - The Social Model
- Questions and answers
 - Will the NRSS impose accreditation requirements on jurisdiction contract requirements?
 - The action plan, the detail behind the strategy, is currently in development but that is a key goal. Whether that is achieved in this action plan or the next iteration is not yet known.
 - Are there elements of the plan which address how cities can better function in evenings (with regards to technology), and are there opportunities for quiet electric vehicles to operate at night?
 - This is currently an unknown to us at the moment, and we had to focus on what transport and infrastructure ministers tasked the taskforce with, which is a narrow, specific road safety strategy. We have these other things at the back of our mind, and we want to keep it as alive as possible so that when there's change we can adapt more quickly than in the past when it was set forever.
 - Will the NRSS engage more or create a set of standards for delivery platform operators with regards to bicycles and motorcycles as work vehicles?
 - Yes – we got a lot of recognition for putting the gig economy and bicycle delivery drivers as a key risk, so we know that we need to support organisations to make a safety framework for organisations to have a system that supports workers and prevent crashes. We recognise that it's the organisation that have the most power here, and we want to help them get there, and there is more work to be done on this in the future.

7. TG Work Streams

- TG1: Vehicle Safety
 - Stakeholders
 - Aim
 - Pipeline of planned deliverables in stages for TG1
- TG2: Driver Safety
 - Stakeholders
 - Aim
 - Stages
 - Questions and answers
 - Is distraction in the mix for Driver Safety?
 - Yes absolutely
 - Will CLOCS-A influence the training.gov standards as set out in the requirements for Certs I-IV in driving/logistics?
 - Yes, we do have a part to play in that in regard to influencing what is including in these certificates and identifying gaps. This is something we can pursue long-term
- TG3: Logistics and Planning
 - Stakeholders
 - To be activated
 - Work program
 - Assembly of potentially useful freight/logistics standards
 - Case studies – City logistics SUGAR urban freight compendium – London Construction Freight Consolidation Centre
 - Sharing the VicRoads road use construction charges policy
 - Approaches to potential CLOCS-A community members
 - Appointment of CLOCS-A Logistics Student underway
- TG4: Community and Advocacy
 - Stakeholders
 - Purpose
 - Approach
 - Planned deliverables
 - Case Studies
 - Appointment of Swinburne Masters Strategic Communications student to support

8. Discussion, Summary and Close

TG1 – Michael Chan: Michael.Chan@roads.vic.gov.au

TG2 – Michael Holmes: Michael.Holmes@transport.nsw.gov.au

TG3 – Kim Hassall: translog@iprimus.com.au

TG4 – Jerome Carslake: Jerome.Carslake@monash.edu

Office of Road Safety – Gabby O'Neill: Gabby.oneill@infrastructure.gov.au

MTIA – Bill Greer: bill.greer@railprojects.vic.gov.au

Attendees

Jerome Carslake	NRSPP	Hadi Ghaderi	Swinburne University
Abdullah Khan	Transport for NSW	Jeff Hui	Grasshopper Environmental
Adam Brighthouse	Toowoomba Shire Council	Jen Grigg	Worksafe
Alex Metric	Mt Baw Baw Shire Council	Jim Sarkis	Bingo INDUSTRIES
Andrew King	3M	John Naoum	CPB
Anne L Taylor	Major Transport Infrastructure Authority	Karl Brock	John Holland Group
Anthony Kwok	Trimble	Kayla Macneil	TfNSW
Antonia Gausachs	Amy Gillett Foundation	Kim Hassall	CILTA
Astrid A Kauffman	MTIA	Len Woodman	City of Sydney
Bastien Wallace	Lime	Les Kriesfeld	Worksafe Victoria
Bill Greer	MTIA	Luke Wilby	TfNSW
Bill Pawley	CDP Lendlease	Martin Toomey	ARTSA-I
Brendan Dwyer	Office of Road Safety	Matt Bennett	Aurecon
Brent McCorkell	Blacktown City Council	Merv Rowlands	Construction Vehicle Consulting
Cameron Marsh	Blacktown City Council	Michael Chan	Vic DoT
Chris Loose	Truck Industry Council	Michael Holmes	Sydney Metro
CJ Manjarres Wahlberg	Avopiling	Michael Lavender	McConnell Dowell Constructors
Damiano Ambrosini	Worksafe Victoria	Nicki Wragg	Swinburne University
Daniel Kelly	Laing O'Rourke	Olivia Dobson	MUARC
Dean Jones	Acciona	Owen Corey	HSE Global
Dean Gutteridge	Gold Coast City Council	Patrick Trowse	Bicycle Queensland
Drew Gaynor	dgaynor.consult	Peter Brownsdon	Hanson
Donna Conley	Worksafe Victoria	Peter Zmuda	CPB Contractors
Fiona Lehn	Transurban	Rachel Carlisle	Vic DoT
Gabby O'Neill	Office of Road Safety	Rachel Nash	NHVR
Glenn Brown	PACCAR	Robert Wood	Boral
Greg Cain	Victorian Transport Association	Rohan Gerrard	
Gregory Dikranian	TfNSW	Ron Shanks	Private
		Royce Christie	Roads Australia
		Scott McPherson	SCESCO MAX
		Sharon Newnam	MUARC
		Sumesh Singh	McConnell Dowell Constructors
		Tammy Aylett	Sydney Metro
		Tia Gaffney	ARRB
		Tonia Bergmanis	Office of Road Safety

To find out more, or to register your support

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Apologies

Amy O'Neill	John Holland Group	Jeremy Woolley	CARSA
Amelia Cavanagh	AGF	Jo Cruickshank	NT Government
Andy Brooke	CLOCS – connection issues	Karl Christensen	Brisbane City Council
Bill Mckinley	ATA	Karyn Welsh	CILTA
Bradley Hamilton	Lantrack	Kevin Halpin	VTA
Brandon Hitch	The Crane Industry Council of Australia	Lora Colussi	Aurecon Group
Christopher Molesworth	Office of Road Safety	Mark Mills	Sutherland Shire Council
Damon Jeffery	City of Sydney	Mark Noble	Holcim
Elizabeth Waller	Transurban	Meryl Hunt	Worksafe
Emily Hicks	Office of Road Safety	Michael Burden	TfNSW
Fiona Ray	NT Government	Michael Ross	NHVR
Geoff Hoad	Black Town City Council	Paul O'Toole	Acciona
Greer Banyer	TfNSW	Paul O'connell	Acciona
Hannah Lewis Dalby	Laing O'Rourke	Peter Griffiths	Macquarie
Ian Griffiths		Philip Roper	O'Brien Traffic
Ian J McLeod	MTIA	Robert Thompson	John Holland CPB Ghella JV
Irene Narayan	Grasshopper Environmental	Ryan Noble	Grasshopper Environmental
		Tim Fleming	Macquarie
		Will Grainger	John Holland Group

