

CLOCS-A Technical Group 2:

Driver Safety

Terms of Reference

Purpose

Technical Group 2 for Driver Safety is established to develop supporting standards, policies and tools for the CLOCS-A Program which relate to the minimum training, competency, fitness for duty and safe driving behaviour standards for drivers who operate heavy vehicles in complex road environments (urban and rural) and share the road with vulnerable road users such as pedestrians, bicycle riders and motorcycle riders.

Background

The Construction Logistics and Community Safety – Australia (CLOCS-A) Program is a national construction logistics safety program in development with stakeholders from government, construction, transport and community road safety groups, designed to improve work-related road safety on construction projects.

The CLOCS-A Program and its deliverables are guided by the Safe System approach to road safety. The Safe System approach recognises that humans are fallible, and people make mistakes, however mistakes when using the road transport system should not result in someone losing their life or being critically injured. A Safe System, which consists of the road network, its vehicles, speeds, and the road users who interact with the system must therefore be designed and used in a way which prevents fatal and serious injury outcomes.

CLOCS-A aims to contribute to and strengthen the elements of the road transport system through best practice strategies proven to reduce road trauma and improve public safety around construction heavy vehicle movements, particularly with interactions between vulnerable road users. Further, it aims to streamline construction project standards by establishing a nationally consistent framework that can be referred to by industry.

The CLOCS-A Technical Group 2: Driver Safety has been established specifically to develop the:

- Overarching training and competency standards which provide heavy vehicle drivers with the knowledge, skills, and motivation to operate heavy vehicles safely in diverse road environments and share the road safely with vulnerable road users and develop empathy for them; and
- Minimum standards for ensuring driver fitness for duty and safe driving behaviours in the construction industry.

Principles

1. Tools and systems need to be underpinned by evidence and guided by the Safe System approach to road safety.
2. Tools and guidance need to be relevant, intuitive, adaptable, and scalable depending upon the size of the project and/or entities/organisations using the tools and guidance.
3. What is developed can be applied and shared across the entire industry – one standard.
4. Where possible, build on what already exists and is being used and then look to adapt.
5. Contributions and background Intellectual Property are all acknowledged and once agreed is identified as CLOCS-A.
6. The Technical Group 2 is a contributor within the CLOCS-A eco-system and where appropriate will ensure the outputs align with other Technical Groups.
7. Meetings can be held virtually and as required.

8. In the unlikely event the Technical Working Group disagree in a recommendation are referred to the Steering Group to resolve.
9. Reflect the original purpose of CLOCS-A which is community safety.

Roles and Responsibilities

Partners of the Technical Group will have the following roles and responsibilities:

- Share information.
- Help advise and guide the development of tools, standards and processes.
- To act as a reference group for further advice when required.
- Ability to act as trial partners

Technical Group Partners

The Technical Group includes:

- Amelia Cavanagh – Amy Gillett Foundation – Chair
- Michael Holmes – Sydney Metro – Co-Chair
- Craig Weigh – Hanson
- Kayla McNeil – Transport for NSW (TfNSW)
- Jeff Hui – Grasshopper Environmental
- Jim Sarkis – Bingo Industries
- John Naoum – CPB Contractors
- Mark Williams - Boral
- Robert Thompson – CPB Contractors
- Dr Sharon Newnan – Monash University Accident Research Centre
- Owen Corey – HSE Global
- Adam Cordukes – Sydney Metro

Deliverables

- Development of *Driver Safety* Requirements of CLOCS-A Standard
 - Licensing Verification Requirements
 - Training and Competency Standards
 - Minimum Elements/ Knowledge and Performance Criteria
 - Assessment Conditions (i.e., theory/ practical settings, minimum teaching time)
 - Application and Scope
 - Fitness for Duty Standards (incl. fatigue management, mental and physical health, drug and alcohol testing)
 - Safe Driving Behaviour Standards
- Identification of existing training courses and/ or units of competency which meet the training and competency standard
- Share existing units or competency standards and share with TG for review and comparison
- Development of supporting tools to assist industry communicate hazards and risks (i.e. toolbox talks, induction slides)
- Ongoing evaluation of effectiveness of training programs
- Case studies and webinars of CLOCS-A champions
- Creation of awards for successful participants
- For future consideration, development of rural-specific training guidance

Development Process

1. Define problem / issue
2. Analysis of current regulations, industry standards and practices
3. Development of draft CLOCS-A standard requirements

4. Consultation with Supporting Partners and Steering Group
5. Agreement of Driver Training and Competency Requirements for CLOCS-A Standard
6. Implementation of Standard
7. Monitoring and Evaluation

Representation to Ensure Diversity and a Broad Cross Section

- Industry representatives
- Training organisations
- Government departments
- Road safety organisations

Timelines

- Align the technical working groups to the milestones
 - Review
 - Consultation, accept, modify
- Target dates in place to align with the HVSI application
- Components within the Draft Guide which relate to this Technical Group.