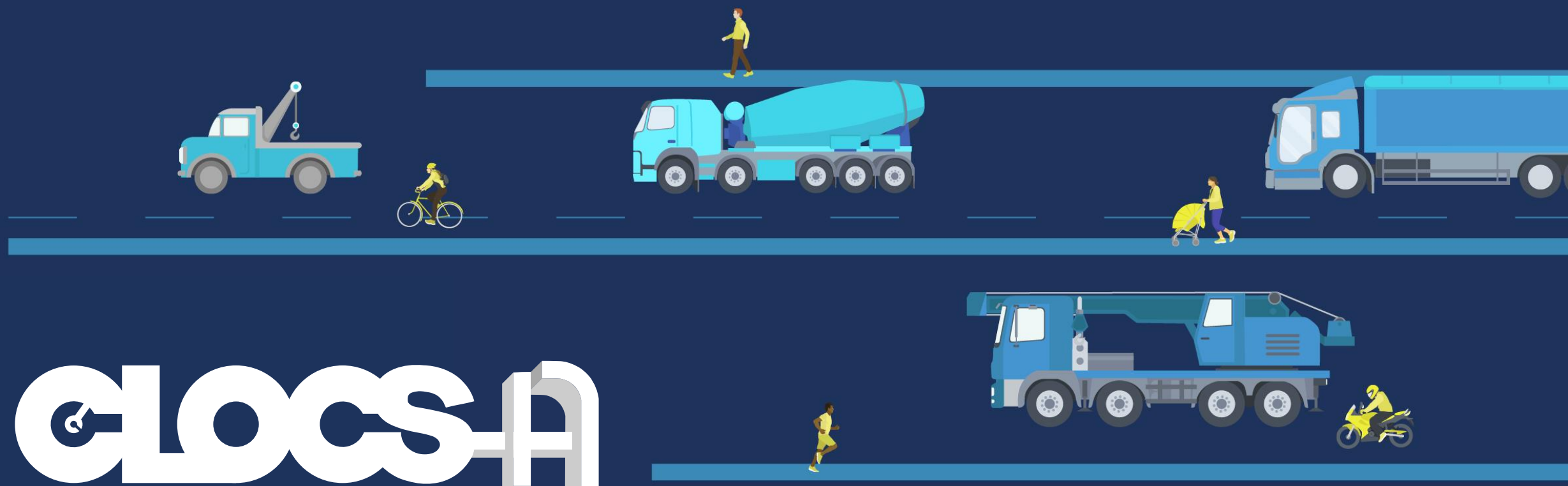


CLOCS-A Closing Workshop: A new paradigm in sharing the road safely – we all win!

The CLOCS-A project is funded by the National Heavy Vehicle Regulator's Heavy Vehicle Safety Initiative, supported by the Federal Government.

A partnership between:

MONASH University ACCIDENT RESEARCH CENTRE

NRSPP NATIONAL ROAD SAFETY PARTNERSHIP PROGRAM

Closing Workshop Agenda

1. Welcome and thanks for your support
2. CLOCS-A Standard Finalisation
3. Auditing and Accreditation
4. Supporting Tools
5. Governance Structure
6. Acknowledgements
7. Other Business
8. Close

Why we are here

1. Construction projects
   - Stand alone events
   - Project approach to national adaption
2. CLOCS-A is not about legislation – systems approach
   - Provides baseline standard
   - Consistency and confidence for industry
   - For big, medium and small operators/projects
3. Community confidence is key
   - See through each others eyes
   - Sharing good practice – win-win
   - Adapting what exists
   - Share responsibility of road safety
   - Oxford study: Leading successful large companies collaborate

Aims of CLOCS-A

Aims of implementing a national standard for construction logistics safety:

- Best-practice management of construction transport safety risks and reduce road trauma
- Reduce public complaints and build community and stakeholder trust
- Improve construction delivery efficiencies
- Single and consistent contract requirement
- Provide investment confidence to industry

We know it works

CLOCS-A is inspired by the success of the CLOCS Program that Transport for London established to tackle the same challenges we're now facing in Australia. CLOCS is now the UK's only safety standard for construction logistics, consolidating multiple standards and policies into one work-related road safety standard.

Widely recognised as world's best practice in protection for VRUs, evaluations showed CLOCS achieved:

47%
reduction in fatal and serious crashes between heavy vehicles and VRUs

37%
fewer complaints

25%
drop in total collisions

76%
less likely to commit licensing offences

Coroner Recommendations

QUEENSLAND COURTS

OFFICE OF THE STATE CORONER

FINDINGS OF INQUEST

CITATION:	**Inquest into the death of Rebekka Tine Lousdal Meyer**
TITLE OF COURT:	Coroner's Court
JURISDICTION:	Brisbane
FILE NO(s):	2014/3357
DELIVERED ON:	9 December 2015
DELIVERED AT:	Brisbane
HEARING DATE(s):	19 – 21 August 2015
FINDINGS OF:	Christine Clements, Coroner
CATCHWORDS:	CORONERS: Inquest – cyclist death ir conventional truck and dog trailer, rest visibility of conventional truck, ways to safety

REPRESENTATION:

Counsel Assisting	Dr Anthony Marinac
Brisbane City Council	Mr DA Quayle i/b/ Brisbane
Mr Jody Jeffrey	Mr PJ Shields of Peter Shie

Coroner pushes for improved safety for cyclists after inquest into Danish cyclist Rebekka Meyer's death

REBEKKA Meyer was cycling to uni just like she did every other morning when she lost her life in a "horrific and meaningless" way.

Lauren McMah

@lauren_mcmah

3 min read December 10, 2015 - 4:29PM

news.com.au

Rebekka Meyer

IN THE CORONERS COURT
OF VICTORIA
AT MELBOURNE

Court Reference: COR 201

FINDING INTO DEATH WITH INQUEST

Form 37 Rule 63(1)
Section 67 of the Coroners Act 2008

Findings of:	Caitlin English, Deputy State Coroner
Deceased:	Arzu Karakoc
Delivered on:	1 November 2021
Hearing date:	2, 3, 4 March 2021
Assistant to the coroner:	Senior Constable Jeff Dart
Counsel for family of Arzu Karakoc:	David O'Brien instructed by Arnold Thomas Lawyers
Counsel for Transport for Victoria:	Paul Lawrie instructed by Victorian Go Solicitor's Office
Counsel for Prabhjot Singh:	Manjot Singh instructed by Dhillon Legal Ba Solicitors

1

Cyclist Arzu Karakoc: Truckie was on phone during crash, court told

A truckie was on the phone to a colleague when he hit a Melbourne mum who was cycling across an intersection, a court has been told.

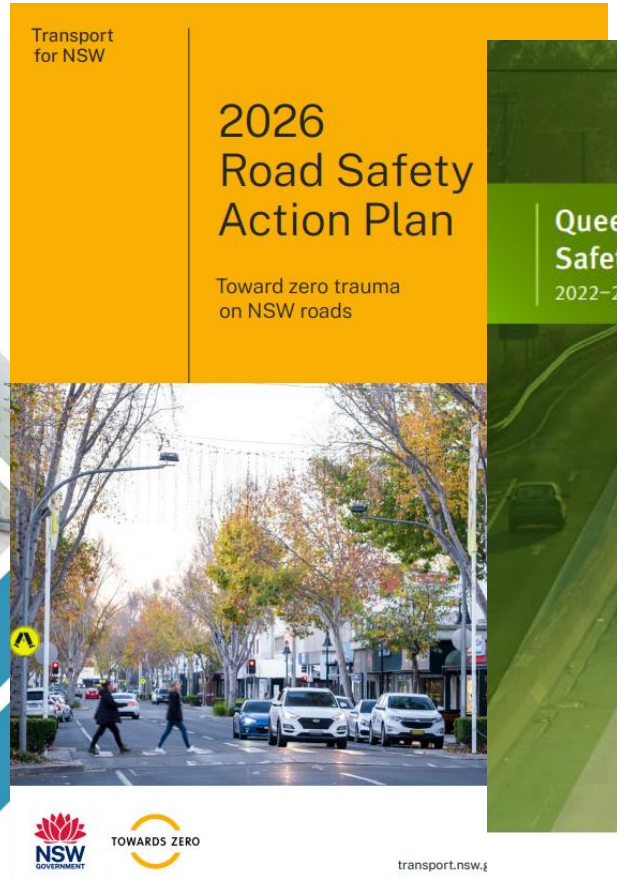
Caroline Schelle

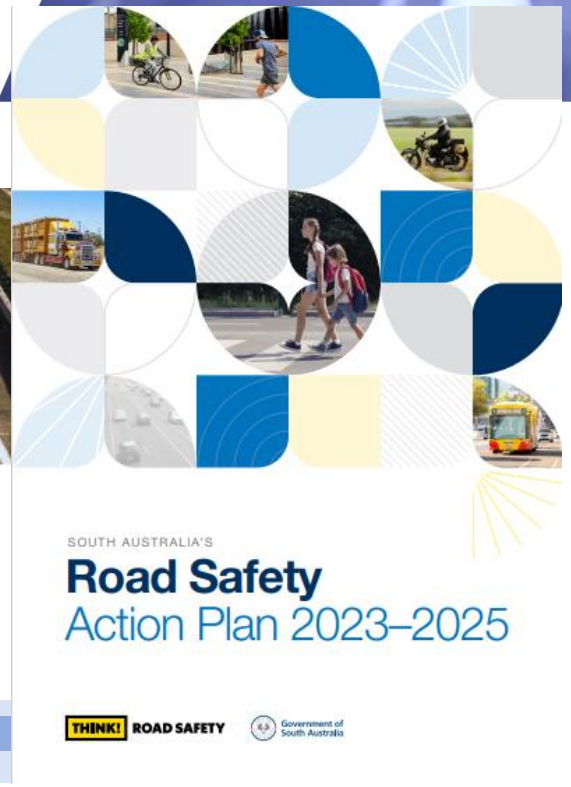
2 min read March 2, 2021 - 5:29PM

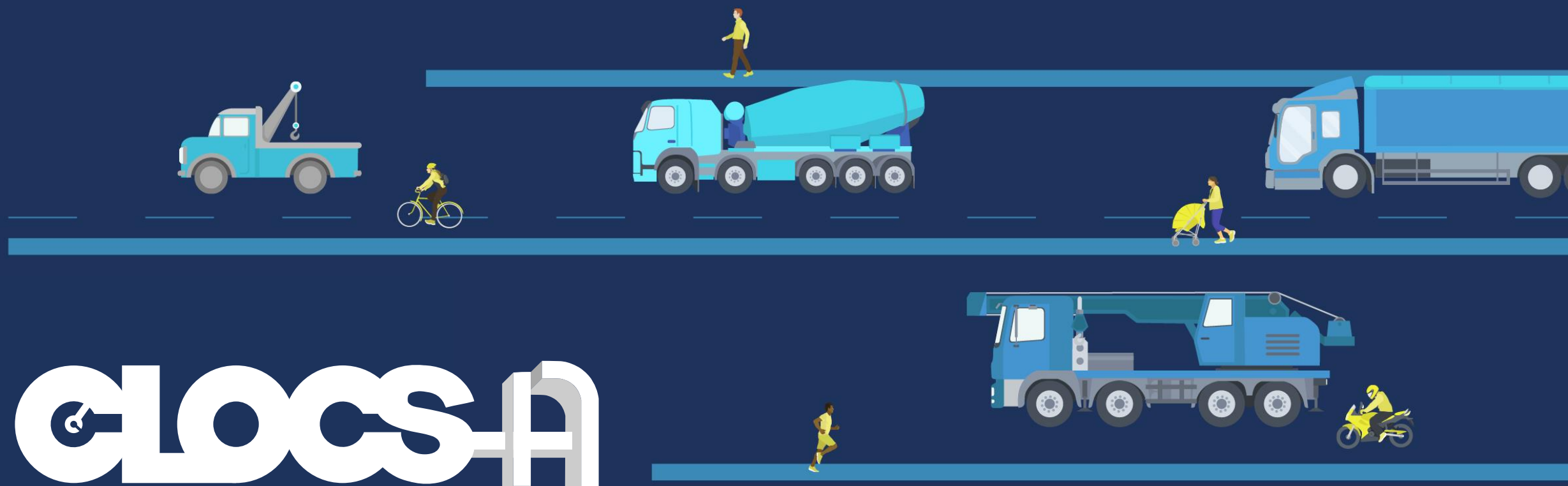
NCA NewsWire

Every year over a thousand Australians die in preventible road deaths, with the number set to spike around the holiday season. Watch to see more...

National and State Government Prioritise CLOCS-A







CLOCS-A

#2 - CLOCS-A Standard Finalisation

A partnership between:

MONASH University ACCIDENT RESEARCH CENTRE

NRSPP NATIONAL ROAD SAFETY PARTNERSHIP PROGRAM

The CLOCS-A Standard – Development Timeline

February 22

- Technical Groups 1-4 workshop and draft requirements
- Consolidation Group develop structure and incorporate requirements
- Audit / self-assessment process development

November 22

- Technical requirements consolidated in first draft CLOCS-A Standard
- Draft Audit / self-assessment process drafted
- Draft Sustainability and Governance
- Supporting tools development

April 23

- CLOCS-A Standard Final Draft
- Audit and Accreditation Process Final Draft
- Supporting tools development

June 23

- Publishing of CLOCS-A Standard and Audit and Accreditation Process

CLOCS-A Standard

Consultation

- Draft CLOCS-A Standard released for feedback on 25 November 2022 following National Consolidation Workshop
- Consultation open to the CLOCS-A industry network (Government Departments; Clients; Principal Contractors; Transport Companies; and Road Safety Groups; Fleet Providers)
- Additional stakeholders approached: NHVR; Master Builders; Construction Supply Chain Council and Transport Workers Union; Peak Associations (CCAA; IPWEA; Local Govs)
- Consultation period remained open for 8 weeks
- >120 comments were received in total from stakeholders


Construction Logistics and Community Safety – Australia Standard (draft outline)

CLOCS-A Standard

Review

- Initial review by Consolidation Group and comment allocation to Technical Group Leads for review with respective members and SMEs
- Technical Groups formalized position on each comment (accepted for update/ no further update/ for consideration of CLOCS-A Host) and have provided a response
- Consolidation Group reviewed and identified necessary updates to the CLOCS-A Standard or flagged comment for future work

#	Section	Comment	Response	Responsible Gro	Action Required
35	5.2.1 Risk Assessment "iii. Risk assessments shall be used to determine the minimum CLOCS-A Accreditation level (Bronze/ Silver/ Gold) to be specified in contracts."	We should provide some guidance for users of the standard here. LXRP- Agreed - need guidance to align level and types of risks identified to suggested minimum level of accrediation	Accepted. This is provided in the CLOCS-A project risk rating tool developed by MR. Reference to this tool is included as part of update to the Standard.	Consolidation Group	Completed
84	5.4.6 Safe Driving Behaviours and Road Safety Culture "c)Develop and deliver a series of heavy vehicle driver toolbox talks which provide drivers with up-to-date and on-going knowledge and awareness of safety alerts, hazards, issues affecting the industry and work activities in relation to the operation of heavy vehicles in the construction sector"	Suggest that this is centralised within the CLOCS-A agency as much as possible to reduce effort across the sector and made available online	Accepted. TG4 to provide base templates which can be used by CLOCS-A Champions. Organisations are still free to develop their own TBTs which are specific to their business and operations, and may wish to share these with industry peers through the CLOCS-A network.	TG2 - Driver Safety	Heavy vehicle driver toolbox talks to be developed and made available via the CLOCS-A website member portal Note: Changes to Standard not required.

CLOCS-A Standard

Updates to Draft

- Amendments have been made where comment was accepted by the Technical Group or Consolidation Group
- Amendments to the Standard are made in tracked changes and the updated CLOCS-A Standard issued to the Steering Group
- Where the comment did not apply to the scope of CLOCS-A Standard or constitute an update to the Standard itself, it has been flagged as an item for transfer to the CLOCS-A Host / Managing Body which is currently in EOI phase
  - Such items may include the development of supporting guidance or tools which sit outside the Standard itself

CLOCS-A Standard

Updates made to the Draft CLOCS-A Standard include the following:

- Drug and Alcohol Testing Requirements for Principal Contractors and applicability to Transport Subcontractors – PC's are not required to extend their D&A testing regime to Transport Subcontractors, but must have assurance that a policy and testing program is in place

- Removal of nominated *Role Responsible* initially allocated to requirements – Organisations will be responsible for nominating these roles

- Included in the Scope and Application which Heavy Vehicle activities are within scope of the CLOCS-A Standard (i.e. Definition of "Frequent Heavy Vehicle Movements")

- Inclusion of references to the use of "Safe System Assessments and Road Safety Audits as acceptable risk assessment tools to assess the safety risks along haulage routes

- Updated reporting requirements to submission of a Quarterly and Annual performance report against CLOCS-A data reporting

No Changes are made to the core requirements of the CLOCS-A Standard (see following slides)

Heavy Vehicle Safety Standards - *Summary*

Bronze

Must haves

CLOCS-A

- Bug defelectors
- Air intakes
- Bull bars
- Sunvisors
- Windscreen decals
- Window tinting
- Cab accessories
- Class V and VI mirrors
- Frensel lens
- Reversing cameras
  OR
  Reversing sensors
- Reverse beepers
- Amber beacons
- Conspicuity marking
- Drawbar colour
- Warning signage
- Wheel-nut indicators

Silver

Should haves

CLOCS-A

- Left-side blind spot cameras
  OR
  Left-side proximity sensors
- Left turn audible warning
- Day run lights
- Front Underrun Protection
- Side Underrun Protection - Trucks
- Side Underrun Protection - Trailers
- Rear Underrun Protection
- Euro V Emission Standard
- ABS - for trucks
- ABS - for trailers

Gold

Nice to haves

Telematics plus 4 of the remaining standards

- Telematics
- Roll Stability Control (Trailers)
- Electronic Stability Control (Trucks)
- Advanced Emergency Braking
- Lane Departure Warning
- Autonomous Reverse Braking
- Euro VI Emission Standard
  OR
  Zero Emission Vehicle

Driver Safety Standards

- Safe Driver
  - Authorised
    - Licenced
    - Process to Verify Licence
  - Trained and Competent
    - Training Needs Analysis
    - Low-risk Driving Skills
    - Vulnerable Road User Awareness - Advanced
    - Load Restraint
    - Fatigue Management
    - Vehicle Pre-Start Inspection
    - Breakdown Safety
  - Fit for Duty
    - Pre-employment medical check
    - Periodic Medical check
    - Drug and Alcohol Policy and Test Program
    - Fatigue Management Policy and Program
    - Health and Wellbeing Program
    - Workplace Design and Task Analysis
  - Safe Behaviours and Culture
    - Code of Conduct/ Safe Driving Policy
    - Mobile Phone Use/ In-cab distraction Policy
    - Regular Communication / Consultation (i.e. Toolbox Talk)
    - Monitoring of Driving Standards and Behaviour using technology and data
    - Driver Reward & Recognition Program

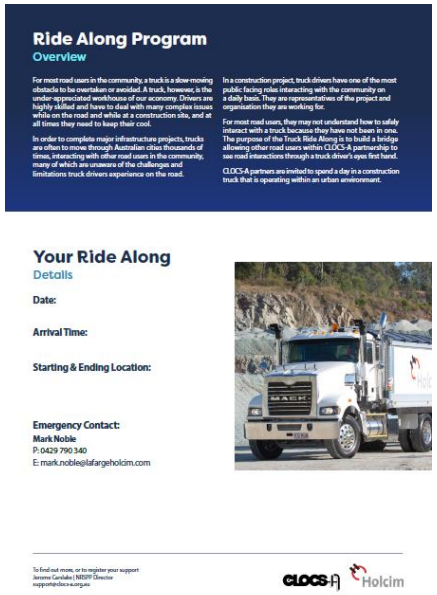
Logistics and Planning Standards

- Risk assessment of project
- Haulage route assessment and related risk
- Safety Planning in Design

- Construction Logistics Management Plan
- Construction Traffic Management Plan
- Planned Measures
- Performance Reporting

Communication and Engagement Standards

- Case Studies
- Logo and Signage
- Community engagement campaigns
  - Along haulage routes
  - Public events
  - Strategic engagement
- Monitoring of community complaints



Ride Along Program
Overview

For most road users in the community, a truck is a slow-moving obstacle to be overtaken or avoided. A truck, however, is the under-appreciated workhouse of our economy. Drivers are highly skilled and have to deal with many complex issues while on the road and while at a construction site, and at all times they need to keep their cool.

In order to complete major infrastructure projects, trucks are often to move through Australian cities thousands of times, interacting with other road users in the community, many of which are unaware of the challenges and limitations truck drivers experience on the road.

In a construction project, truck drivers have one of the most public facing roles interacting with the community on a daily basis. They are representatives of the project and organisation they are working for.

For most road users, they may not understand how to safely interact with a truck because they have not been in one. The purpose of the Truck Ride Along is to build a bridge allowing other road users within CLOCS-A partnership to see road interactions through a truck driver's eyes first hand.

CLOCS-A partners are invited to spend a day in a construction truck that is operating within an urban environment.

Your Ride Along
Details

Date:

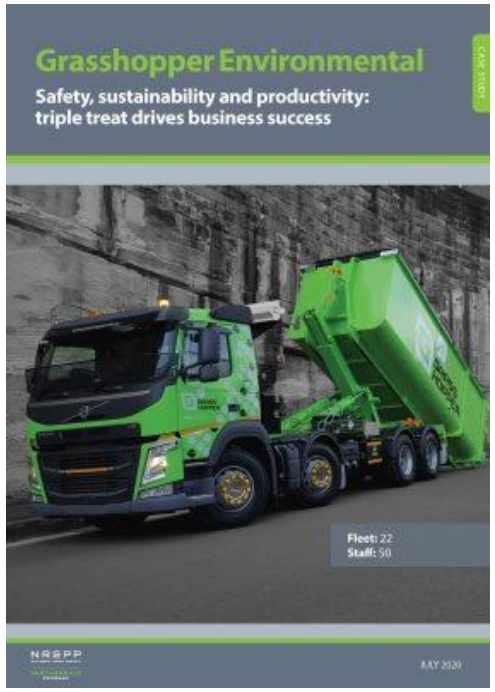
Arrival Time:

Starting & Ending Location:

Emergency Contact:
Mark Noble
P: 0429 790 340
E: mark.noble@lafargeholcim.com

To find out more, or to register your support
Jerome Cavalieri | NRSPP Director
support@clocs-a.org.au

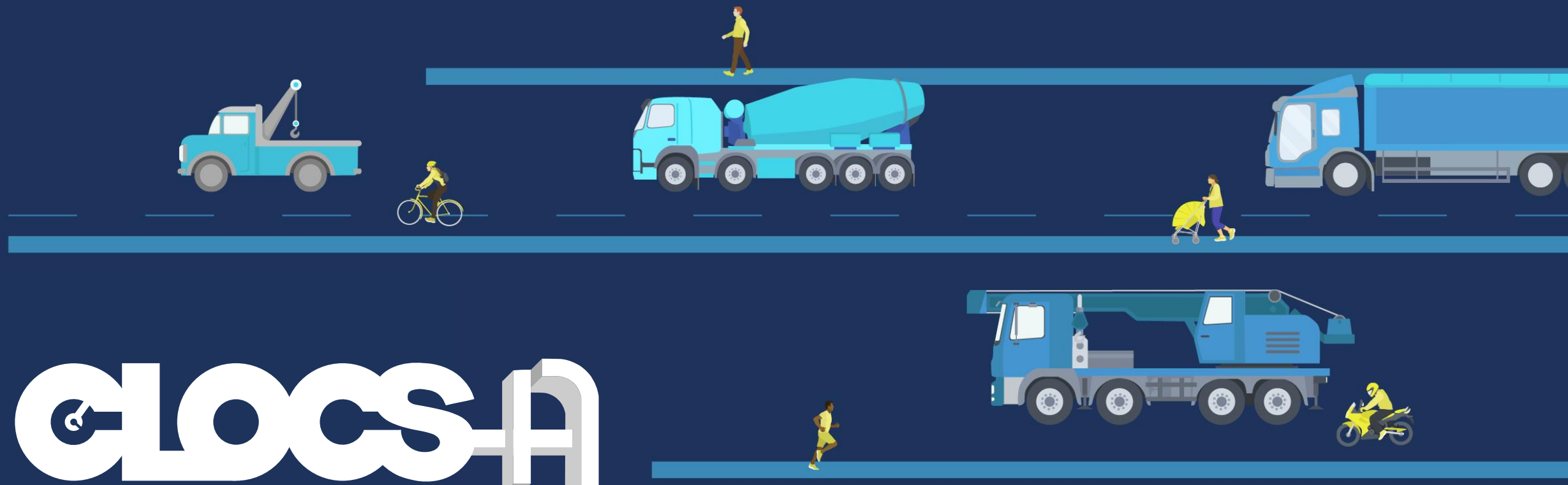
CLOCS-A Holcim



CLOCS-A Standard – Next Steps

- Final draft to be circulated to CLOCS-A community (opportunity for any remaining comment/ feedback) – May 2023
- Final review to be undertaken by CLOCS-A Consolidation Group and endorsement by Steering Group – June 2023
- Publication of CLOCS-A Standard Version 1 – 1 July 2023

Questions?



#3 – Auditing and Accreditation

A partnership between:

MONASH University ACCIDENT RESEARCH CENTRE

NRSPP NATIONAL ROAD SAFETY PARTNERSHIP PROGRAM

CLOCS-A Audit and Accreditation

Overview

Accreditation to CLOCS-A will demonstrate that an organisation has met all necessary requirements to comply with the CLOCS-A Standard

Organisations seeking to become accredited to the CLOCS-A Standard will need to pass an audit (Entry Audit or Re-accreditation Audit/ Self-Assessment)

Audit and Accreditation Business Rules and Standards (under development) outline the requirements and steps for an entity to gain accreditation to the CLOCS-A Standard and requirements auditors must meet to conduct a CLOCS-A Audit

Key Deliverable of NHVR HVSI Project and a governing principle to the MoU with CLOCS UK

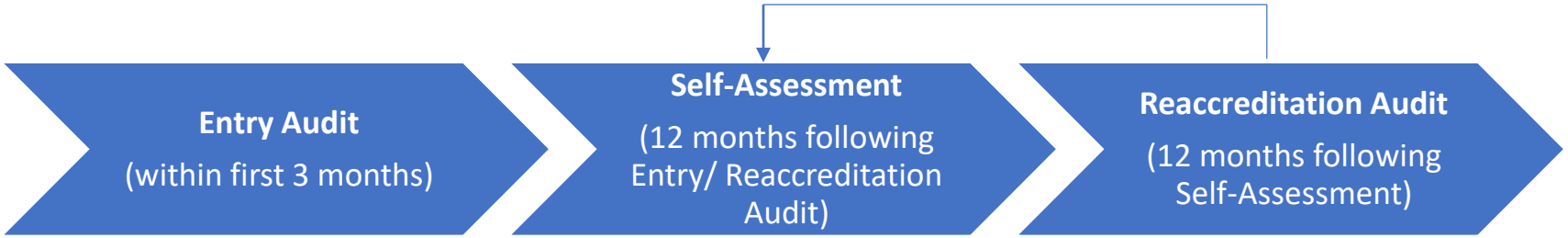
CLOCS-A Audit and Accreditation Business Rules and Standards – Under Development

Contents

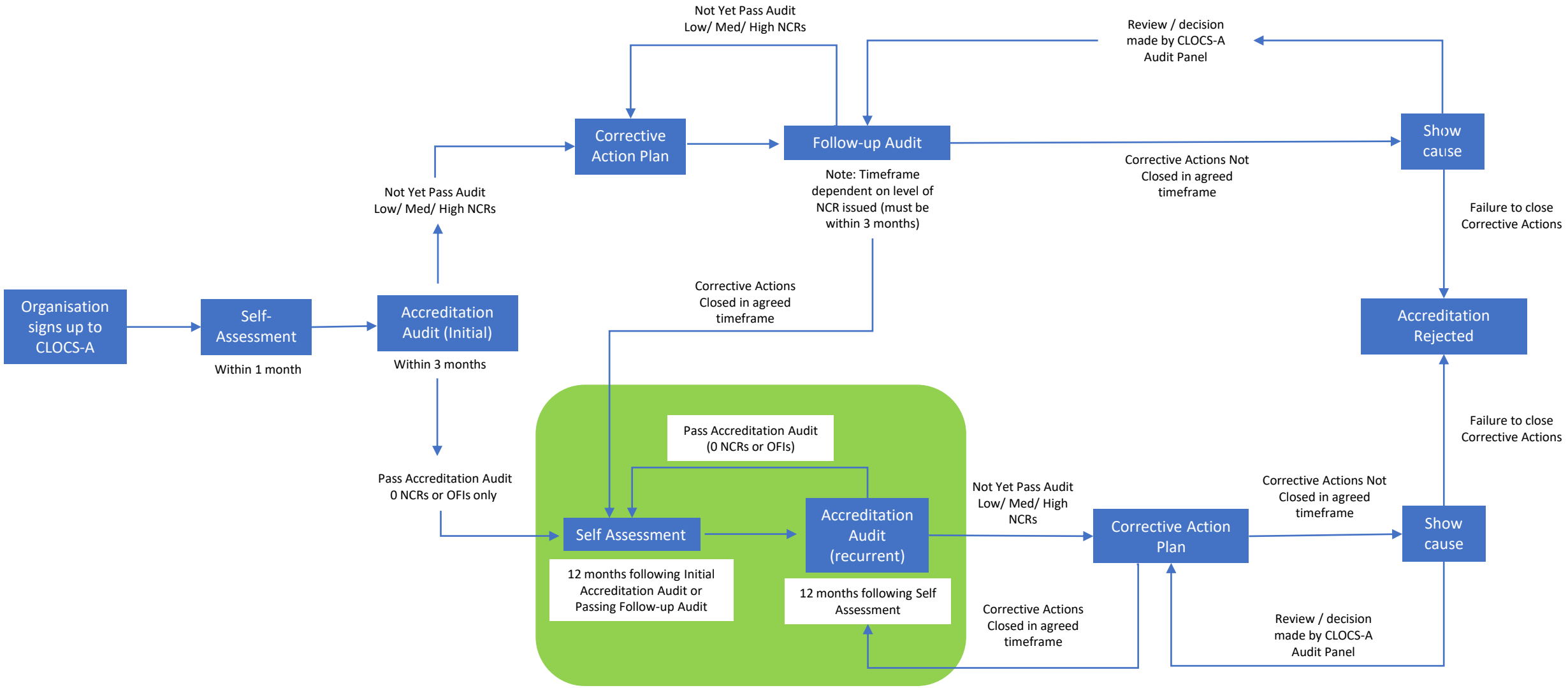
Audits - Audit timing

Audits

- **Initial Entry Accreditation Audit:** must be completed/ passed <u>within the first 3 months of applying</u> for accreditation.
- **CLOCS-A Self Assessment**: Required 12 months following Initial Accreditation Audit and every other year to the Reaccreditation audit
- **CLOCS-A Reaccreditation Audit**: Required 12 months after Self-Assessment or every second year
- **Other audits:** Triggered/ Random audits may also be initiated at any time by CLOCS-A Managing Body



Proposed CLOCS-A Audit and Accreditation Process



CLOCS-A

NRSPP NATIONAL ROAD SAFETY PARTNERSHIP PROGRAM

Progression to higher accreditation levels

- The CLOCS-A Standard has Bronze, Silver, and Gold – level requirements

- Progression to Silver and Gold Accreditation will be achieved by the organisation providing the required minimum level of evidence to demonstrate they comply with the requirement

- As such, an organisation cannot achieve Silver- level accreditation, unless it can demonstrate that the Silver requirements in the CLOCS-A Standard have been met

- Mixed level of compliance (i.e. for fleet or sites): If an Organisation has a mixed fleet of Bronze, Silver, Gold – level vehicles, they will be granted accreditation based on the level of which the majority of vehicles comply with

CLOCS-A identification and logo

Vehicles

- Nominated vehicles that pass a CLOCS-A Audit will be provided a CLOCS-A Accreditation Label which must be fitted to the vehicle following receiving accreditation.
- Note: Identification labels are only issued to nominated vehicles.

Sites

- Nominated sites that pass a CLOCS-A Audit will be provided a CLOCS-A Accreditation Logo which must be displayed at the entry to the nominated site following receiving accreditation.
- Identification logos are only issued to nominated sites and must not be displayed on sites that are not accredited.

CLOCS-A Auditors

Auditor Requirements

1. Auditor Code of Conduct

2. Certification (similar to existing HVA's under NHVAS, BOAS, etc.)

    1. Qualifications, Competence and Experience
        1. Alignment to existing accreditation schemes
        2. Relevant industry experience

    2. Auditor Exam

    3. Work-style assessment

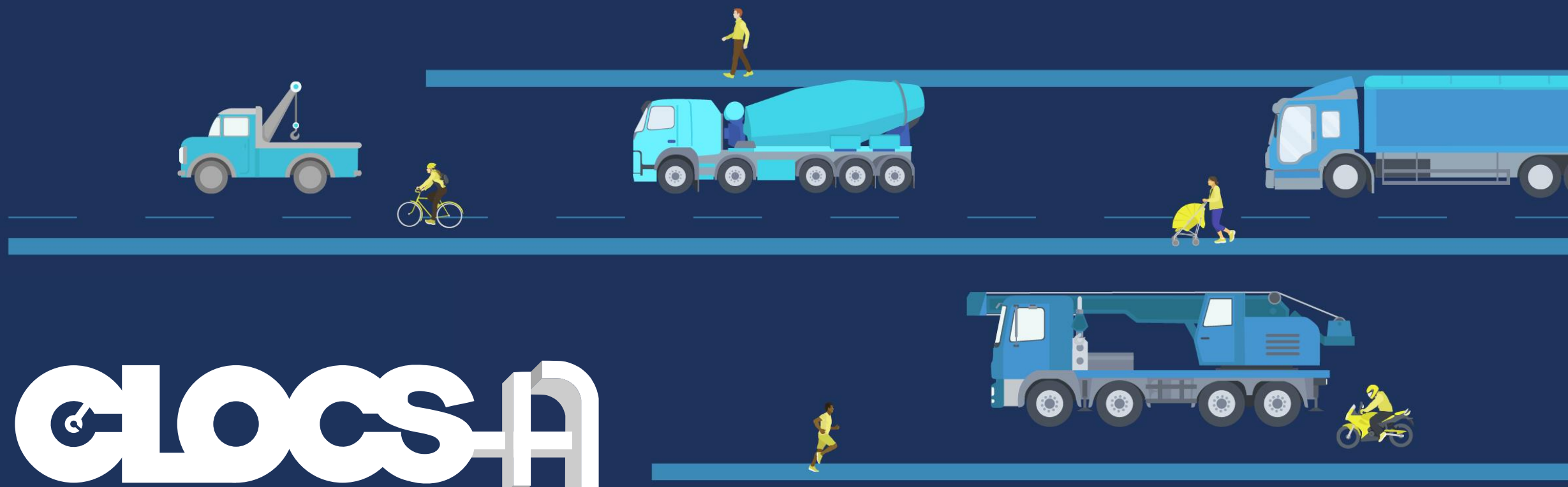
    4. Re-certification

3. Allocated by the CLOCS-A Host/ Managing Body to maintain independence

Next Steps

- **Audit and Accreditation Business Rules and Standards -** final draft to be endorsed by Steering Group and handed over to CLOCS-A Host
- Auditor Certification Program to be established by a recognised certification body
- Interested parties are welcome to comment on the Business Rules and Standards and can do so by getting in touch

Questions?



CLOCS

#4 – Supporting Tools

A partnership between:

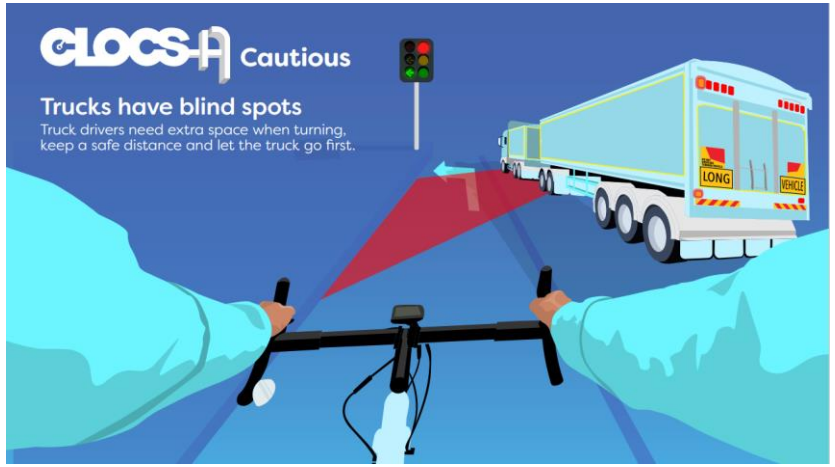
MONASH University ACCIDENT RESEARCH CENTRE

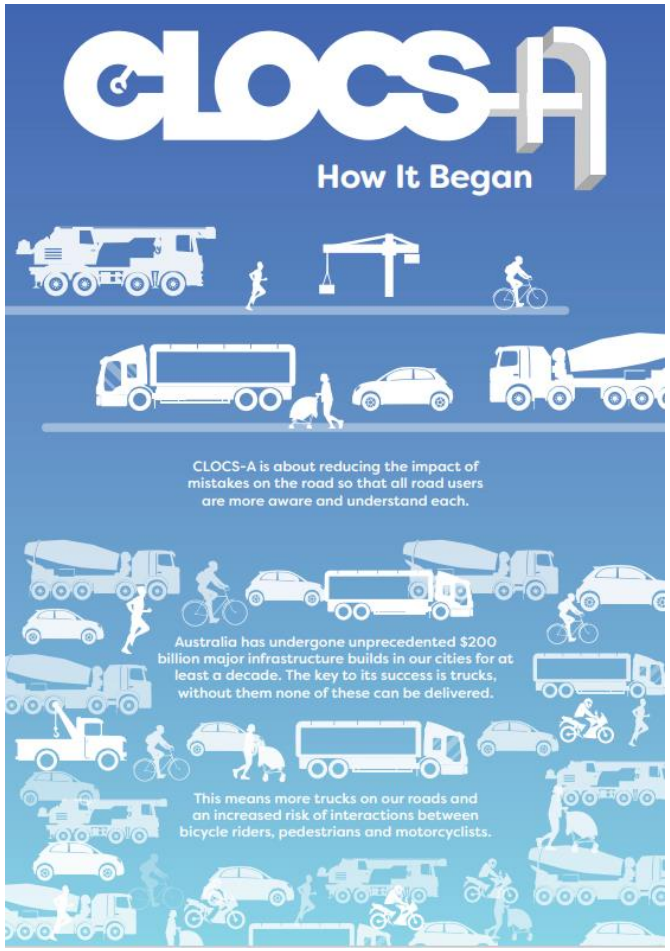
NRSPP NATIONAL ROAD SAFETY PARTNERSHIP PROGRAM

Supporting Tools

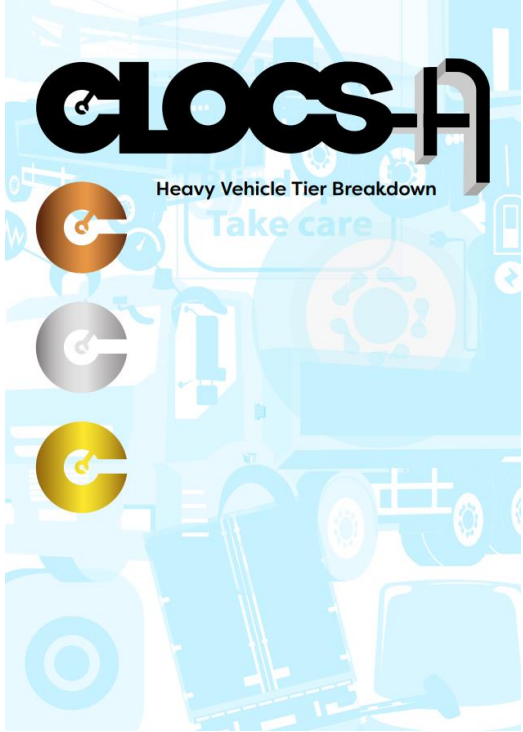
1. Branding / Tiers / Communications
2. Case Studies (10 near final)
3. Toolbox Talks (Victorian Department of Transport and Planning)
4. Tier Assessment Tool and Heavy Vehicle Inspection Manual
5. Ride Along, Templates and Community Guidance Pack
6. Website

Be Truck Aware / Signage





Tiers / Branding / Templates



Case Studies

- Left Turn Audible Alarms (Transurban)
- Left Turn Audible Alarms (MTIA)
- Side Underrun Protection Systems (Eather Group)
- Fleet Management Technology (JH-CPB)
- Conspicuity Markings (Transurban)
- CLOCS-A Ride Along
- Be Truck Aware (Transport for NSW)
- HIRA Tool
- Traffic Management System (St Kilda Road)
- Swapping Seats

Case Study

A Proactive Approach to Protecting Vulnerable Road Users:
Implementation of Side Underrun Protection Systems

Eather Group

Key Safety Focus:
Side Underrun Protection Systems

Side Underrun Protection systems (SUPs) are a vital safety technology that can shield vulnerable road users (VRUs), including pedestrians, cyclists, and motorcyclists, from severe or fatal injuries resulting from collisions with trucks. SUPs can help prevent a person from falling under the truck's wheels by pushing them away in the event of a crash, significantly improving crash survival rates[1]. These systems are readily available across Australia and can be retrofitted into new and existing fleet vehicles.

The Eather Group is engaged in several significant construction projects that require drivers to navigate densely populated areas such as the Sydney CBD. Acknowledging the substantial risks associated with truck and VRU interactions, the Eather Group proactively prioritised VRU safety by retrofitting SUPs on three fleet vehicles. This case study will explore the Eather Group's experience integrating SUPs into their fleet, emphasising SUPs as an effective and cost-effective solution for prioritising VRU safety in construction projects.

Implementation

To enhance VRU safety in highly populated areas like the Sydney CBD, the Eather Group made the decision to equip three of their vehicles with SUPs. Of these vehicles, two were newly acquired and had SUPs installed at an estimated cost of x, while the third vehicle required retrofitting, incurring a cost of x and taking x off the road. The SUP's were attached to both the front vehicle and the trailer it was pulling. SUP's for trailers are available on the Australian market. The addition of SUPs resulted in an extra x weight to the vehicles.

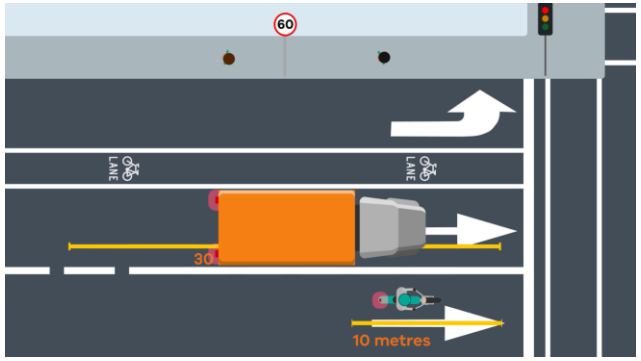
Despite the associated costs, the Eather Group recognised that the safety benefits of SUPs far outweigh the financial investment. By implementing SUPs, the company has proactively prioritised VRU safety, mitigating the potential financial and legal costs of incidents, while also protecting their employees' wellbeing.

> **"If you were to spread [the cost of implementing SUPs] over a three- or four-year project, it'd only be a few cents per tonne... for all the extra safety"**
> **– Divinia Eather, Eather Group**

Eather Group | Page 1 of 3

Toolbox Talks

- Blind Spots
- Cyclists
- Pedestrians



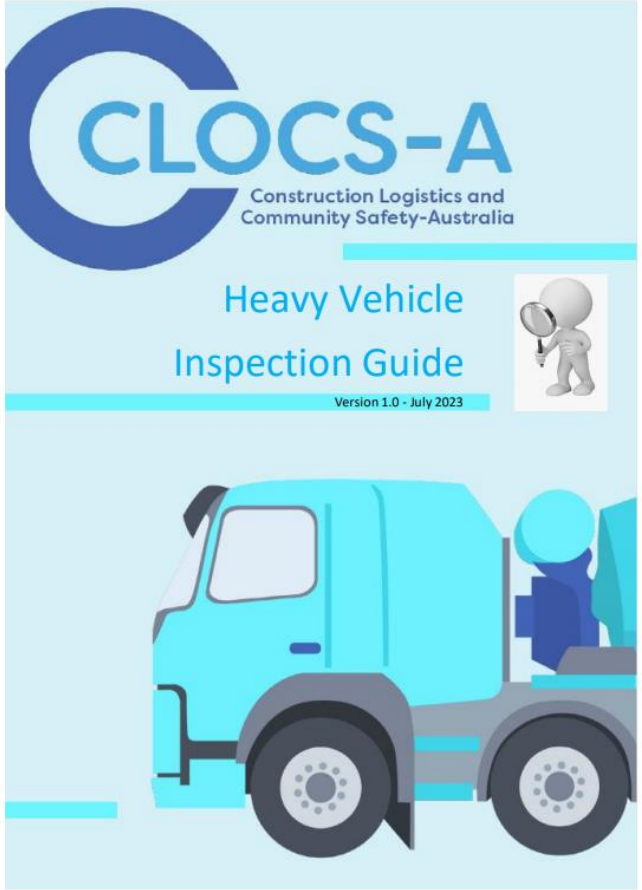
- Drivers featured from:
  - Alex Fraser
  - Bingo Industries
  - Holcim

Tier Assessment Tool and Heavy Vehicle Inspection Guide

Project Rating Tool

Upon first entering the CLOCS-A scheme, a client's project will be given a rating, and the various participants in that project will nominally require CLOCS-A accreditation at that level or higher. This tool provides this initial rating for individual infrastructure projects and is required to facilitate this process.

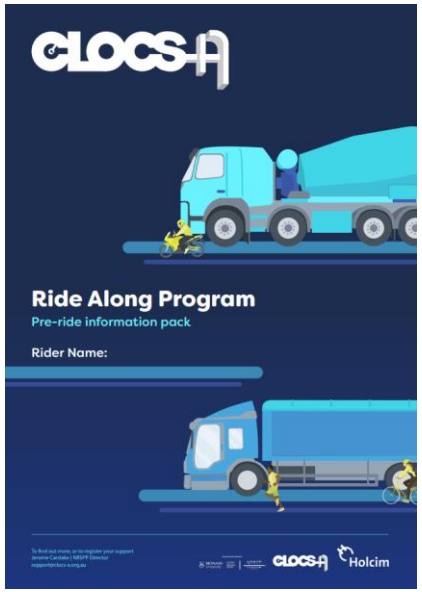
Project Variables	Measures 1	2	3	4	5	Example Rating
Total project cost	0 to $5m	$5m to $50m	$50m to $500m	$500m to $1b	> $1b	3
Usual Resident Population (URP) density (people / km²) in the 1 square km area of land surrounding the project site entrance	< 500	500 to 2,000	2,000 to 5,000	5,000 to 8,000	> 8,000	3
Average daily number of HV deliveries into the project site	< 10	10 to 25	25 to 50	50 to 100	> 100	4
Distance (along the approved route) from the project site entrance to an arterial road or highway	< 0.5kms	0.5 to 1.0 kms	1 to 2 kms	2 to 5 kms	> 5kms	2
Number of the following items on the last 5km of the approved route(s) to the project site entrance: • School zones • Pre-schools or childcare centres • Pedestrian crossings • Shopping centres • Sporting Fields	0	1 to 3	4 to 6	6 to 10	>10	3
Highest (2-way) traffic density (vehicles / day) on any section of road in the last 1km of the approved route to the project site entrance	< 500	500 to 3,000	3,000 to 10,000	10,000 to 50,000	> 50,000	4
Number of intersections within the last 5kms of the prescribed route into and out of the project site entrance that will require a left turn by a heavy vehicle	0	5 to 10	15 to 20	20 to 25	> 25	4
					Bronze = 0 – 3 Risk Band Silver = 3 – 4 Risk Band Gold = 4+ Risk Band	Average = 3.3

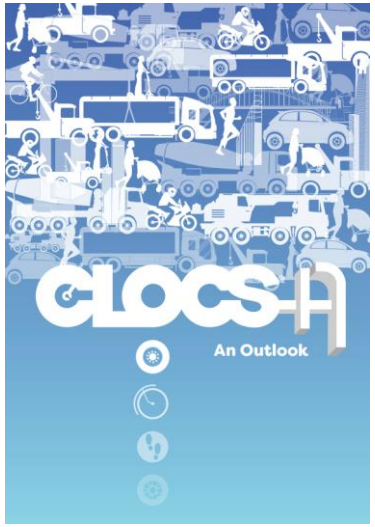


1 | Page

Templates and Community Guidance Pack

- Truck Ride Along
  - Ethics – Brisbane, Melb, Syd
- Operational Templates
  - Membership Application
  - Accreditation Applications
  - Accreditation Status
  - Entry and Accreditation Letter
  - Safety Alerts
  - Certificates
  - Incidents Reports
- CLOCS-A Guidance Report
- How to Conduct Community Engagement





Website

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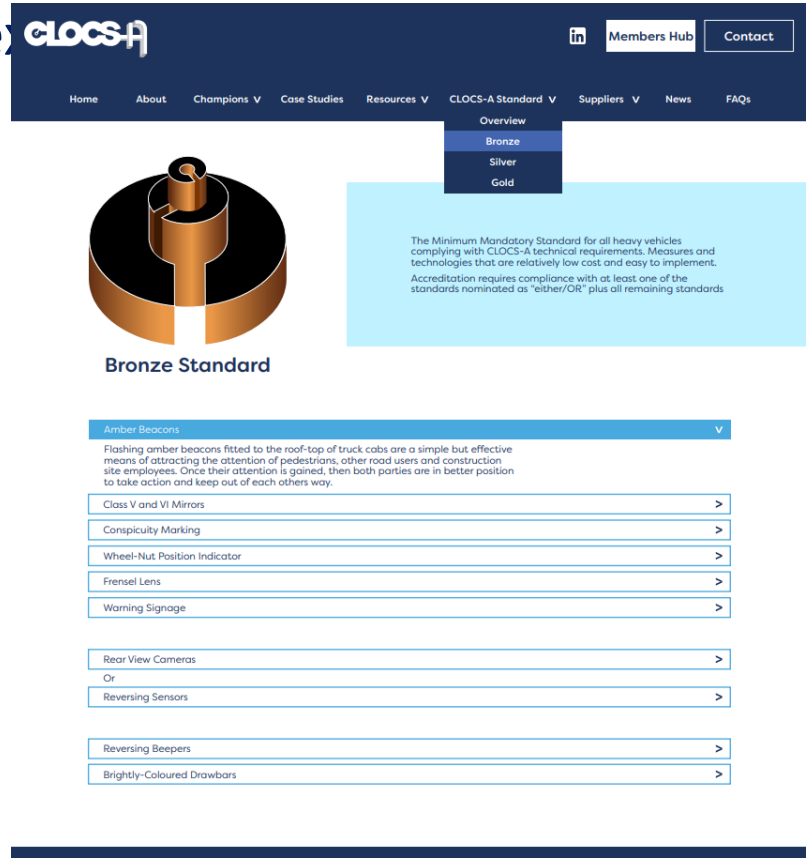
CLOCS-A
Members Hub
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Home
About
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Bronze
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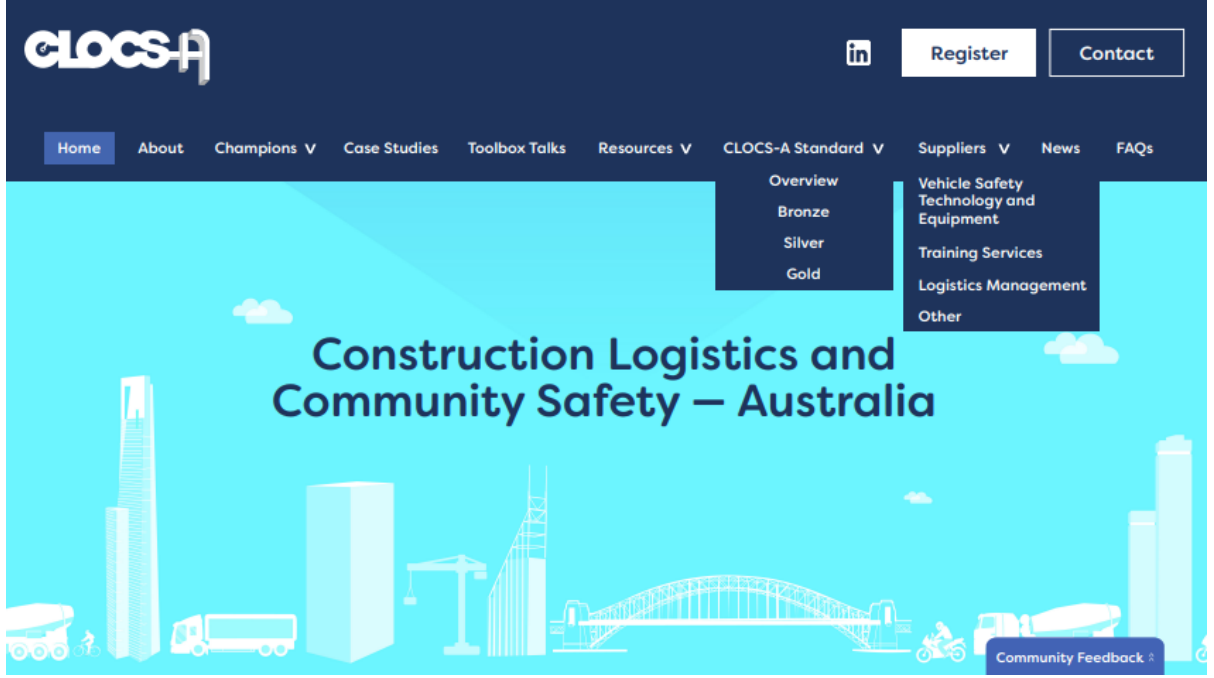
The Minimum Mandatory Standard for all heavy vehicles complying with CLOCS-A technical requirements. Measures and technologies that are relatively low cost and easy to implement.
Accreditation requires compliance with at least one of the standards nominated as "either/OR" plus all remaining standards
Bronze Standard
Amber Beacons
Flashing amber beacons fitted to the roof-top of truck cabs are a simple but effective means of attracting the attention of pedestrians, other road users and construction site employees. Once their attention is gained, then both parties are in better position to take action and keep out of each others way.
Class V and VI Mirrors
Conspicuity Marking
Wheel-Nut Position Indicator
Frensel Lens
Warning Signage
Rear View Cameras
Or
Reversing Sensors
Reversing Beepers
Brightly-Coloured Drawbars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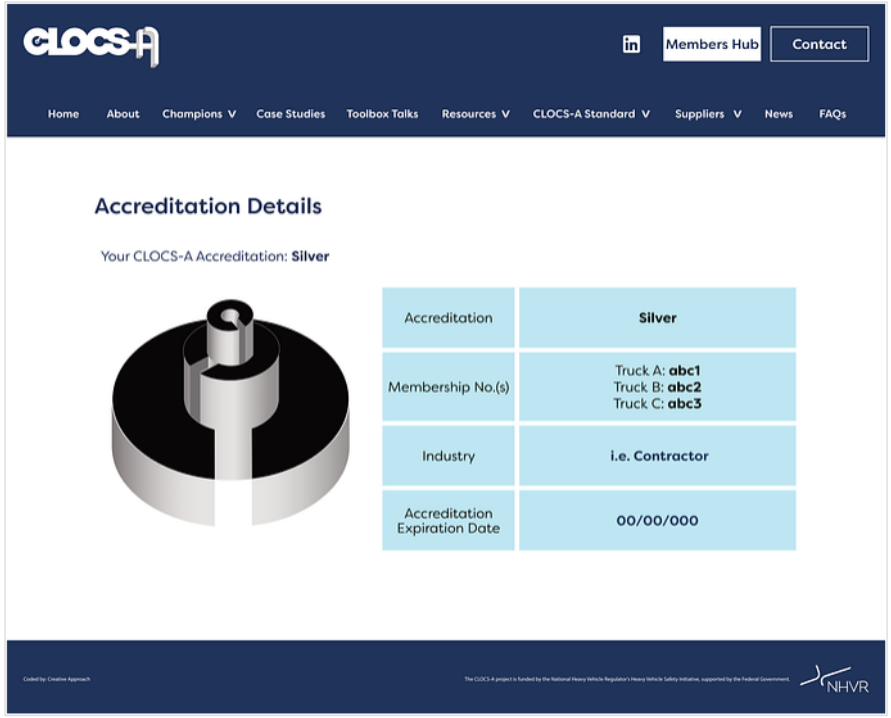
Vehicle Safety Technology and Equipment
Training Services
Logistics Management
Other
Construction Logistics and Community Safety – Australia
Community Feedback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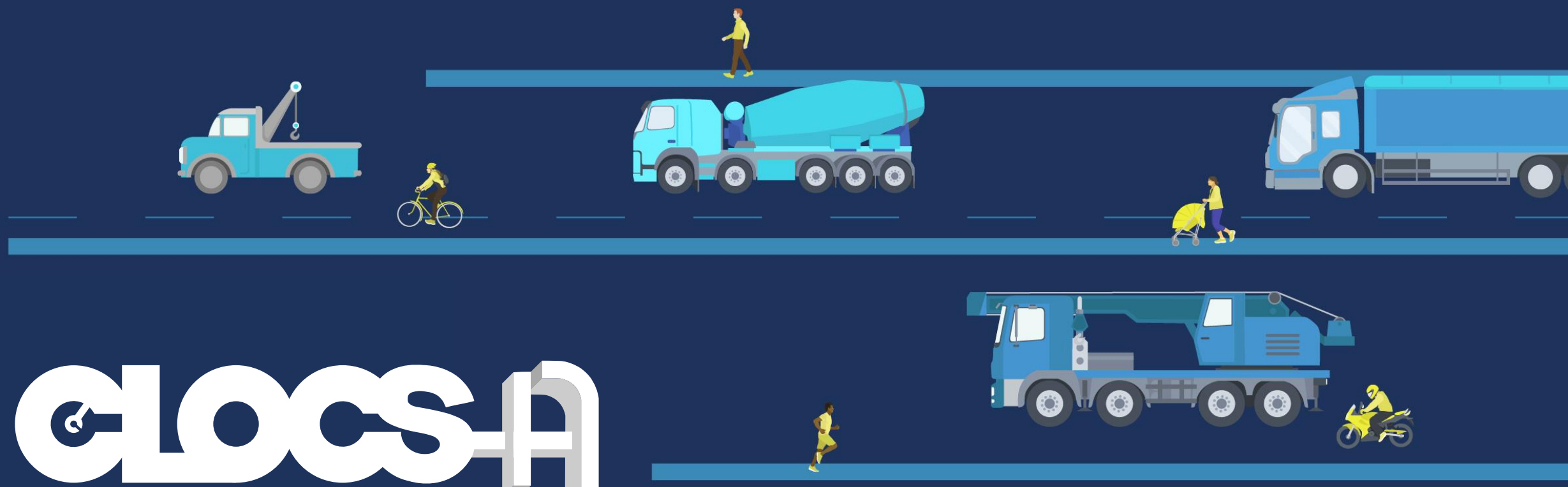
Accreditation Details
Your CLOCS-A Accreditation: Silver
Accreditation
Silver
Membership No.(s)
Truck A: abc1
Truck B: abc2
Truck C: abc3
Industry
i.e. Contractor
Accreditation Expiration Date
00/00/000
NHVR

Questions?



#5 – Governance Structure

A partnership between:

MONASH University ACCIDENT RESEARCH CENTRE

NRSPP NATIONAL ROAD SAFETY PARTNERSHIP PROGRAM

Governance

Terms of Reference and Governance Procedures

In parallel with developing the Standard, a Terms of Reference and Governance Procedures document is being developed.

Key to this, is establishing a ‘Transition Period’ of settling CLOCS-A in from a start up to a long term structure.

CLOCS-A will commence with being housed in a Host Organisation.

Longer term, two options will be considered.

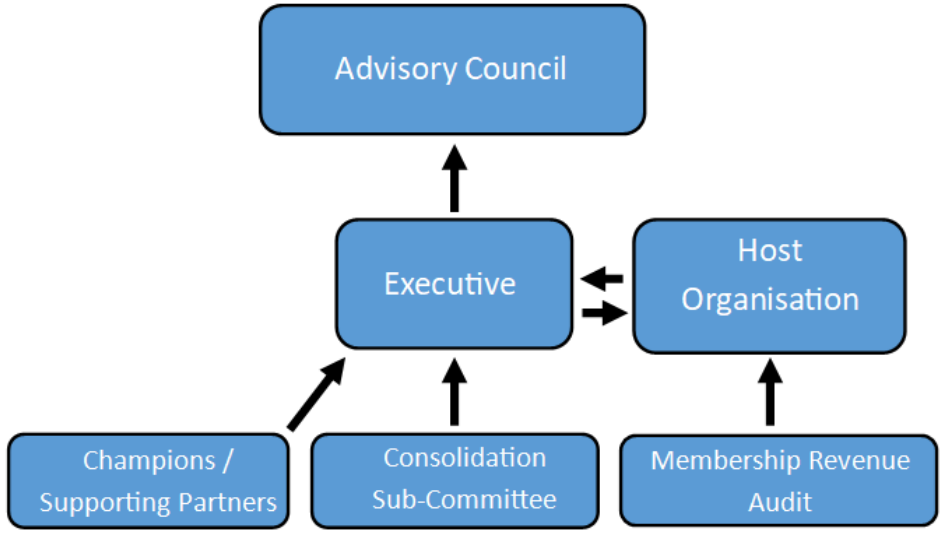
- Continue with Host Organisation arrangement
- Stand Alone - Not for Profit Organisation

Governance

Transition Plan

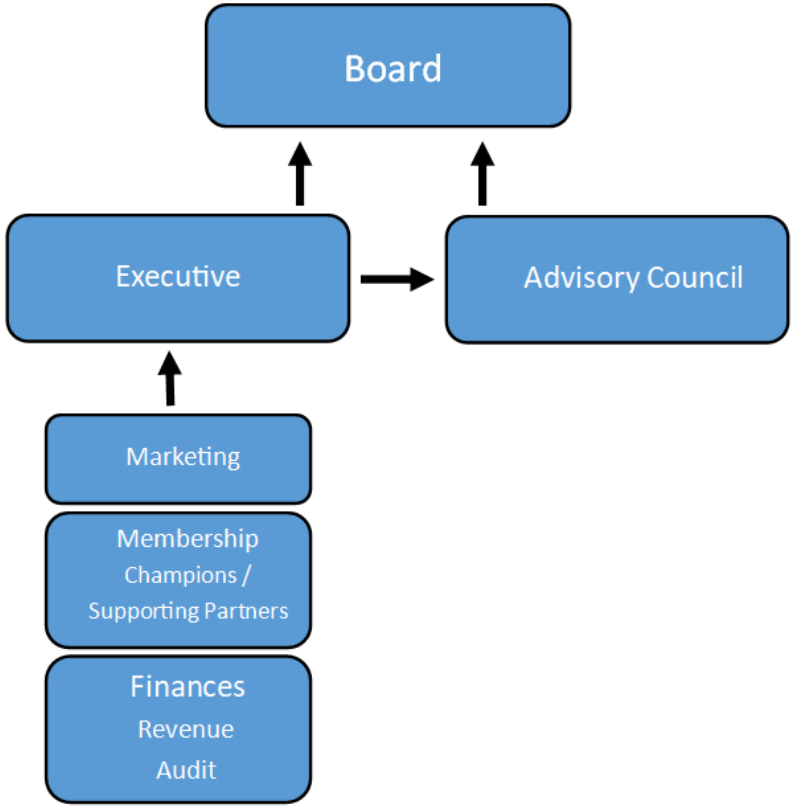
Governance

Interim Plan Until Stage 7



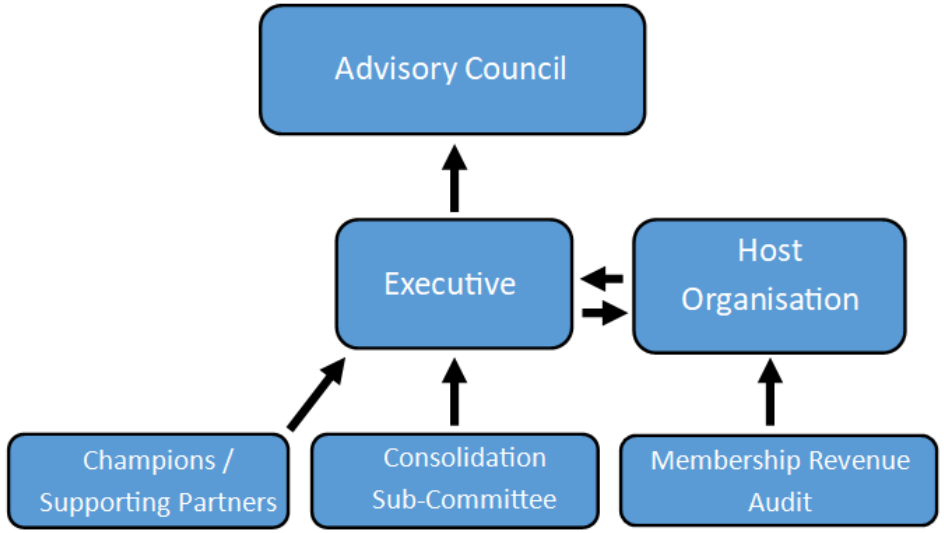
and possibly long term

Structure under NFP Model



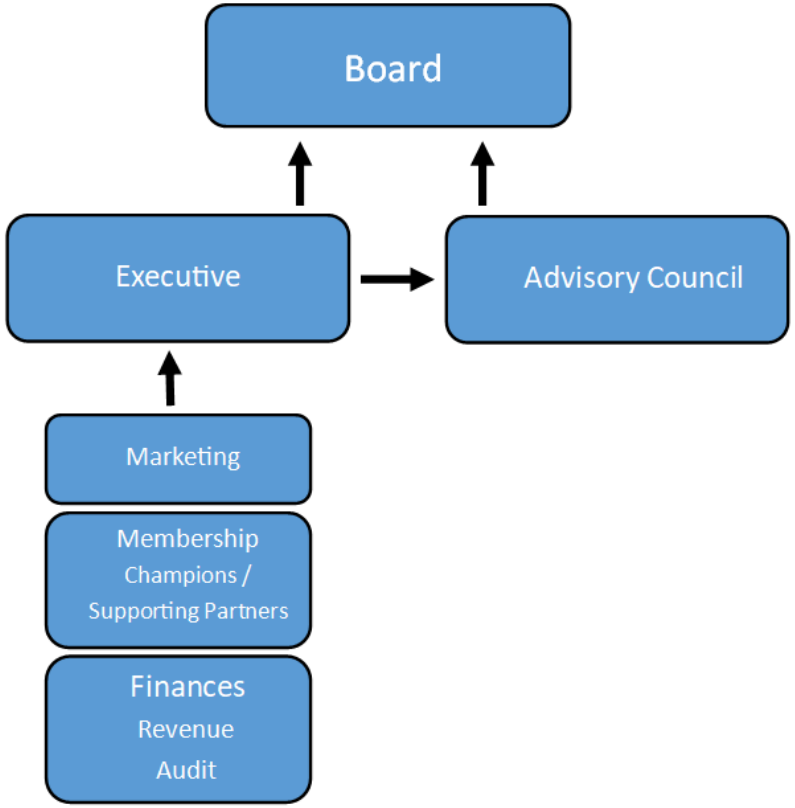
Governance

Interim Plan Until Stage 7



and possibly long term

Structure under NFP Model



CLOCS-A Expression of Interest and Next Steps

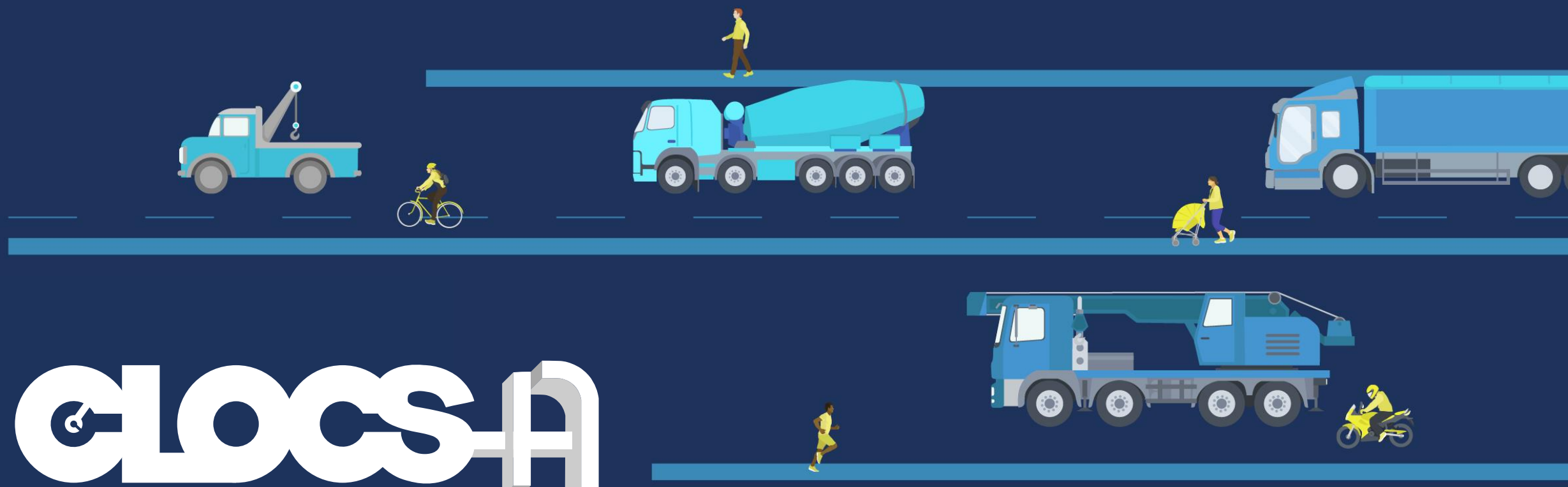
1. Key Date – propose announcement 29 May once due diligence complete

2. Seed Funding to assist currently $250,000 from
   - MTIA
   - Qld TMR
   - TfNSW
   - Sydney Metro

The Evaluation Criteria that will be used to evaluate EOIs are outlined below:

1. Preparedness to maintain the autonomy of the program and ensure that its operations continue to align with its overall goals and objectives.
2. Industry knowledge relatable to the sector.
3. Experience leading and successfully delivering collaborative projects/programs.
4. Ability to communicate and engage with industry, partners, community and key stakeholders at a local, state and national level.
5. Demonstrated ability to manage programs or projects in a long-term sustainable manner, incorporating high-level governance, finance, and reporting processes.
6. Ability to integrate and support the CLOCS-A team to deliver the program.

Questions?



#6 – Acknowledgments

A partnership between:

MONASH University ACCIDENT RESEARCH CENTRE

NRSPP NATIONAL ROAD SAFETY PARTNERSHIP PROGRAM

Steering Group Acknowledgements

Chris Loose	Truck Industry Council (TIC)
Drew Gaynor	Gaynor Associates
David Fitzgerald	McConnel Dowell
Greg Dikranian	NSW Dept of Transport
Ian McLeod	Major Transport Infrastructure Authority
Jerome Carslake	NRSPP (Chair)
Karyn Welsh	CILT-A
Kim Hassall	CILT-A
Martin Toomey	ARTSA-I
Matthew Moon	Acciona
Michael Chan	Vic Department of Transport
Michael Holmes	Sydney Metro
Owen Corey	HSE Global
Paul Caus	TIC
Peter Austin	NHVR

The CLOCS-A project is funded by the National Heavy Vehicle Regulator's Heavy Vehicle Safety Initiative, supported by the Federal Government.

Project Support: Olivia Dobson and Ruby Athanas

ADAPTATION OF CLOCS TO AUSTRALIA

CLOCS-A – Steering Group

Steering Group

acciona

ARTSA-1 INSTITUTE

The Chartered Institute of Logistics and Transport

HSE Global
HEALTH | SAFETY | ENVIRONMENT
Making a Difference Every Day

MAJOR TRANSPORT INFRASTRUCTURE AUTHORITY

McCONNELL DOWELL
CREATIVE CONSTRUCTION™

NRSPP
NATIONAL ROAD SAFETY
PARTNERSHIP PROGRAM

NSW GOVERNMENT

sydney METRO

TIC
TRUCK INDUSTRY COUNCIL
TODAY'S TRUCKS
SAFER GREENER ESSENTIAL

VICTORIA State Government | Department of Transport and Planning

Transport for London

The CLOCS-A project is funded by the National Heavy Vehicle Regulator's Heavy Vehicle Safety Initiative, supported by the Federal Government.

Supporters of CLOCS-A

Amy Gillett FOUNDATION Safe together

arrb

ATA AUSTRALIAN TRUCKING ASSOCIATION

BAW BAW SHIRE COUNCIL

bicycle NSW

BQ BICYCLE QUEENSLAND

BINGO INDUSTRIES

CICA The Crane Industry Council of Australia

GRASS HOPPER

Hanson HEIDELBERGCEMENT Group

LAING O'ROURKE

Lime

MONASH University ACCIDENT RESEARCH CENTRE

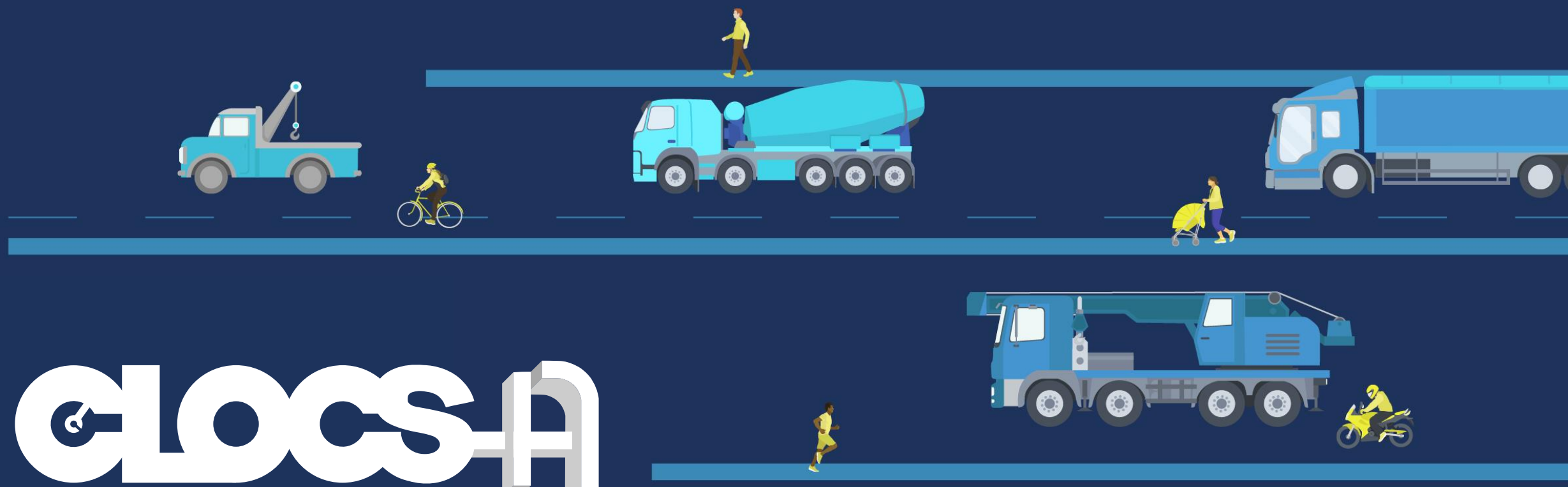
PACCAR Australia

SAFE SYSTEM SOLUTIONS

SGESC MAX HOME OF MAX·SAFE

SUTHERLAND SHIRE COUNCIL

Veyor



#7 – Other business

A partnership between:

MONASH University ACCIDENT RESEARCH CENTRE

NRSPP NATIONAL ROAD SAFETY PARTNERSHIP PROGRAM

Humanising Truck Driver Campaign – 2023 Brisbane Truck Show

Humanising Truck Driver Campaign – 2023 Brisbane Truck Show

Questions?

Thank you for your input and support

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