

# SAFETY STANDARDS FOR CONSTRUCTION TRUCKS

Karyn Welsh - CILTA (CLOCS-A)

Simone Reinertsen - CoR Lead, BILD Group

Glyn Castanelli - NHVAS Auditor



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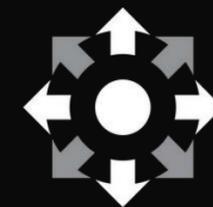
# SAFETY STANDARDS FOR CONSTRUCTION TRUCKS: A COMPREHENSIVE APPROACH TO CONSTRUCTION VEHICLE SAFETY

Karyn Welsh  
CLOCS-A

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



Hosted by :



The Chartered  
Institute of Logistics  
and Transport

A partnership between:



MONASH  
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ACCIDENT  
RESEARCH  
CENTRE

NRSP  
NATIONAL ROAD SAFETY  
PARTNERSHIP  
PROGRAM



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# Introducing our Panel of Speakers:



Simone Reinertsen  
CoR Lead  
BildGroup

Will discuss: The Benefits of CLOCS-A for businesses

Simone has spent the last two decades working with the transport industry and its supply chain. Over this time, she has held roles in government and private organisations and is skilled in Workforce Development, Customer Experience, Stakeholder Engagement, Contractor Compliance, and Transport Safety (CoR).

Simone was a foundation member of the National Heavy Vehicle Regulator's Stakeholder Engagement and Customer Experience teams and has worked with subject matter experts across the nation in Access, Accreditation, Safety and Compliance, Performance Based Standards, and Policy. Simone is passionate about transport safety and is currently the Chain of Responsibility (CoR) Lead for BildGroup.

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# Introducing our Panel of Speakers:



Glyn Castanelli  
Transport Health & Safety

Glyn Castanelli is a seasoned professional in the Australian transport industry with a career dating back to 1989. His extensive experience includes roles as a driver, owner-driver, heavy vehicle compliance officer, and operations manager. Currently, Glyn is a transport compliance auditor, conducting audits for NHVAS, WAHVA, AMCAS, and CLOCS-A accreditations. Glyn has been a strong advocate for the implementation of CLOCS-A within the construction industry having previously spent 12 months working on the West Gate Tunnel Project where he was responsible for compliance with the Victorian Government major projects vulnerable road user requirements.

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# Introducing our Panel of Speakers:



Karyn Welsh has been the CEO of the Chartered Institute of Logistics and Transport Australia (CILTA) for the past six years. CILTA began in Australia in 1935 and is part of a 43 nation network established in 1919.

Karyn joined Australia Post in 1989 where her career over 22 years began in mail delivery, and spanned across retail, major accounts and corporate strategy, while becoming heavily involved in the multi-corporate e-commerce platform CorProcure.

Karyn undertook the first national PBS operator survey in 2014 and project managed several significant policy related projects. Karyn is a director of the Industrial Logistics Institute and was instrumental in CILTA becoming involved in CLOCS-A.

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# About CLOCS-A

Australia is undergoing an unprecedented \$200 billion major infrastructure build in our cities for at least a decade. And key to its success is trucks, without them none of these can be delivered.

This means more trucks on our roads and increased risk of interactions between construction vehicles and the community.

People make mistakes when on the roads and when it involves a truck it is often fatal. CLOCS-A is about reducing the impact of these mistakes such that all road users are more aware and understanding and tolerant of each other on the road.

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# Background

- The CLOCS-A Standard focuses on establishing **minimum safety standards** for heavy vehicles, **driver training and competency standards**, **improved logistics planning**, and **greater community engagement**.
- The Standard is based on the **Safe System approach**, anticipating and accommodating human errors.
- CLOCS-A provides a **quality assurance mechanism to ensure that the expected safety standards are met**.

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# Our Goal

## Manage Risk

Construction Logistics and Community Safety – Australia (CLOCS-A) is a national good practice approach for managing the risks and impacts associated with a construction project's on-road transport and logistics activities to community road safety.

## CLOCS-UK

CLOCS-A was developed to provide a consistent framework for industry to achieve and has been inspired by the success of the Construction Logistics and Community Safety (CLOCS) program established in the United Kingdom in reducing road trauma associated with construction logistics.

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# Our Primary Goals



				
Zero road trauma between construction vehicles and the community	Increased productivity and efficiency	Fewer heavy vehicle journeys	Improved air quality and reduced emissions	Reduced reputational risk

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# Why do we need CLOCS-A?

Let's look at what is happening on our roads.....



## Cyclist dies after collision with truck in West Melbourne hours after two separate fatal crashes

Posted Thu 2 Feb 2023 at 3:55am, updated Sun 12 Feb 2023 at 11:28pm



A cyclist was killed in a collision with a truck in West Melbourne. (ABC News)

A cyclist has died after being hit by a truck in West Melbourne, after two earlier fatal collisions across the city this morning.

## Carolyn Lister died in a truck driver's blind spot, five years after a call for change



Felicity Caldwell  
October 12, 2023 - 9:27pm

Forensic Crash Unit police found the truck had a large blind spot, and an object 1.7 metres tall would need to be at least 2.8 metres in front of the tip truck before the driver could see it.

The truck was not required to, and did not have, blind spot mirrors, cameras or sensors.



The scene on Bowen Bridge Road after Carolyn Lister's death. SEVEN NETWORK

## Changes urged after tragic death of cyclist Arzu Karakoc

A coroner has called for major changes after a Melbourne mum was killed while cycling to see a friend.

3 min read November 22, 2021 - 7:08PM

Changes to traffic signals, a popular cycling route and heavy vehicle standards are among recommendations a coroner has made after a Melbourne mum was killed while cycling to see a friend.

The findings into the death of cyclist Arzu Karakoc at Yarraville, in Melbourne's inner west, have been handed down in the Coroners Court of Victoria.

They included nine recommendations.



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# Why do we need CLOCS-A?

Let's look at what is happening on our roads.....

## Elderly woman holding husband's hand when she was fatally hit by truck identified

Elizabeth Daoud • 7NEWS

Published: 02/05/2019  
Updated: Friday, 3 May 2019 5:45 AM GMT+10



Police are looking at dash-cam footage to help explain how an elderly lady was killed by a cement truck.

Share:   

An elderly woman who died while holding her husband's hand to cross a busy Sydney road has been identified.

## Two fatalities within minutes on Sydney's roads

By Matt Bungard

Updated April 2, 2020 – 6:24pm, first published at 2:36pm



 Save  Share 

A motorcycle rider and a cyclist have been killed just minutes apart in two separate incidents on Sydney's roads on Thursday afternoon.



Parramatta Road after a cyclist was hit by a truck.  RHETT WYMAN

OFFICIAL

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# Why do we need CLOCS-A?

Let's look at what is happening on our roads.....

## Highly regarded sports journalist killed after being hit by truck on Melbourne street

By Allannah Sciberras | 11:50pm Aug 20, 2024

[Tweet](#) [Facebook](#) [Mail](#)

A highly regarded and much-loved Melbourne journalist has been identified as the pedestrian fatally struck while crossing a street today.

Sam Landsberger, 35, was a leading sports journalist for the *Herald Sun* and Fox Footy.

His colleagues have paid tribute to "a genuinely nice bloke who was caring and inquisitive about people".



## Person killed in Western Hwy truck smash

10:00am, August 21, 2024

A person has died after being hit by a truck in Victoria's west, while motorists are advised traffic diversions are in place on the Western Hwy.

## Pedestrian killed after being hit by truck on major Melbourne freeway

By Rhiannon Tuffield | 1:53pm Apr 3, 2024

A pedestrian has died after being hit by a truck on a major freeway in Melbourne's south-east.

Police said the fatal collision happened on the Frankston Freeway, near Seaford Road, about 5.30am today.

The truck driver stopped at the scene and has been assisting police.

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# Some Facts

The primary goal of CLOCS-A is to reduce lives lost and serious injuries caused by Heavy Vehicles on Australian roads..



Source: <https://www.transport.nsw.gov.au/roadsafety/statistics/interactive-crash-statistics/heavy-vehicle-fatal-crashes>

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# Some Facts

The primary goal of CLOCS-A is to reduce lives lost and serious injuries caused by Heavy Vehicles on Australian roads..

**MOTORCYCLE DEATHS REPRESENT 19% OF AUSTRALIAN ROAD DEATHS**



**MOTORCYCLE FATALITIES INVOLVING TRUCKS ARE 7% OF TRUCK RELATED FATALITIES**



WHICH EQUATES TO **1.3%** OF NATIONAL ROAD FATALITIES

CONSTRUCTION TRUCKS WILL BE BUT A SMALL FRACTION OF THIS 1.3% FIGURE



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# What is CLOCS-A?

CLOCS is a national standard for construction logistics that prioritizes community safety. It aims to reduce the risk of harm to pedestrians, cyclists, and motorists.



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# So who applies?

## Accreditation Categories:

Combined - Construction with Fleet



Transport Accreditation



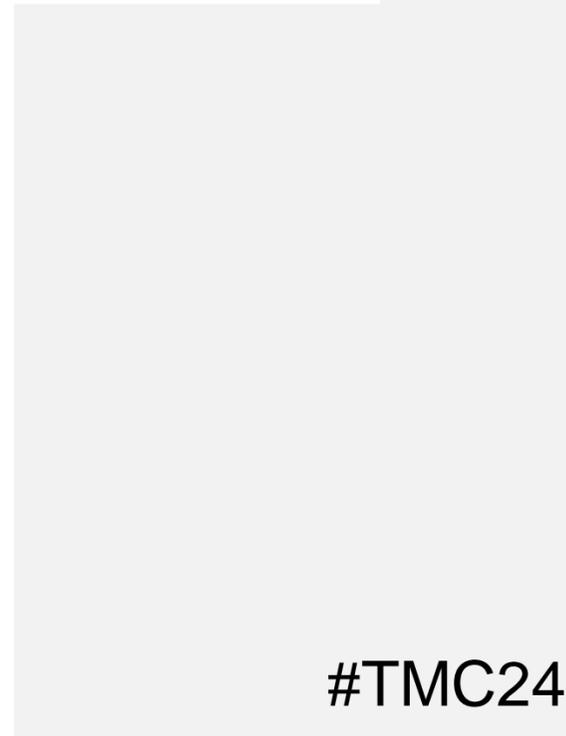
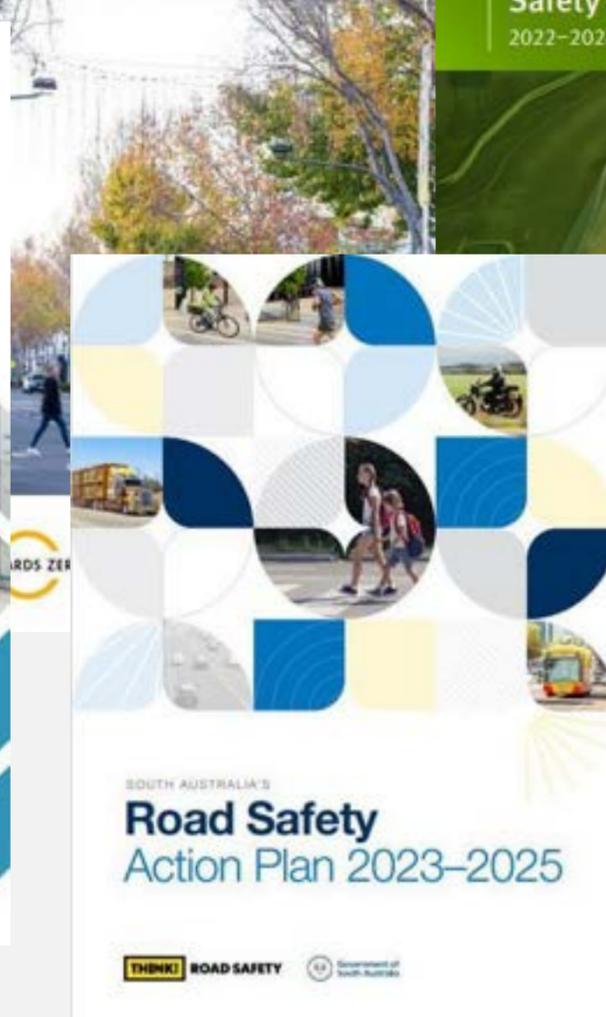
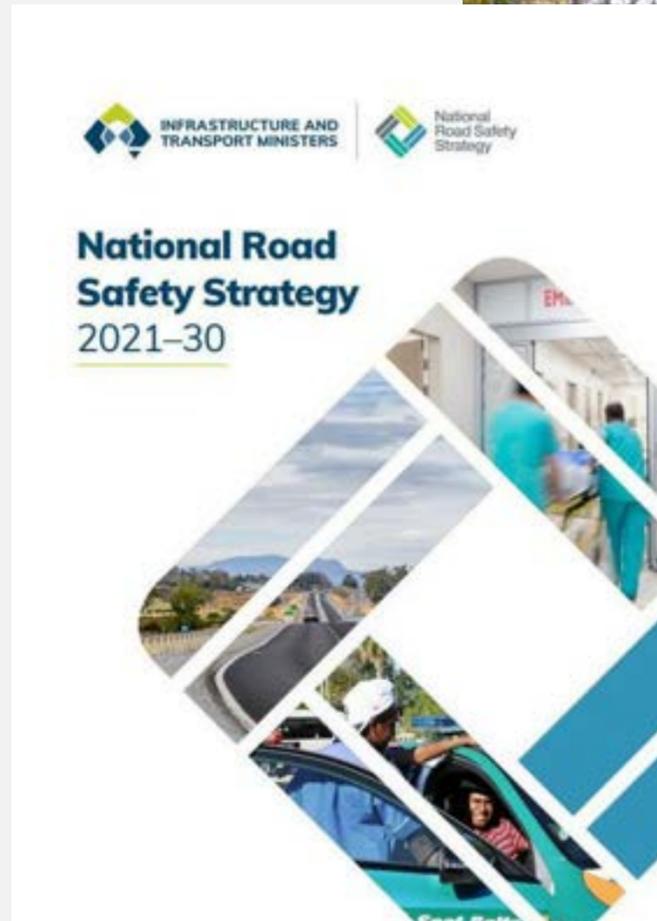
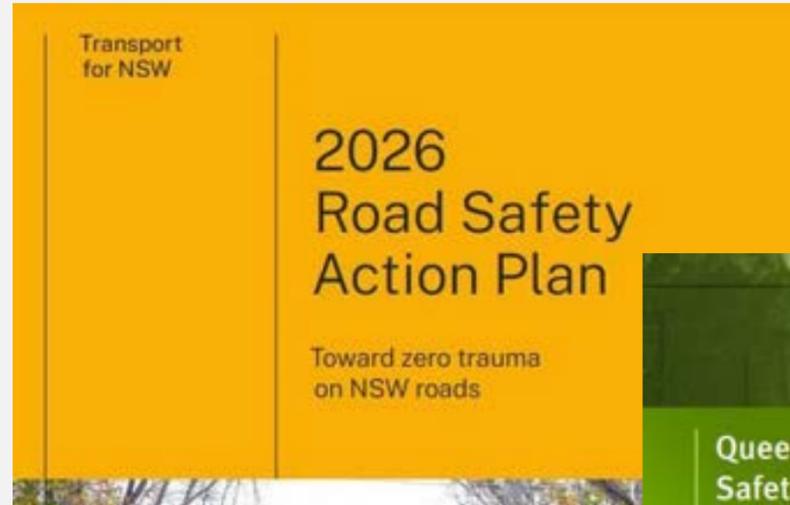
Construction Accreditation



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# National and State Government Prioritise CLOCS-A



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# Media Release : Road Worker Day of Remembrance – November 9, 2023

“Today is the National Road Worker Day of Remembrance which strives to acknowledge road workers who have been killed or seriously injured at work.

Road workers play an often unrecognised and pivotal role in delivering and upkeeping the infrastructure our communities rely on heavily.

Far too many road workers are killed or seriously injured on Australian roads each year.

I am proud that the National Road Safety Action Plan 2023-25 includes mandating the CLOCS-A Standard/or ISO 39001 Road Traffic Safety Management Systems be applied to construction projects and programs that are funded by the Australian Government.

**CLOCS-A is a national framework designed to support all stakeholders involved in, on, and around construction projects to ensure road safety risks are identified and managed appropriately. This includes standards with safety requirements for heavy vehicles, drivers, logistics planners and even public communications.**

**CLOCS-A is a voluntary good practice approach for managing the risks and impacts associated with a construction project, on road transport and logistics activities, to improve community road safety.**

**The primary goal of CLOCS-A is to reduce the number of road users, including road workers, who are killed and seriously injured as a result of heavy vehicle use in construction and logistics.**

**The Australian Government will mandate CLOCS-A Standard/or ISO 39001 Road Traffic Safety Management Systems for projects funded by the Australian Government by late 2025.**

**This mandate is just one of the many actions the Australian Government is undertaking to reach Vision Zero; that is zero deaths and serious injuries on our roads by 2050.”**

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# Steering Group



The CLOCS-A project is funded by the National Heavy Vehicle Regulator's Heavy Vehicle Safety Initiative, supported by the Federal Government as well as Victorian and NSW Governments.

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# Industry also involved in our development:



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# Aims of CLOCS-A (BaU for you)

- Our aims 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

## 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

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# The importance of CLOCS-A

CLOCS A ensures safer roads by improving construction logistics to reduce accidents. It saves lives, creates awareness, and builds trust in communities.

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# Stakeholder Group 1 - Planning Authorities and Regulators

- Government authorities responsible for approving construction projects and issuing conditions for compliance i.e. Planning Authorities and Regulators.
- Their role is to ensure that construction projects take all practicable measures to mitigate traffic and transport impacts, while also monitoring and reporting any breaches of the conditions.
- Processes need to be in place to manage any instances of a breach and ensure corrective/remedial actions are taken.

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# Stakeholder Group 2&3 - Developers/Principal Contractors

- Comprise Developers who commission and fund contracts to Principal Contractors for infrastructure or development projects.
- Principal Contractors appointed by the Developer to manage project safety and coordinate site activities will need to be CLOCS A accredited.
- They will undertake risk assessments, safety in planning and design, and ensure only CLOCS-A compliant contractors and operators are used.
- The CLOCS-A Project Risk Rating Tool and Haulage route assessments can be used to help in the management of CLOCS A standards.
- They must monitor and assure CLOCS-A accreditation, report on incidents, and ensure there is community engagement and communication.

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# Stakeholder Group 4 - Transport Operators

Transport Operators will be responsible for controlling heavy vehicles to/from a construction site, ensuring safety, driver fitness and promoting safe driving.

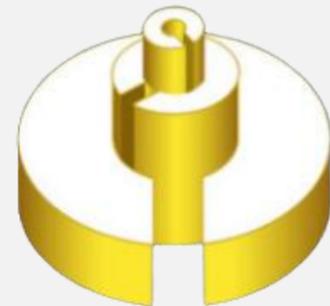
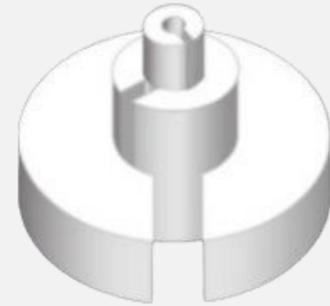
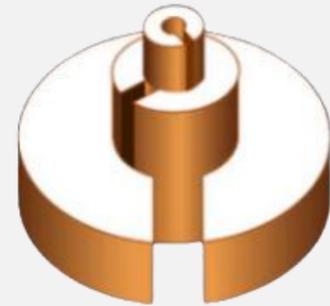
Logistics Planned Measures to reduce impacts/risks to the community by utilizing:

- alternative transport modes,
- higher-productivity vehicles,
- consolidating loads/deliveries, and more,
- aiming to reduce vehicle movements/emissions/fuel consumption/safety risks.

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# CLOCS-A Standard:

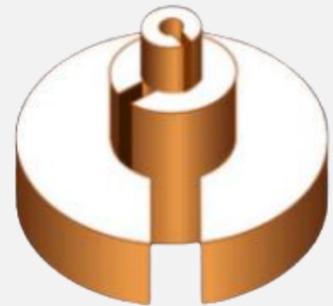


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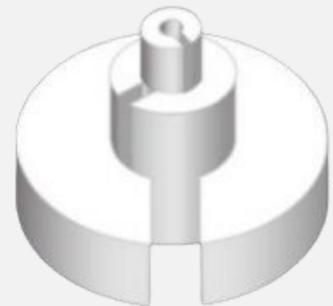


# The CLOCS-A Standard

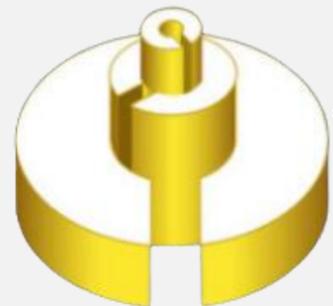
- The CLOCS-A Standard outlines the roles and responsibilities of key stakeholders in construction projects.



- These include Planning and Regulatory Authorities, Government Clients/Developers, Construction Principal Contractors, and Road Transport Companies.



- Accreditation is awarded on a 3-tiered approach (Bronze, Silver, Gold) depending on meeting certain criteria set out in the standard.



- CLOCSA accreditation is not solely about vehicle safety features - other requirements in the standard relate to Logistics Management and planned measures, training and competency, and driver health programs that if implemented award the business a higher Standard.

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# The CLOCS-A Standard



## 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 it's accreditation.
- Note: Identification labels are only issued to nominated vehicles awarded accreditation.



## Sites

- Nominated sites that pass a CLOCS-A Audit will be provided with a CLOCS-A Accreditation Logo and signage 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.

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# Construction Requirements include:

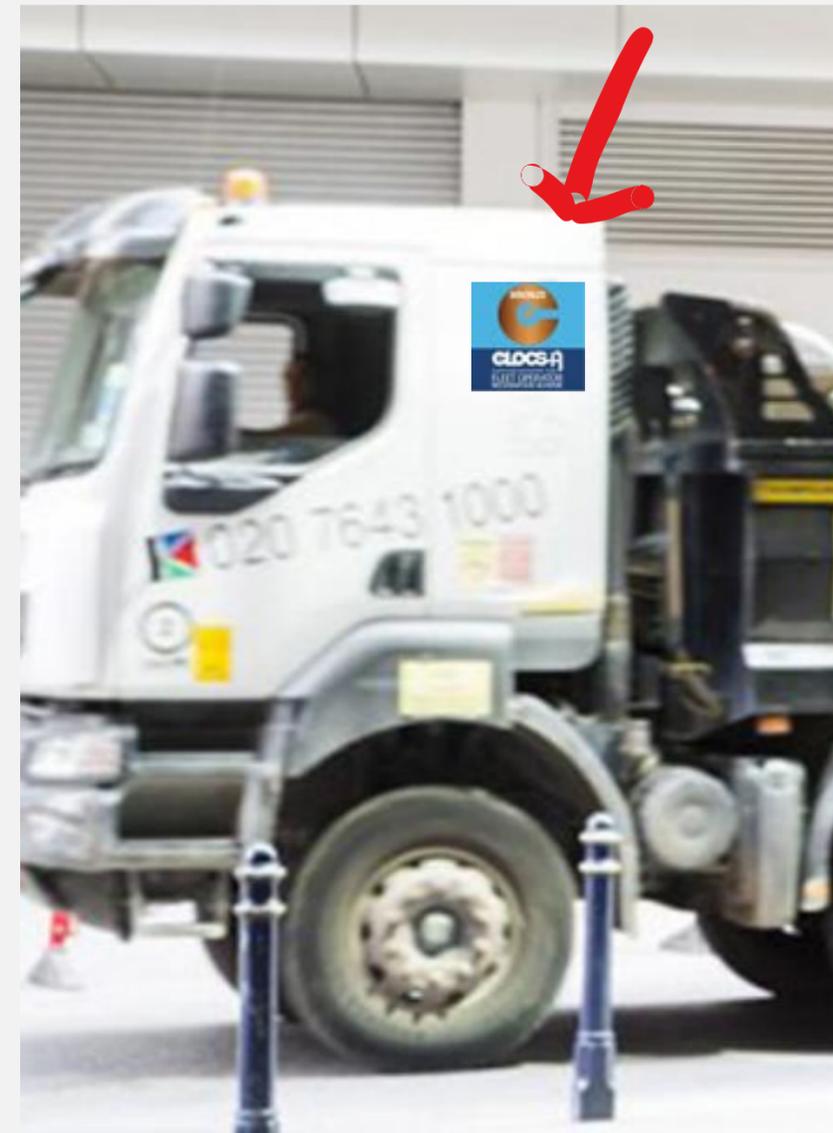
- Construction Logistics Management planned measures,
- Construction Transport Management - Route Assessment
- Human Impact Risk Assessments (HIRO tool provided)
- Safety Planning and Design
- Monitoring and Assurance
- Incident and Performance reporting
- Communications and Engagement
- Procurement of Principal Transport Operators
- Training and competency (VRU Training), and
- Driver health programs that if implemented award the business a higher Standard.

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# How will you identify CLOCS-A Accredited Sites or Vehicles:

Vehicle Decal clearly giving the accreditation level



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# Benefits of CLOCS-A for Businesses

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# Introducing our Panel of Speakers:



Simone Reinertsen  
CoR Lead  
BildGroup

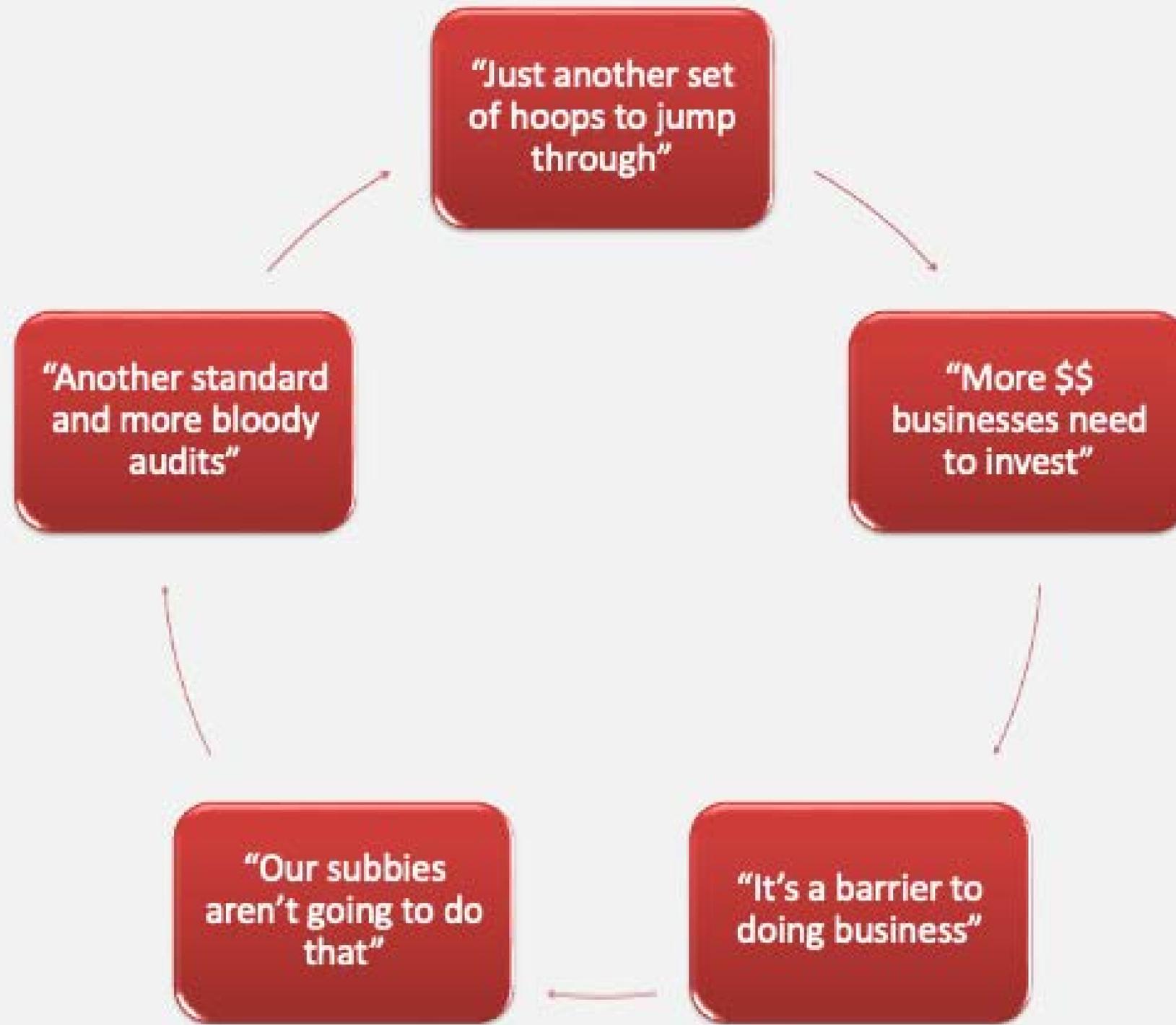
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# 2023



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# 2024



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# Steps so far

- 1 ○Review Bronze, Silver, and Gold Standards
- 2 ○Determine how our business stacks up
- 3 ○Exec and Senior Leader info session
- 4 ○Self Assessment and submission
- 5 ○Working towards/key focus areas
- 6 ○Audit catch up.....



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# What working towards looks like



- Safe Driving Guidelines
- Review of Cat 3 vs. Driver Medicals
- Subcontractor conversations
- Revised minimum HV purchasing requirements
- Standardising licence currency and driving history checks
- Improving project establishment steps
- VRU training opportunity for HV drivers

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# Expected Benefits for BildGroup

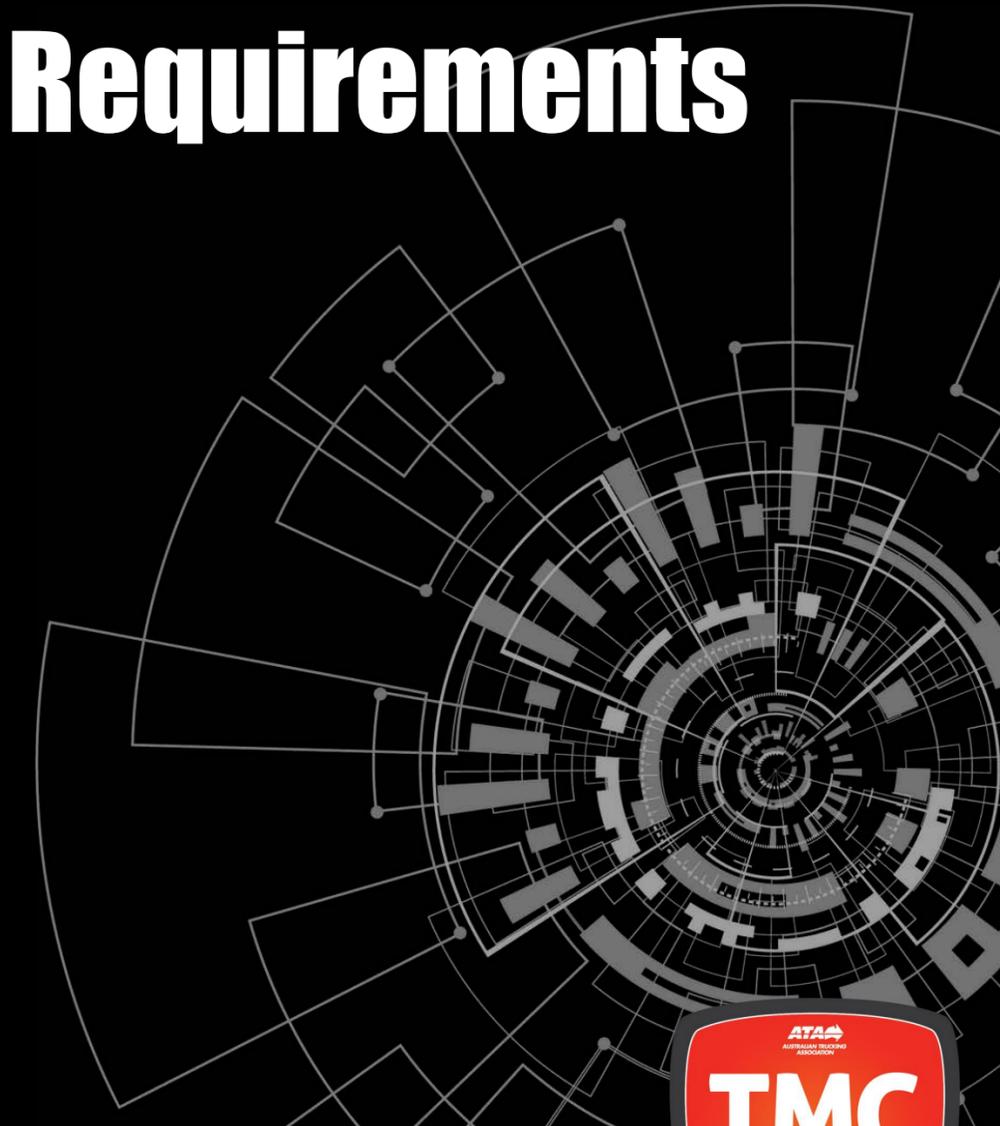
- Demonstrate best-practice management of construction transport safety risks
- Have a positive impact on brand reputation
- Improved safety across our supply chain
- Minimum safety standards for heavy vehicles
- Increased driver involvement and awareness
- Improved logistics planning and reduction in traffic congestion
- Enhanced engagement and increased community trust

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# CLOCS-A: Audit and Requirements



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# Auditor's Role: Ensuring Compliance

**Who They Are:** Registered CLOCS-A auditors responsible for objectively evaluating your systems, documentation, and operational practices.

## **Audit Focus:**

- Ensure alignment of documentation with real-world practices.
- Verify compliance with CLOCS-A standards.
- Identify Non-Conformances and provide Corrective Action Plans.

**Final Report:** Based on both the desktop review and site visit, the auditor provides a report detailing compliance.

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# Pre-Audit Self-Assessment: The First Step

**Purpose:** Ensures all internal systems and processes are aligned with CLOCS-A standards prior to the formal audit.

## Key Requirements:

- Provide a description of how your business meets each standard.
- Submit all relevant documentation and evidence of compliance.
- Identify and address any gaps internally.
- Complete within one month of applying for accreditation.

**Outcome:** Provides a clear understanding of readiness and prepares for the formal audit process.

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# Desktop Review by Auditor: Document Evaluation

**Objective:** The auditor reviews the submitted documents remotely to assess compliance with CLOCS-A standards.

## Scope:

- Examination of management systems, policies, procedures, and evidence provided.
- Identification of any documentation gaps or inconsistencies.

**Outcome:** The auditor provides feedback on compliance levels and highlights areas needing further attention before the site visit.

# Site Visit: On the Ground Inspection

**Purpose:** A thorough evaluation of operations at selected sites to verify that practices align with the documented processes.

## Audit Scope:

- Physical inspections of vehicles, equipment, and facilities.
- Interviews with key personnel to confirm operational understanding of CLOCS-A standards.
- Observations of on-the-ground compliance with safety and operational procedures.

**Outcome:** The auditor validates the effectiveness of the systems in place and identifies any non-conformances that require corrective action.

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# Corrective Action Plan (CAP): Addressing Non-Compliance

**When Required:** If non-conformances are found during the desktop review or site visit, a corrective action plan must be submitted.

## Key Steps:

- Develop a plan to address the issues with a defined timeline.
- Submit evidence of rectified issues for auditor review.

**Review Process:** The auditor will reassess to ensure the corrective measures are effectively implemented.

# Maintaining Compliance: Preparing for Future Audits

**Ongoing Efforts:** Regularly review internal processes and documentation to stay aligned with CLOCS-A standards.

**Consistency is Key:** Ensure your operations are consistently in compliance to minimize audit findings.

**Proactive Approach:** Address potential issues before they arise, ensuring smoother future audits and long-term accreditation.

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# CLOCS-A: Vehicle Requirements



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## CLOCS-A Accreditation Tiers:

- The minimum standard for all heavy vehicles complying with CLOCS-A technical requirements.
- Measures and technologies that are relatively low cost and easy to implement.

No bug deflectors on bonnetted trucks – City and Urban Projects only

No engine air intake hardware above bonnet level – City and Urban Projects only

No large inappropriate bullbars – City and Urban Projects only

No inappropriate sunvisors

No overly large decals or lettering attached to any part of the windscreen that may reduce the driver's field of view

No excessive windscreen or window tinting

No inappropriate fitment of aftermarket accessories that restrict the driver's field of view



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# CLOCS-A Accreditation Tiers:

## Bronze



- Amber Beacons
- Class V and VI Mirrors
- Conspicuity Marking
- Wheel-Nut Position Indicators



- Fresnel Lens
- Warning Signage
- Rear View Cameras  
or  
Reversing Sensors
- Reversing Beeper



- Brightly-Coloured Drawbars

No bug deflectors on bonnetted trucks – City and Urban Projects only

No engine air intake hardware above bonnet level – City and Urban Projects only

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# CLOCS-A Accreditation Tiers:

## SILVER

- A higher standard of equipment that is preferred for Heavy Vehicles complying with CLOCS-A Technical requirements. Similar to UK CLOCS and broadly aligned to NSW/VIC Major Govt Projects.
- Accreditation to Silver also requires prior accreditation to Bronze.

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# CLOCS-A Accreditation Tiers:

## SILVER

- No bug deflectors on bonnetted trucks – City and Urban Projects only
- No engine air intake hardware above bonnet level – City and Urban Projects only
- No large inappropriate bullbars – City and Urban Projects only
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- No inappropriate fitment of aftermarket accessories that restrict the driver's field of view



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# CLOCS-A Accreditation Tiers:

## GOLD

- A highest standard of equipment that is being sought for heavy vehicles complying with CLOCS-A technical requirements.
- Encourages leading safety technologies and to future proof vehicles.
- Accreditation to GOLD also requires prior accreditation to Silver.

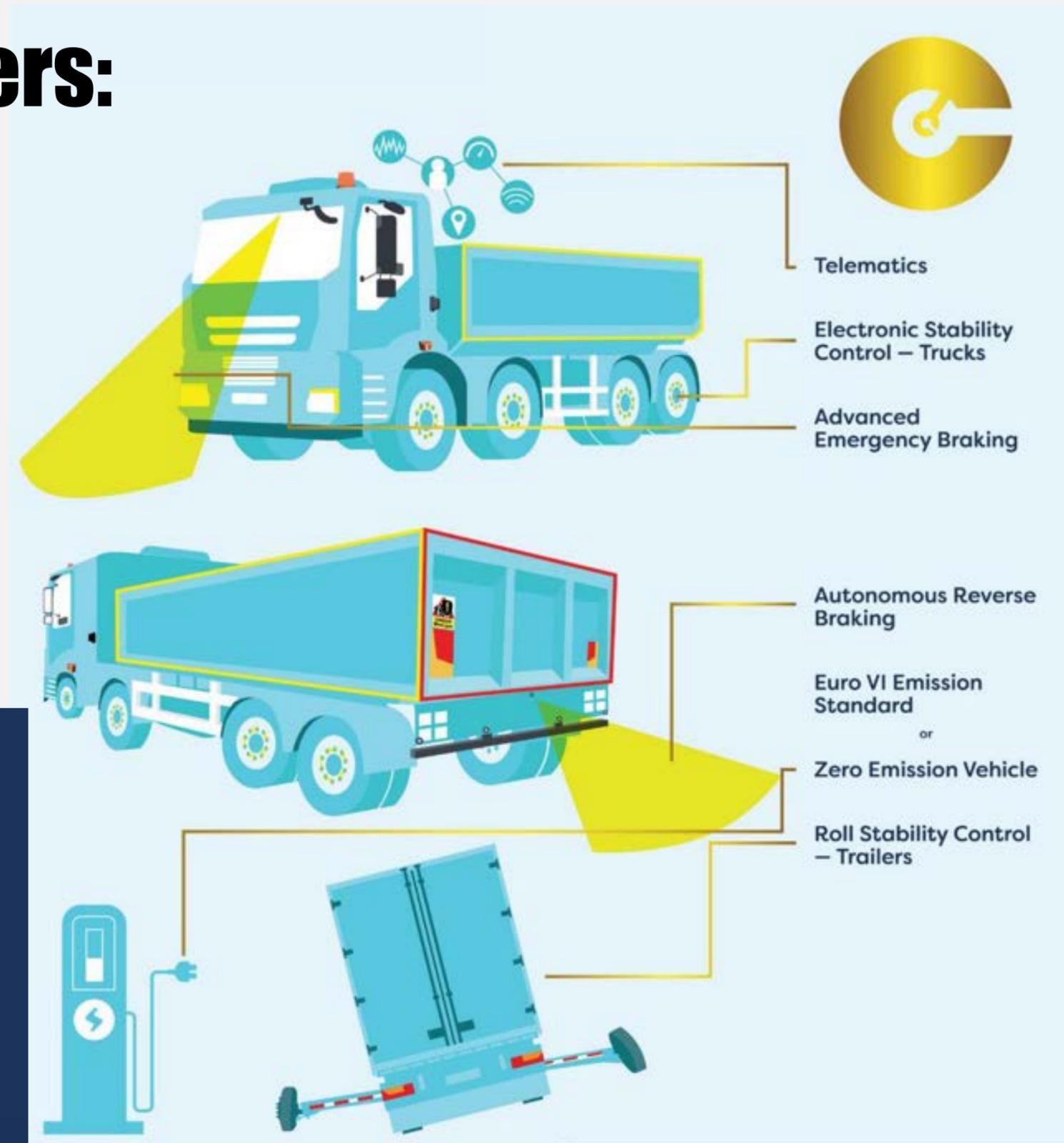
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# CLOCS-A Accreditation Tiers:

## GOLD

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# How do I apply for CLOCS-A Accreditation?

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# CLOCS-A Accreditation System Now Live (1 July 2024)

A dedicated **accreditation portal**  
to support operators in applying and  
managing their accreditation:



#### FREE RESOURCES:

policies, risk assessments, emissions calculator etc.



#### MANAGE...

driver records, operating centres, policy documents etc.



#### BOOK...

audits instantly with automated reminders



#### DOWNLOAD...

certificates, vehicle badges, audit report instantly



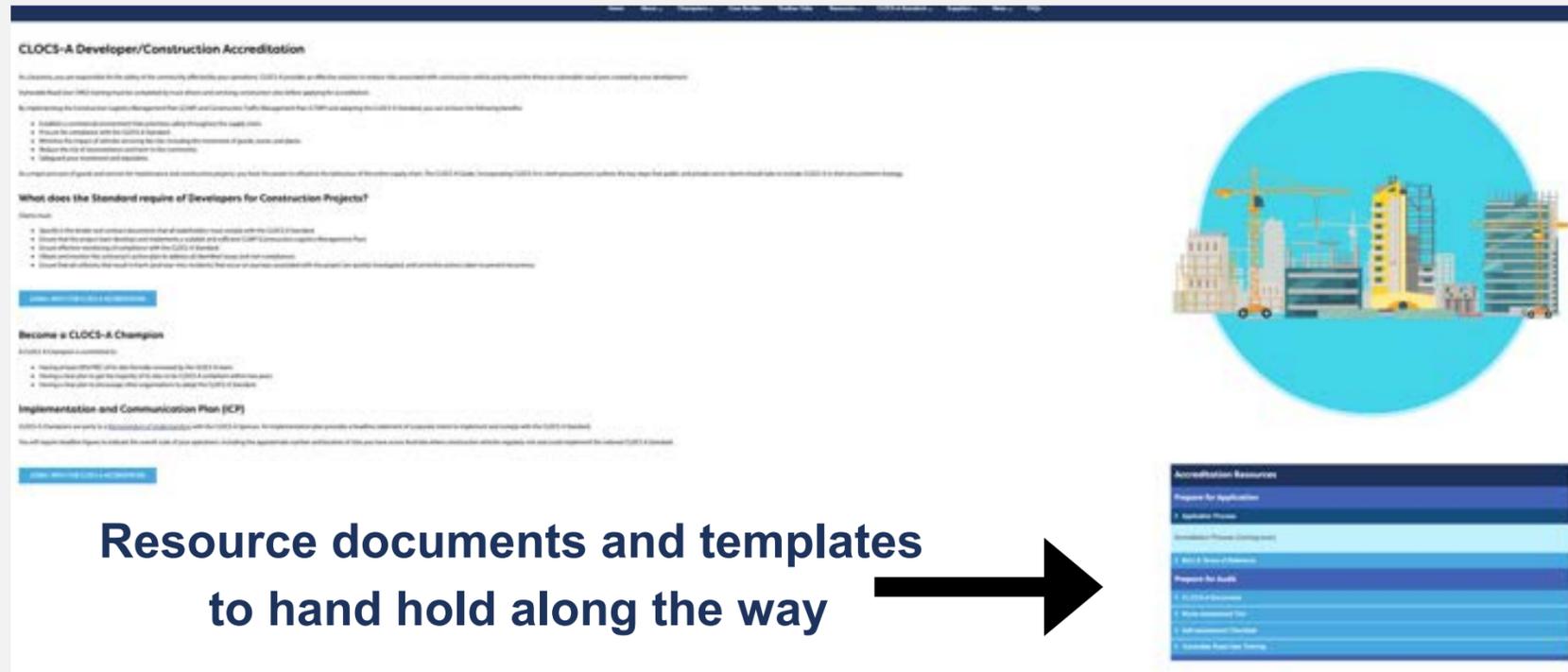
#### MAINTAIN...

data throughout the year to reduce renewal  
audit times and workload

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# CLOCS-A Accreditation Resources and Templates to help you along the way.....



**CLOCS-A Developer/Construction Accreditation**

As a Developer, you are responsible for the safety of the community affected by your activities. CLOCS-A provides an effective system to ensure that accreditation standards are applied with the same consistency and you comply with your obligations.

By implementing the Construction Management Plan (CMP) and Construction Traffic Management Plan (CTMP) and applying the CLOCS-A Standard, you can ensure the following benefits:

- Establish a consistent approach to the construction of your projects
- Meet the obligations of the CLOCS-A Standard
- Minimize the impact of activities on the surrounding community of people, assets and sites
- Meet the CLOCS-A Standard requirements for the environment
- Manage your construction activities

**What does the Standard require of Developers for Construction Projects?**

Developers:

- Establish a consistent approach to the construction of your projects
- Meet the obligations of the CLOCS-A Standard
- Minimize the impact of activities on the surrounding community of people, assets and sites
- Meet the CLOCS-A Standard requirements for the environment
- Manage your construction activities

**Accreditation Resources**

- Prepare for Application
- Application Process
- Accreditation Process (Application)
- Accreditation Process (Assessment)
- Accreditation Process (Audit)

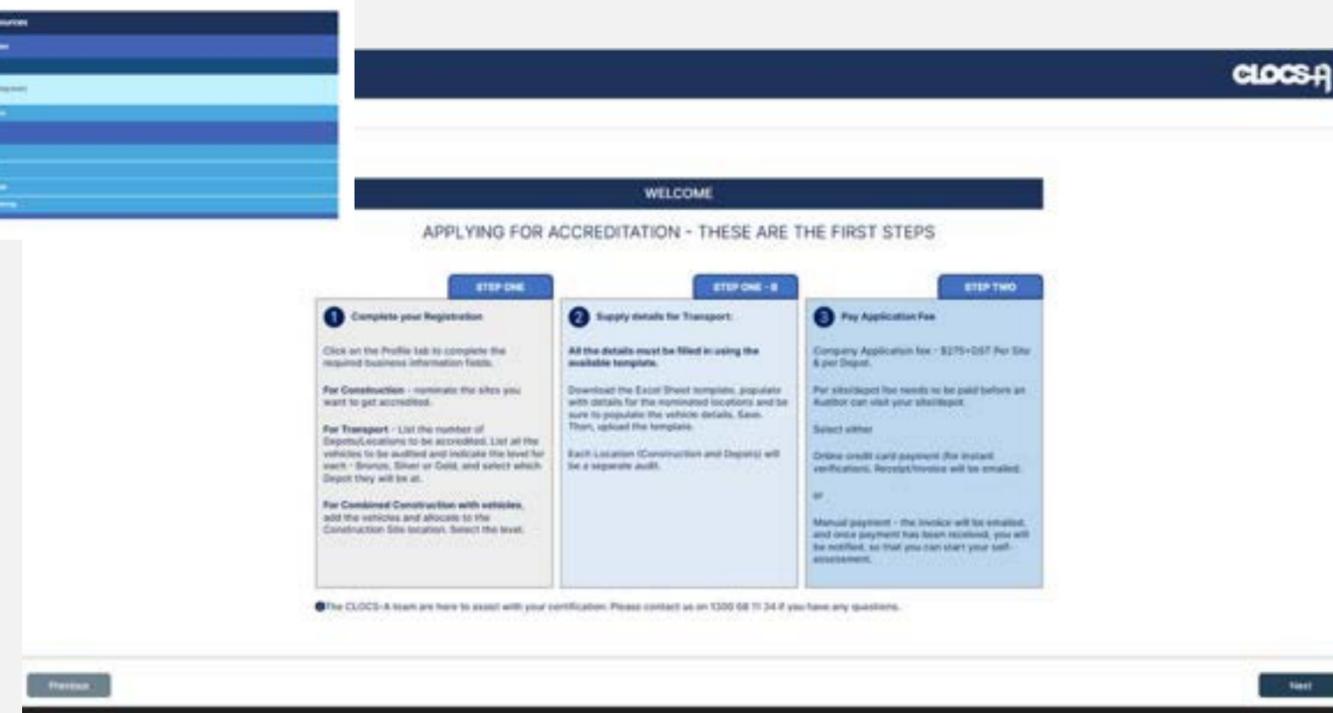
**Prepare for Audit**

- CLOCS-A Resources
- Accreditation Process
- Accreditation Process (Assessment)
- Accreditation Process (Audit)



Designed to help you along the way.....

Resource documents and templates to hand hold along the way



**CLOCS-A**

WELCOME

APPLYING FOR ACCREDITATION - THESE ARE THE FIRST STEPS

STEP ONE	STEP ONE - B	STEP TWO
<b>1 Complete your Registration</b> Click on the Profile tab to complete the required business information fields. <b>For Construction</b> - nominate the sites you want to get accredited. <b>For Transport</b> - List the number of Sites/Locations to be accredited, list all the vehicles to be audited and indicate the level for each - Bronze, Silver or Gold, and select which Depot they will be at. <b>For Combined Construction with vehicles</b> , add the vehicles and allocate to the Construction Site location. Select the level.	<b>2 Supply details for Transport:</b> All the details must be filled in using the available templates. Download the Excel Sheet template, populate with details for the nominated locations and be sure to populate the vehicle details. Save. Then, upload the template. Each Location (Construction and Depot) will be a separate audit.	<b>3 Pay Application Fee</b> Company Application fee - \$175+GST Per Site & per Depot. Per site/depot fee needs to be paid before an Auditor can visit your site/depot. Select either: • Online credit card payment (for instant verification, Receipt/Invoice will be emailed). OR • Manual payment - the Invoice will be emailed, and once payment has been received, you will be notified, so that you can start your self-assessment.

• The CLOCS-A team are here to assist with your verification. Please contact us on 1300 68 71 24 if you have any questions.

#TMC24



# Some of our applications in process or have been received for CLOCS-A Accreditation:



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# Questions?



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