



Monthly Newsletter #48
November 2025

A good practice approach to
protect all Australian road users



Contents



Welcome to the CLOCS-A Newsletter!	3
CLOCS-A Development Update	3
News	5
Featured: CLOCS-A and ISO 39001 Both in the National Road Safety Action Plan	5
Events	13
Case Studies	15
Our Supply Page Partners	17
Acknowledgements	18

Welcome to the CLOCS-A Newsletter!

CLOCS-A is centred around all road users sharing the responsibility for road safety in relation to construction logistics creating a win-win scenario for industry, government, truck drivers, major projects and the community

CLOCS-A Development Update

CLOCS-A has been gearing up for the second Safety Workshop being held on the 8th December in Parramatta NSW. The forum will take a different format compared to those of the past based on feedback received from our Melbourne event in May.

We have dedicated the afternoon to the operational areas of CLOCS-A explaining aspects of the CLOCS-A Standard and the process one will undertake when going for CLOCS-A certification.

We have also met with the Victorian Government who are now looking at training for the Vulnerable Road User (Silver and Gold). Whilst we have this online, we are now developing the material for RTO trainers to use when doing this face to face. We are working with a third party in this piece of development and expected to be released in early 2026.

We have had some enquiries regarding Plant Hire companies who are engaged by Construction companies to provide drivers (sub-contractors) who are already CLOCS-A accredited. The question raised on how these drivers can be accredited in teams. More on this as our discussions continue.

CLOCS-A Development Update

CLOCS-A VRU Training - Bronze Enrolment Report

Total Enrolled Students since November 2024

*33 new enrolments in the last 7 days

821

Total Lessons in the course

16

Topics

12

Quizzes

12

Completed

396

In Progress

390

Enrolled but Not Started

35

CLOCS-A and ISO 39001 Both in the National Road Safety Action Plan

By CLOCS-A



When the National Road Safety Action Plan was released, it proposed that CLOCS-A and or ISO39001 be adopted as a safety measure for the construction industry. ISO 39001 is the International Road Traffic Safety Management Standard.

CLOCS-A began its national rollout on 1 July 2024 following the activation of the CLOCS-A accreditation IT platform.

Driver skills and Competencies in CLOCS-A and ISO 39001

One specific element in the CLOCS-A is the requirement for drivers to exhibit Low Risk Driving Skills. These skills include:

- Hazard identification, observation and scanning
- Speed limits and speed management
- Road positioning and buffering
- Crash avoidance space
- Safe overtaking and lane changing
- Safe reversing and spotters

Conversely the ISO 39001 also requires drivers to hold appropriate driver competencies.

The requirement for drivers to be competent leads to the following definition of competence for ISO 39001.

ISO 39001: What is competence and Company requirement for delivering driver competency

The Definition of Competence in ISO 39001 is:

Awareness, knowledge, understanding and competence may be obtained or improved through training, education, work experience, demonstration projects, or recruiting skilled staff. It is important to nominate a person to establish a process, which encourages regular consideration of new safety practices, techniques, approaches which can improve Road Traffic Safety performance. Regularly updating this understanding within the context of its overall commitment and approach to Road Traffic Safety.

Requiring competence under ISO 39001 (Extract) Section 7.3

The organization shall

- Determine the necessary competence of person(s) doing work under its control that affects its Road Traffic Safety (RTS) performance
- Ensure these persons are competent, on the basis of education, training, and experience
- Where applicable take measures to acquire the necessary competence and evaluate the effectiveness of the actions taken
- Retain appropriate documented information as evidence of competence

Note: *Applicable actions can include, for example, the provision of training to, the mentoring of, or the re-assignment of employed persons, or the hiring, or contracting of competent persons.*

In both cases above, the requirements for the truck driver goes further than a driver just holding a heavy vehicle licence in isolation of further skills acquisition.





Beyond the Driver's Seat: Shared Responsibility Through HVNL/ CoR and CLOCS-A in Construction Logistics

By CLOCS-A

Ensuring safety on our roads is no longer solely the responsibility of the driver behind the wheel. Recent insights from NHVR highlight that [Chain of Responsibility \(CoR\)](#), which is embedded in the Heavy Vehicle National Law (HVNL), is not limited to compliance with specific mandatory aspects of the HVNL such as mass, dimensions, loading, driving hours, speed, and vehicle standards. It encompasses all parties influencing the safety of heavy vehicle operations on roads, including loading, using medically 'fit' employees, roadworthy vehicle selection, and potentially even facility design.

In brief the CoR concepts, first proposed in 1995, have been written into the HVNL, hold for all segments of the supply chain, guaranteeing accountability across every

participant, from planners to the various operations and management staff who must adhere to, and comply with, safe work practices.

In the construction industry, these baseline principles are a starting point upon which many elements of the [CLOCS-A Standard](#) (Construction Logistics and Community Safety – Australia) are both additional to and mandatory within the standard. This now active standard advocates for a highly proactive, systems-based approach to safety, raising the bar somewhat above a HVNL/CoR base. CLOCS-A not only focusses on the Vulnerable Road Users (VRUs), both to and from, and on construction sites, but also on the several non-driver specific elements in the construction supply chain.

News

Both the CoR provisions in the HVNL and the elements in the CLOCS-A framework stress a shared responsibility for safety which is not solely the duty of transport operators; it is a collective obligation among planners, contractors, suppliers, and drivers. CLOCS-A adds elements additional to those embedded in the HVNL/CoR law by promoting heightened trip planning and forecasting, proactive risk management strategies, specific VRU driver training, considerable tiered vehicle technology adoption, and community consultation. All of which go beyond basic legal compliance.

Essential factors such as construction logistics planning, enhanced driver training, and fitness for work, route selection are critical controls that significantly influence road outcomes. By managing these upstream measures effectively, construction projects can prevent incidents rather than merely responding to them. Construction truck specification in the CLOCS-A standard go well beyond mere roadworthiness and are even additional to the PBS requirements

for those construction trucks and trailers that are in the PBS scheme. PBS does not require any of the 32 CLOCS-A standards although some PBS operators may have adopted several of CLOCS-A truck specifications.

CLOCS-A embeds safety into every phase of the construction logistics process. From planning routes and scheduling deliveries to maintaining vehicles and ensuring driver readiness, and these controls further mitigate risks and safeguard the community. In doing so, organisations not only fulfill regulatory obligations but also cultivate a culture of accountability and safety that benefits both workers and the broader community.

In essence, CLOCS-A builds upon not only the HVNL/CoR baseline but also provides elements that would contribute to a very high standard Safety Management System (SMS) that is specifically focussed on the construction related heavy transport sector. It ensures both a heightened, shared proactive, and comprehensive approach to road safety in this sector.



HVNL's Chain of Responsibility framework goes further than Driver and Compliance

By CLOCS-A

A key Chain of Responsibility (CoR) myth is that it only applies to drivers and transport companies. Actually, CoR extends liability to all parties in the supply chain who can influence, or have control, over a heavy vehicle's journey, including producers, schedulers, and even directors. Another myth is that CoR is just about compliance. No, it is a system for promoting overall safety through shared responsibility and risk management. Table 1 dispels several Chain of Responsibility misconceptions.

Table 1 – Chain of Responsibility misconceptions

Myth	Fact
CoR only holds drivers and transport companies responsible for heavy vehicle safety.	Liability extends to anyone in the supply chain who can influence a heavy vehicle's journey, including businesses that use transport services and their directors.
My company is not responsible because we outsource transport.	Outsourcing does not remove your responsibility; you are still accountable for the risks associated with the transport activity you are arranging.
CoR is only about checking if a driver is compliant with the law.	CoR is about ensuring overall safety and risk management. It requires all parties have a primary duty to take reasonably practicable steps to ensure their actions don't cause or contribute to breaches, such as ensuring schedules don't cause fatigue or speeding.
My company is not involved in the physical transport, so CoR doesn't apply to us.	CoR applies to anyone who is a "Person Conducting a Business or Undertaking" (PCBU) and has heavy vehicles on or visiting their site.
The "Load Restraint Guide" contains all the rules for load restraint.	The guide provides examples, but understanding a party's specific role, influence, and control is key to fulfilling their responsibilities under the law.

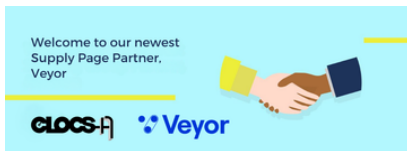
News

Welcome to Veyor, our newest Supply Page Partner

We are delighted to officially welcome Veyor to the CLOCS-A Supply Page Partner community!

As a leader in innovative solutions for the construction logistics sector, Veyor shares our commitment to road safety, efficiency, and sustainability.

Learn more [here](#).

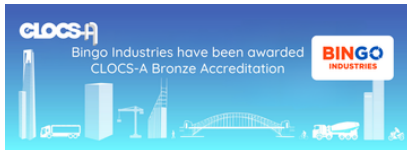


Bingo Industries have been awarded CLOCS-A Bronze Accreditation

CLOCS-A (Construction Logistics and Community Safety - Australia) is pleased to announce that [Bingo Industries](#) Eastern Creek Recycling Centre has received Bronze Accreditation, recognising the company's commitment to improving road safety and meeting national best practice standards in construction logistics.

We had the pleasure of presenting the accreditation certificate, decals, and banner to [Matthew Collaros](#) and the team, officially recognising Bingo Industries as a CLOCS-A compliant company.

Learn more [here](#).



Building Safer Cities: How CLOCS Is Reducing Construction-related Road Risk

CLOCS Programme Director, [Andy Brooke](#) and CLP Trainer and Ambassador, [Kate Cairns](#) have collaborated on this blog 'Building Safer Cities: How CLOCS Is Reducing Construction-related Road Risk' for the [Major Projects Association](#).

This blog accompanies our podcast [Still Our Responsibility: Embedding CLOCS and Safer Logistics Into Major Projects](#) and features insights from Kate Cairns and Andy Brooke of CLOCS – two leading advocates for transforming construction logistics safety.

Read blog [here](#).



News

CLOCS Community Forum – November 2025

In November 2025, the CLOCS community gathered together to learn, share and connect.

Feature speakers included Ross Moorlock from Brake UK, Ruth Trant from DGP Plc, Richard Bailey and Abbie King from DataScope, Dr Isabella Panovic from Innovate UK, Danielle Dakin from The Potentiality Project, and Steven Gee and Peter Hewitt, both from Laing O'Rourke, whose expertise and real-world insights sparked important conversations throughout the day.

To view a copy of the presentations, click [here](#).

Learn more [here](#).



Truckie First Aid Course

NatRoad and St John Ambulance Australia have teamed up to deliver a 30-minute Truckie First Aid course.

Learn the basics to help at the scene until emergency services arrive.

Learn more [here](#).



What's your 20? - The podcast

Tune in to What's Your 20? The NHVR podcast with Rob and Sarah. Hear expert voices on road safety, new tech, rules, and where trucking is headed. They also unpack common questions on access, work diaries, inspections, PBS, and vehicle changes.

Listen to all episodes [here](#).





Auditors Wanted - CLOCS-A Accreditation

An exciting opportunity is now available for experienced NHVAS Auditors to apply for accreditation as CLOCS-A Auditors in New South Wales.

With their established expertise in the National Heavy Vehicle Law and Chain of Responsibility, NHVAS Auditors are well positioned to support the rollout of the CLOCS-A standard, recently introduced by Transport for NSW (TfNSW).

TfNSW has published a new standard, Minimum Requirements for Contractor Vehicles, which sets out safety and compliance expectations for light vehicles, heavy vehicles, and plant used in the delivery of construction projects. This standard will be referenced in contractual agreements across TfNSW business units and is recommended for compliance from 26 August 2025.

As part of this transition, there will be a strong demand for CLOCS-A Auditors in NSW, particularly from late this year into early next year. Already, 66 transport companies and 214 heavy vehicles are scheduled for CLOCS-A accreditation assessments. The skills and experience of NHVAS Auditors will be invaluable in ensuring these assessments are carried out with the highest standards of professionalism and safety.

NHVAS Auditors are invited to express their interest in becoming CLOCS-A Auditors and play a vital role in shaping the future of transport safety and compliance in NSW.

- For further details on the TfNSW standard, you can view the official publication on the [Transport Standards Portal](#).
- For more information and to apply to become a CLOCS-A Auditor, click [here](#).
- Don't hesitate to contact us at admin@clocs-a.org.au.

Together, we can raise the bar for safety and compliance across the industry.





Just one week
away — don't
miss the
CLOCS-A
Safety Forum!

Safety Forum - Vision Zero in Construction Logistics

Date: December 8, 2025

Time: 9.00 am – 4.30 pm

Venue: Parramatta Square Business & Events Centre
Level P2, 4 Parramatta Square, 12 Darcy Street
Parramatta, NSW, 2150

Join us for the CLOCS-A Safety Forum in NSW!

Under the theme “Vision Zero in Construction Logistics”, the forum will feature innovative strategies, practical workshops, and expert insights on embedding safer, and leaner practices. Together, we’ll explore smarter planning, advanced technology, and cultural change to protect vulnerable road users while supporting efficient, sustainable, and socially responsible construction projects.

[Register Here](#)



Events

Truck Show - Driving the Future

Date: 18 - 19 May 2026

Location: Rydges Resort Hunter Valley

TruckShowX – Driving The Future' presents solutions that work, results that matter, and progress that lasts.

Over two exciting days you'll learn from the industry's prime movers how businesses are transforming through innovation and technology. You'll hear about the partnerships, projects, and real-world case studies focusing on transport productivity, efficiency and safety, held alongside drive-day opportunities, a technology and capability expo, and a lively social program.

All centrally-located in the postcard-perfect New South Wales Hunter Valley.

Visit event website [here](https://truckshowx.com.au).



Trucking Australia 26

Trucking Australia 26 is heading to Hamilton Island from 3-5 June.

Explore program details, ticket pricing, and special stays at the island's Reef View Hotel. Early-bird registrations and social event tickets open 28 November.

Mark your calendar to lock in the discount before year's end. Friends and family are welcome—check the event FAQs for age and ticket info.

Visit event website [here](https://truckingaustralia.com.au).



Case Studies

Case Studies

1. Left Turn Audible Alarm

- a. Stakeholder: Transurban
- b. Focus: Preventing Left-Turn Incidents and Protecting Vulnerable Road Users in the West Gate Tunnel Project with Left Turn Audible Alarms
- c. Status: Undergoing industry partner review

2. Left Turn Audible Alarm

- a. Stakeholder: MTIA
- b. Focus: Left-Turn Audible Alarms: Keeping Vulnerable Road Users Safe in Australia's Largest Transport
- c. Status: Finalised. View [here](#).

3. Side Underrun Protection

- a. Stakeholder: Eather Group
- b. Focus: A Proactive Approach to Protecting Vulnerable Road Users: The Eather Group's Implementation of Side Underrun Protection Systems.
- c. Status: Finalised. View [here](#).

4. Fleet Management Systems (Telematics)

- a. Stakeholder: John Holland/CPB Contractors
- b. Focus: Efficient Fleet Management: How Telematics Management Systems Transformed the Rozelle Interchange Project.
- c. Status: Pending industry partner approval.

5. Conspicuity Markings

- a. Stakeholder: Transurban.
- b. Focus: Improving Vehicle Visibility for Safer Roads.
- c. Status: Finalised. View [here](#).

6. Constructing the Central Station Feature Roof

- a. Stakeholder: Laing O'Rourke
- b. Focus: Design for Manufacture and Assembly – Central Station Roof
- c. Status: Finalised. View [here](#).

7. Be Truck Aware

- a. Stakeholder: Transport for NSW (TfNSW)
- b. Focus: TfNSW's Educational Campaign: Teaching the Community to 'Be Truck Aware' During Major Construction Projects.
- c. Status: Awaiting evaluation results.

8. Truck Ride Along

- a. Stakeholder: Holcim CLOCS-A, Holcim and NRSPP.
- b. Focus: Bridging the Gap between Heavy Vehicle Drivers and the Community.
- c. Status: Finalised. View [here](#).

9. Contract Clauses

- a. Stakeholder: Sydney Metro
- b. Focus: Sydney Metro's Case Study Contract Clause Improving Contractor Safety Practices
- c. Status: Being developed

Victorian Construction Trucks and Community Safety Case Studies

10. Human Impact Risk Assessment (HIRA) TOOL

- a. Stakeholder: Victorian Department of Transport and Planning.
- b. Focus: Application of tool which can be used to assist route selection and avoid sensitive land use areas/ local roads.
- c. Status: Finalised. View [here](#).

11. Temporary Traffic Management

- a. Stakeholder: Victorian Department of Transport and Planning.
- b. Focus: Safety management of traffic (trucks and vulnerable road users) on a major transport supply conduit for a major infrastructure project.
- c. Status: Finalised. View [here](#).

12. Swapping Seats

- a. Stakeholder: Victorian Department of Transport and Planning.
- b. Focus: Focused community engagement where trucks feature at public events/spaces to sit in a truck and understand what a driver can and cannot see.
- c. Status: Finalised. View [here](#).



Join CLOCS-A

Becoming a CLOCS-A member is more than just a commitment—it's a step towards safer, more efficient, and more responsible construction logistics and transport operations.

Register today and contribute to enhancing safety and efficiency in construction logistics practices! 👉

Accreditation

Auditor

Supply Page Partner

Membership



Our Supply Page Partners

Brigade

 **Gearbox**

 **Hubfleet**

Lens-Tech Co
offering a wider view to the world

 **Select**

SGESC 
HOME OF **MAXSAFE**

SHAW
MANUFACTURING

 **Teletrac**
Navman

 **Veyor**

Want to be a Supply Partner with CLOCS-A?

If you are a Supplier focused on Vehicle Safety Technology and Equipment, a Training Provider focused on Safety or a Logistics Supplier of Safety Equipment we want to talk to you!

There is a huge amount of support out there in the industry for the CLOCS-A roll-out and imagine the exposure you will get from those major Federal, State and Local government projects that will be focused on our accreditation. Could you afford not to be part of this roll-out?



Benefits

There are several benefits to being a supplier advertising on our website:

- Gain access to a large audience of potential customers who are actively seeking products or services like yours.
- Our website is designed to be user-friendly and easy to navigate, which means that your products will be prominently featured and easy to find. This can help to increase your visibility and sales.
- As a supplier on our website, you will have access to a range of tools and resources that can help you optimise your advertising campaigns and maximise your results.
- Overall, advertising on our website can be a highly effective way to reach new customers and grow your business.

[REGISTER HERE](#)

Acknowledgements

This newsletter has been developed by the Chartered Institute of Logistics and Transport Australia (CILTA) on behalf of the CLOCS-A project.

We would like to acknowledge the CLOCS-A [Steering Group](#), [Supporting Partners](#) and NHVR HVSI Funding.

Steering Group



Supporting Partners



We invite all organisations to sign onto the CLOCS-A [Memorandum of Understanding \(MoU\)](#). For more information please contact Karyn.Welsh@cilta.com.au CEO of [the Chartered Institute of Logistics and Transport Australia \(CILTA\)](#), and host organisation for CLOCS-A.

