



Monthly Newsletter #51
February 2026

A good practice approach to
protect all Australian road users



Contents



Welcome to the CLOCS-A Newsletter!	3
CLOCS-A Development Update	3
News	6
Featured: CLOCS-A Set for Major Expansion as New NSW Infrastructure Projects Are Awarded	6
Events	16
Case Studies	19
Our Supply Page Partners	21
Acknowledgements	22

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

The most substantive developments for CLOCS-A over the past month centre on national alignment, training uptake, regulatory integration, and sector visibility. The picture that emerges is one of accelerating mainstream adoption and stronger positioning within Australia's broader road-safety and infrastructure agenda.

Recent developments include:

- Strong national alignment with the newly released NHVR 2026 Master Code, which explicitly reinforces CLOCS-A principles.
- Continued growth in VRU Bronze online training, with over 1,000 participants now registered and almost half fully completing the program.
- Increasing integration of CLOCS-A requirements into major project contracts, particularly in NSW and other jurisdictions preparing for 2025–26 compliance milestones.
- The VRU Bronze online training program continues to be one of CLOCS-A's strongest engagement channels (refer page 4). Demonstrating the sustained demand for consistent, nationally aligned training for drivers, site teams, and project personnel.

Regulatory and standards alignment

Two major developments strengthen CLOCS-A's position within the national safety framework:

- NHVR's 2026 Master Code update shows strong alignment with CLOCS-A's systems-based approach to safer drivers, safer vehicles, safer logistics, and community safety. This reinforces CLOCS-A as a recognised good-practice standard for heavy-vehicle risk management on major projects.
- Transport for NSW's 2025 vehicle safety requirements, which adopt CLOCS-A minimum standards for contractor vehicles from August 2025, continue to drive early compliance activity across the supply chain.

Sector engagement and visibility

CILT Australia and CLOCS-A have been confirmed as Association Partners for MegaTrans 2026, one of the largest national gatherings for transport, logistics, and infrastructure.

This partnership elevates CLOCS-A's profile and provides a platform to:

- showcase national progress,
- engage with operators preparing for compliance,
- strengthen relationships with government and industry leaders, and
- promote professional development and safety innovation.

Broader industry context

The ongoing national rollout continues to be supported by:

- inclusion of CLOCS-A in state and national road-safety action plans,
- growing awareness of VRU risk around construction vehicles, and
- the significant pipeline of urban infrastructure investment, which increases the urgency for consistent logistics safety standards.

Looking ahead

With major infrastructure programs continuing nationwide, the need for consistent, evidence-based logistics safety standards has never been clearer. CLOCS-A is now firmly positioned as the national benchmark for managing construction-related transport risks, and the coming months will focus on supporting operators, contractors and project teams as they prepare for upcoming compliance milestones.

CLOCS-A Development Update

CLOCS-A VRU Training - Bronze Enrolment Report

Total Enrolled Students since November 2024

*30 new enrolments in the last 7 days

1073

Total Lessons in the course

16

Topics

12

Quizzes

12

Completed

540

In Progress

476

Enrolled but Not Started

57





CLOCS-A Set for Major Expansion as New NSW Infrastructure Projects Are Awarded

The recent awarding of several major infrastructure projects across New South Wales marks a significant milestone for the state's construction and logistics sectors—and a major step forward for national consistency in heavy-vehicle safety. With successful contractors now preparing to mobilise on these newly announced works, CLOCS-A is set to be embedded across multiple project sites, reinforcing its position as Australia's leading good-practice framework for construction logistics and community safety.

These projects, which span road, rail, precinct development, and enabling works, will bring

thousands of heavy-vehicle movements into urban and regional communities. The adoption of CLOCS-A across these sites ensures that safety, transparency, and consistent operational standards remain at the forefront from day one.

A Turning Point for NSW: CLOCS-A Becomes a Standard Expectation

NSW has been steadily strengthening its approach to construction-related transport risk, and the latest project awards demonstrate a clear shift: CLOCS-A is no longer an optional enhancement but a core requirement for responsible project delivery.

Project owners and principal contractors are now embedding CLOCS-A into:

- tender specifications
- contractor onboarding
- logistics planning and vehicle routing
- driver competency and supervision requirements
- incident reporting and data transparency
- site access and vehicle safety standards

This alignment ensures that every operator—large or small—works to the same evidence-based expectations, reducing variability and lifting safety outcomes across the entire supply chain.

A Consistent National Framework in a Federated System

The rollout of CLOCS-A across these NSW projects is more than a state-based achievement; it is a critical step toward national harmonisation. With major projects in Victoria, Queensland, and the ACT already adopting the Standard, NSW's commitment strengthens the national governance architecture that underpins CLOCS-A.

This consistency matters. It ensures:

- operators working across borders face aligned expectations
- project owners can rely on comparable safety performance
- regulators and insurers have confidence in the assurance model

- communities benefit from safer interactions with construction vehicles

In a sector where fragmentation has long been a challenge, CLOCS-A provides the unified framework the industry has been seeking.

A Strong Signal for the Future of Infrastructure Delivery

The decision to embed CLOCS-A across these NSW projects sends a clear message: community safety, vulnerable road-user protection, and consistent heavy-vehicle standards are now fundamental to responsible infrastructure delivery.

As these projects progress, they will serve as exemplars of how CLOCS-A can be integrated into complex, multi-contractor environments—demonstrating the Standard's scalability, practicality, and value.

With NSW joining other jurisdictions in adopting CLOCS-A at scale, Australia is moving decisively toward a unified national approach to construction logistics safety. The result will be safer roads, stronger governance, and a more resilient and accountable supply chain.

If you would like to know more about CLOCS-A please visit the website: www.clocs-a.org.au or email: admin@clocs-a.org.au.



Consulting vs Auditing in CLOCS-A Projects: Safeguarding Governance and National Consistency



As CLOCS-A continues its transition from an emerging safety initiative to a nationally recognised standard, the sector is increasingly focused on the governance structures that will sustain its credibility over time. Central to this discussion is the clear and deliberate separation between consulting and auditing—two functions that are often conflated but must remain distinct to protect the integrity of CLOCS-A implementation across Australia.

In a federated transport and construction environment, where operators range from sole traders to multinational Tier 1 contractors, national consistency is only possible when governance boundaries are respected. CLOCS-A's strength lies not just in its technical requirements, but in the assurance ecosystem that surrounds it.

Consulting: Supporting Implementation Without Influencing Assurance

Consulting plays a vital role in helping organisations understand, interpret, and operationalise the CLOCS-A Standard. Consultants work alongside project owners, contractors, and operators to build capability and embed the systems required for compliance.

From a governance perspective, consulting is a capacity-building function, not an assurance function. It includes:

- Translating CLOCS-A requirements into practical operational processes
- Conducting readiness assessments and gap analyses
- Developing policies, procedures, and training aligned to the Standard
- Supporting onboarding, contractor management, and incident reporting frameworks
- Helping organisations prepare for future audits without influencing the audit outcome.

Consultants are enablers. They help organisations meet the Standard, but they do not—and must not—validate compliance

Auditing: Independent, Evidence-Based Governance Assurance

Auditing is the mechanism through which CLOCS-A maintains its national credibility. It provides independent verification that an organisation is meeting the Standard's requirements consistently, transparently, and without influence from those who helped build the system.

Auditing is a governance assurance function, grounded in independence and evidence. It includes:

- Objective assessment of documented and operational compliance
- Verification through interviews, site inspections, and evidence sampling
- Identification of non-conformances and systemic risks
- Clear, impartial reporting for accreditation or project assurance
- Ensuring consistent interpretation of CLOCS-A across jurisdictions and project types

Auditors protect the integrity of the Standard. Their independence ensures that CLOCS-A accreditation is trusted by government, clients, and the community.

Why Governance Demands a Clear Separation

The separation between consulting and auditing is not optional – it is a governance requirement that underpins CLOCS-A's national legitimacy.

Blurring the roles risks:

- Conflicts of interest
- Perceived or actual bias in audit outcomes
- Erosion of trust from regulators and project owners
- Inconsistent application of the Standard across states and sectors
- Reduced confidence in CLOCS-A as a national safety framework.

For CLOCS-A to function as a credible, scalable, and nationally harmonised standard, the assurance pathway must be free from influence – real or perceived.

National Consistency: The Foundation of CLOCS-A's Future

CLOCS-A is rapidly becoming embedded in procurement, accreditation, and project governance frameworks across Australia. As adoption grows, so does the need for consistent interpretation, consistent auditing, and consistent expectations for operators of all sizes.



Maintaining a strict boundary between consulting and auditing ensures:

- Fairness for small and medium operators
- Comparable audit outcomes across jurisdictions
- Confidence for government and major project owners
- A stable, transparent national assurance ecosystem
- Long-term sustainability of the CLOCS-A Standard

This governance discipline is what will allow CLOCS-A to scale nationally without fragmentation or dilution.

A Mature, Trusted, Nationally Aligned Standard
As the industry moves toward a more sophisticated and harmonised approach to construction logistics safety, the governance architecture around CLOCS-A becomes just as important as the technical requirements themselves.

Consultants help organisations build the capability to meet the Standard. Auditors independently verify that they have done so. The separation is not a procedural detail – it is the foundation of national consistency.

CLOCS-A's future depends on it.

Road Safety Action Plans: CLOCS-A and some of the next BIG projects



The 2012 London Olympics started the CLOCS accreditation ball rolling. In the run up to the Olympics a very significant number of Vulnerable Road User (VRU) depths were recorded. This disturbing fact was the catalyst for Transport for London implementing the CLOCS heavy construction vehicle safety initiative. Since the implementation in 2013 some 43% of heavy truck VRU fatalities have been reduced on major construction projects.

The CLOCS standard was brought to Australia and through the efforts of the NRSPP and four technical committees the Australian version of CLOCS was developed as CLOCS-A. The custody of the CLOCS-A standard.

Will the Brisbane Olympics learn the lessons from London in 2012 and activate the CLOCS-A standard well before 2032?



Brisbane is managing passenger transport pre the Olympics, but what about the construction freight task?



Concept double PBS concrete agitator (available for Brisbane 2032?)

The initial VFT proposal and CLOCS-A

The federal government has announced the first very fast train link between Sydney and Newcastle.

After many studies starting under Professor Mal Logan, from Monash University in 1989, to the present day this may be the first implemented Australian VFT project. Again, as a major federal infrastructure proposal, should this project be covered by the recommendations of the National Road Safety Action Plan 2023-2025, by adopting the proposed CLOCS-A certification?

Following the 2012 London Olympics major UK rail infrastructure projects also saw VRU fatalities. The UK CLOCS certification was also recommended for these projects.



Figure: The most popular PBS Rigid Truck and Dog configuration

A selection of Proposed Changes proposed in updated Heavy Vehicle National Law



In mid 2026, the National Heavy Vehicle Accreditation Scheme, which started development in 1995, will see a new two-tiered accreditation framework. These being: a General Safety Accreditation (GSA) scheme and an Alternative Compliance Accreditation (ACA) scheme.

Driving hours will migrate to a Standard Hours and an alternative flexible Alternative Fatigue Management scheme that will eventually replace the existing BFM and AFM schemes.

Operators above 4.5 tonnes GVM will be required to develop and operate a **Safety Management System (SMS)** which will also include documented driving hours records. This extends this requirement for operators of 4.5 - 12.0 tonne GVM vehicles.

Mass limits increases will see the existing general mass limits raised to the existing CML thresholds. This will relieve companies operating in CML from the existing NHVAS CML audits.

Height and length will be allowed for General Access to operate at 4.6m and 20m respectively.

CoR and Executive responsibilities will be strengthened under the new reforms.

Further information can be found at:

- [Heavy Vehicle National Law | National Transport Commission](#)
- [Safety Management Systems \(SMS\) | NHVR](#)
- [2026 Master Code | NHVR](#)

CLOCS-A Takes Centre Stage at the 2026 NRFA Conference: A Turning Point for National Heavy Vehicle Safety



The National Road Freight Association (NRFA) Conference held last weekend brought together leaders from across Australia's freight, logistics, and transport sectors for one of the most forward-looking safety conversations the industry has seen in years. Among the standout themes was the growing national momentum behind CLOCS-A – the Construction Logistics and Community Safety Australia Standard – and its role in reshaping how operators, contractors, and government agencies approach heavy vehicle risk.

With delegates representing major transport operators, regulators, insurers, and training bodies, the conference provided the perfect platform to showcase how CLOCS-A is evolving from a project-based initiative into a nationally recognised framework for consistent, evidence-based safety practice.

CLOCS-A: From Early Adoption to National Alignment

CLOCS-A featured prominently throughout the program, with discussions highlighting its rapid uptake across jurisdictions and its increasing integration into procurement, accreditation, and workforce capability programs. Speakers emphasised the Standard's unique value: a unified, practical approach to managing construction-related transport risks, improving safety for vulnerable road users, and lifting operational consistency across the supply chain.

Delegates heard how CLOCS-A is now being embedded into training, onboarding, incident reporting, and project assurance processes – creating a common language for safety across operators of all sizes. The conference reinforced that CLOCS-A is no longer a niche initiative; it is becoming a national expectation.

Spotlight Session: The Driver Supervisor Micro-credential

One of the most anticipated sessions of the weekend was the presentation on the Driver Supervisor Micro-credential, a capability uplift program designed to professionalise and standardise the critical role of frontline driver supervisors.

Kim Hassall outlined how the micro-credential fills a long-standing gap in the industry by:

- Defining the competencies required for effective driver oversight
- Strengthening safety leadership at the operational level
- Supporting consistent CLOCS-A-aligned practices across fleets
- Providing a structured pathway for supervisors to build skills in coaching, compliance, and risk management



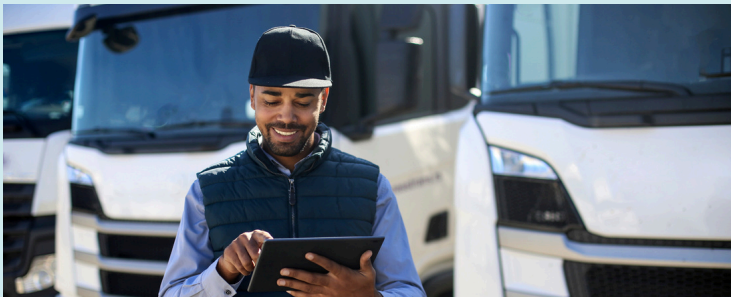
Delegates responded strongly to the session, noting that driver supervisors are often the “missing link” between policy and practice. The micro-credential was widely recognised as a practical, scalable solution that can be adopted by operators nationwide—particularly those preparing for CLOCS-A accreditation or seeking to strengthen their internal safety culture.

A Shared Commitment to Safer Roads

Across the conference, a clear message emerged: the industry is ready for harmonised, evidence-based safety standards, and CLOCS-A is providing the structure needed to achieve that. The Driver Supervisor Micro-credential was celebrated as a timely and essential addition to the national capability framework, supporting operators to embed safer behaviours where it matters most—on the road, every day.

As the NRFA Conference closed, delegates left with a renewed sense of purpose and a shared commitment to lifting safety outcomes across Australia’s freight and construction logistics sectors. With CLOCS-A gaining traction and new training pathways emerging, the industry is stepping confidently into a future where consistency, accountability, and community safety are at the forefront of every journey.

CILTA's Driver Supervisor Certification program now released



The Post Licensing Driver Supervisor Certification course has now been released by CILT Australia. After two years in development the specialist micro-credential originating from an NHVR HVSI grant certifies experienced a Heavy Vehicle Driver to undertake block assessments on newly licenced drivers, or drivers recently upgraded to a higher licence level. The assessment consists of some 45 activity elements under the supervision of a Certified Heavy Vehicle Driver Supervisor.

After an experienced driver has completed their Certification program they can undertake specially designed driver assessments. The assessments can be done on newly licenced drivers, drivers having just upgraded to a higher licence level, or even a driver starting with a new company. The post licensing assessments were piloted on a range of drivers in Medium Rigid trucks up to Quad Road Trains. Some common weaknesses have become apparent even from these pilot trials.

These pilot assessments were undertaken by the first group of Certified Driver Supervisors

that had undertaken the initial, version 1.0, of the Driver Supervisor micro-credential. In doing so the program underwent feedback and adjustments. CILTA is pleased to report that some initial eight Driver Supervisors have been Certified, most coming from Blue Chip companies. Twenty five percent of Certified Driver Supervisors are women. The program has forecast benefits in fleet crash reductions in both costs and incidents, which have been previously reported in the programs Benefit Cost analysis.

The Driver Supervisor Certification program even allows for undertaking skill assessments on heavy vehicle construction drivers. This can add a further level of safety for construction industry heavy vehicle drivers.

The initial industry briefing was presented at the National Road Freighters Association conference in Wollongong on the 21st of February last week. Further updates will be posted.

Learn more about the Driver Supervisor Certification [here](#).

Guiding Organisations Through CLOCS-A Accreditation

We've created a step-by-step guide to make CLOCS-A Accreditation more accessible and to support operators and contractors as they work toward safer, more consistent construction logistics. We encourage organisations to follow along and share the content with their teams as they progress through their CLOCS-A Accreditation journey.

Learn more [here](#).



Meet every link in the supply chain at MegaTrans 2026!

From safer streets to smarter supply chains, the organisations shaping the future of transport and logistics will be front and centre at MegaTrans, with The Chartered Institute of Logistics and Transport Australia (CILT Australia) and Construction Logistics and Community Safety Australia (CLOCS-A) confirmed as Association Partners for the event.

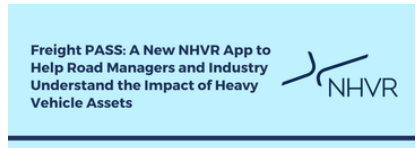
Learn more [here](#).



Freight PASS: A New NHVR App to Help Road Managers and Industry Understand the Impact of Heavy Vehicle Assets

The National Heavy Vehicle Regulator (NHVR) has launched Freight PASS, an online tool for comparing the productivity, safety, asset impact, and sustainability of various heavy vehicle configurations. This web app allows users to assess safety and productivity outcomes for different vehicle types used in freight tasks.

Learn more [here](#).



Events

CLOCS-A Safety Forum - Brisbane Best Practices in Innovation and Safety

Wednesday, April 15, 2026
9.00 am – 4.00 pm

RACQ Mobility Centre
1753-1799 Mount Cotton Rd,
Cornubia QLD 4130

Join industry leaders, government representatives, contractors, and transport operators for a focused session on the innovations, tools, and practical approaches strengthening safety across construction logistics.

- Practical insights you can apply immediately including CLOCS-A Accreditation pathways and Auditor applications
- Emerging technologies improving safety performance
- Collaboration across the supply chain
- A national conversation shaping safer construction logistics

Be part of the discussion driving better safety outcomes across the industry.

[Register Here](#)



Events

CCAA Supplier Insights Webinar

Date: Tuesday, 19 March 2026

Time: 10:00 am AEDT

Online

Join us for the first CCAA Industry Supplier Insights Webinar, showcasing CCAA Associate Members' innovations, products and services supporting cement, concrete and aggregates operations across the heavy construction materials supply chain.

Register [here](#).



Truck Show - Driving the Future

Date: 18 - 19 May 2026

Location: Rydges Resort Hunter Valley

TruckShowX - Driving the Future' will showcase innovative solutions in the transport industry, featuring industry leaders sharing insights on partnerships, projects, and case studies focused on productivity, efficiency, and safety. Attendees can also participate in drive-day opportunities, a technology expo, and a social program, all in the scenic Hunter Valley, New South Wales.

Visit event website [here](#).



Trucking Australia 26

Date: 3-5 June 2026

Location: Hamilton Island

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](#).





Are you a NHVAS Auditor ready to expand your credentials?

Step into CLOCS-A Auditor accreditation in NSW and leverage your strong knowledge of Heavy Vehicle Law and Chain of Responsibility.

As TfNSW's Minimum Requirements for Contractor Vehicles came into effect on 26 August 2025, the need for qualified CLOCS-A Auditors across NSW will grow rapidly.

Express your interest today and be part of the future of safer, more compliant transport operations.

[Learn more](#)



Case Studies

Case Studies

1. Left Turn Audible Alarm

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

2. Left Turn Audible Alarm

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

3. Side Underrun Protection

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

4. Fleet Management Systems (Telematics)

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

5. Conspicuity Markings

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

6. Constructing the Central Station Feature Roof

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

7. Be Truck Aware

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

8. Truck Ride Along

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

9. Contract Clauses

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

Victorian Construction Trucks and Community Safety Case Studies

10. Human Impact Risk Assessment (HIRA) TOOL

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

11. Temporary Traffic Management

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


12. Swapping Seats

- Stakeholder: Victorian Department of Transport and Planning.
- 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.
- 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



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:

- Reach a large audience actively seeking safety-focused products and services
- Your offerings are easy to find on our user-friendly website
- Access tools and resources to optimise your visibility and results
- Grow your brand and connect with new customers across Australia



[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 National Chair of the [Chartered Institute of Logistics and Transport Australia \(CILTA\)](#), and host organisation for CLOCS-A.

