



Hosted by



The Chartered
Institute of Logistics
and Transport

Welcome to CLOCS-A Safety Forum

Presenter

Ray Hassall

Committee Member QLD Section

CILT Australia

April 15, 2026



Thank you to Our Partners and Supporters



Welcome

CLOCS-A is a National Standard for ensuring the safest construction vehicle journeys, reducing risk to vulnerable road users, improving air quality and congestion, and driving operational efficiencies.

It brings regulators, government clients, developers, contractors, logistics companies and fleet operators together to maximise the many commercial and social benefits associated with safer, leaner and greener construction logistics.

The CLOCS Standard for construction logistics: 'Managing work related road risk' was developed by Transport for London (TfL) in response to research which showed that construction vehicles were responsible for a disproportionately high number (35%) of cyclist and pedestrian fatalities involving HGVs in London. In Australia our statistics show similar findings with **210** deaths recorded in YTD figure for **September 2025** up on the year before (**+14.8%** for the same period **2024**).

By becoming CLOCS-A accredited and champion you are part of a community of progressive industry organisations working together to raise standards and create the right environment for the safest construction vehicle journeys.

CLOCS-A accreditation signals a dedication to a culture of safety and community consideration. It not only demonstrates leadership within construction but will help shape industry standards for years to come making our roads safer for everyone.



Hosted by



The Chartered
Institute of Logistics
and Transport

The Story Behind the CLOCS-A Standard

Presenter

Kim Hassall

CILT Australia

April 15, 2026



Presentation will cover:

Background to the Construction Logistics Community Safety Standard

History:

CLOCS emerged out of a requirement by Transport for London following the 2012 Olympics as a Heavy construction truck safety standard¹

Why?

The significant infrastructure task resulted in a very significant number of Vulnerable Road User (VRUs) deaths.



CLOCS-A: National & State Road Safety Action Plans

Road Safety Action Plans 23/25

National: “ **Mandate the CLOCS-A standards and/or ISO 39001 Road Transport Safety Management System applied to constructs projects/programs that are funded by the Australian Government.**”

- NSW
- Qld
- SA , 2025/27 , and
- Victoria (In principle supported)

CLOCS Comes to Australia – VRUs are the Focus

- The idea for CLOCS was first raised in Australia in 2015
- Through a Round 3 Heavy Vehicle Safety Initiative grant the NRSPP began the first steps in 2018/19 to develop the Australian version of CLOCS which would become CLOCS-A.
- Four committees were developed:
 - Logistics
 - Driver
 - Vehicle Technical, and
 - Communications

The CLOCS-A Standard

The CLOCS-A standard is centered around minimising VRU incidents in the construction industry.

Focusses on the Driver (VRU training) , Vehicle specs, Logistics Operational and Risk planning, and Community Communications.

Some 85 elements tiered into

- Bronze
- Silver
- Gold levels.

The CLOCS-A Standard Emerges

- The CLOCS-A standard was completed in early 2023
- In MAY 2023, expressions of interest were sought to host the rollout of CLOCS-A standard.
- The hosting was awarded to the Chartered Institute of Logistics and Transport Australia (CILTA) and
- In July 2023 the process began.

Who is CILTA?

CILT Global Family



The Chartered
Institute of Logistics
and Transport

Countries in the CILT World

Newest

Territories/Branches:

By end 2022 – 43 nations



What Does CILTA Do?

Significant recent work on:

- Austroads: National Heavy Vehicle Driver Competency Framework review
- NTARC 1.0 2009-2022
- PBS Safety and Productivity reports Austroads 2014, NTC 2017, NHVR 2022, (2024)
- Driver Supervisor Certification program (Via HVSI Round 8)

What Does CILTA Do?

- We are not an RTO, and
- We do not lobby !!!!!

CLOCS-A Accreditation Platform Development

Rollout commenced with CILTA

- 1 July 2023 - Auditor certification system development began.
- This was operational and completed by 30 May 2024.
 - This involved auditor:
 - Training
 - Application processing
 - Exam, and
 - Auditor Certification committee approval
- The completed **Certification Platform** became operational on 1 July 2024.

The CLOCS-A Standard

The CLOCS-A Accreditation is available for:

- Transport Fleets, servicing construction sites
- Construction Companies (per site certification)
- Construction companies with medium to significant fleets.

Auditors: What Does a CLOCS-A Auditor Need?

- Lead Auditor qualification, eg, ISO, NHVAS, MCAS, Trucksafe, OHS/Safety
- Construction white card
- Heavy Truck knowledge (HVIA Trucks 101, unless NHVAS/ Trucksafe certified)
- OH&S and Safety Certificates useful not essential

Auditors: What Does a CLOCS-A Auditor Need?

- Needs to pass the exam with an 85% score (High distinction level)
- Pay an annual registration fee
- Can only do two audits per client transport company, or site
- Cannot consult to a client and audit that same company.

Construction Truck Types

(Not exhaustive)

- Agitators
- Truck and Dog Trailers light
- Truck and Dog trailers heavy
- Semi – Trailers (Flattops common)
- Low Loaders
- B-Doubles
- Single tippers 3 and 4 axle
- Bitumen Road Tankers



Construction Truck Operations (Estimates)

Operations:

- The common Construction trucks perform some 1.4 billion Kilometres per annum
- This could be 24.9% of the VRU fatal incidents in the 7 , not 3, VRU Classes.
- The UK saw a 47% reduction in fatal and serious incidents with CLOCS-A. Can we do the same?



Thank You



CLOCS-A Accreditation on Sydney Metro Projects

Michael Holmes, Senior Manager Road Transport Safety

15 April 2026

sydneymetro.info



Sydney Metro acknowledges the Traditional Custodians of the land on which we meet today, and pay respects to Elders past and present. We extend that respect to any Aboriginal and Torres Strait Islander people joining us today.

M1 Metro North West & Bankstown Line

Services from Tallawong to Chatswood started in May 2019 and were extended to Sydenham in August 2024



21 stations



Average 200,000 metro trips per weekday



51.5-kilometres, including under Sydney Harbour

Sydney Metro Southwest

Work is underway to extend M1 Line to Bankstown



10 stations



Conversion of 130-year-old T3 Bankstown Line



Trains every four minutes in the peak

Sydney Metro West

Construction started 2020



Nine stations



Connecting Greater Parramatta and the Sydney CBD



Western Sydney population, 2036

Sydney Metro – Western Sydney Airport

Construction started 2020



Six stations

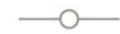


Connecting Western Sydney International Airport to the rest of Greater Western Sydney

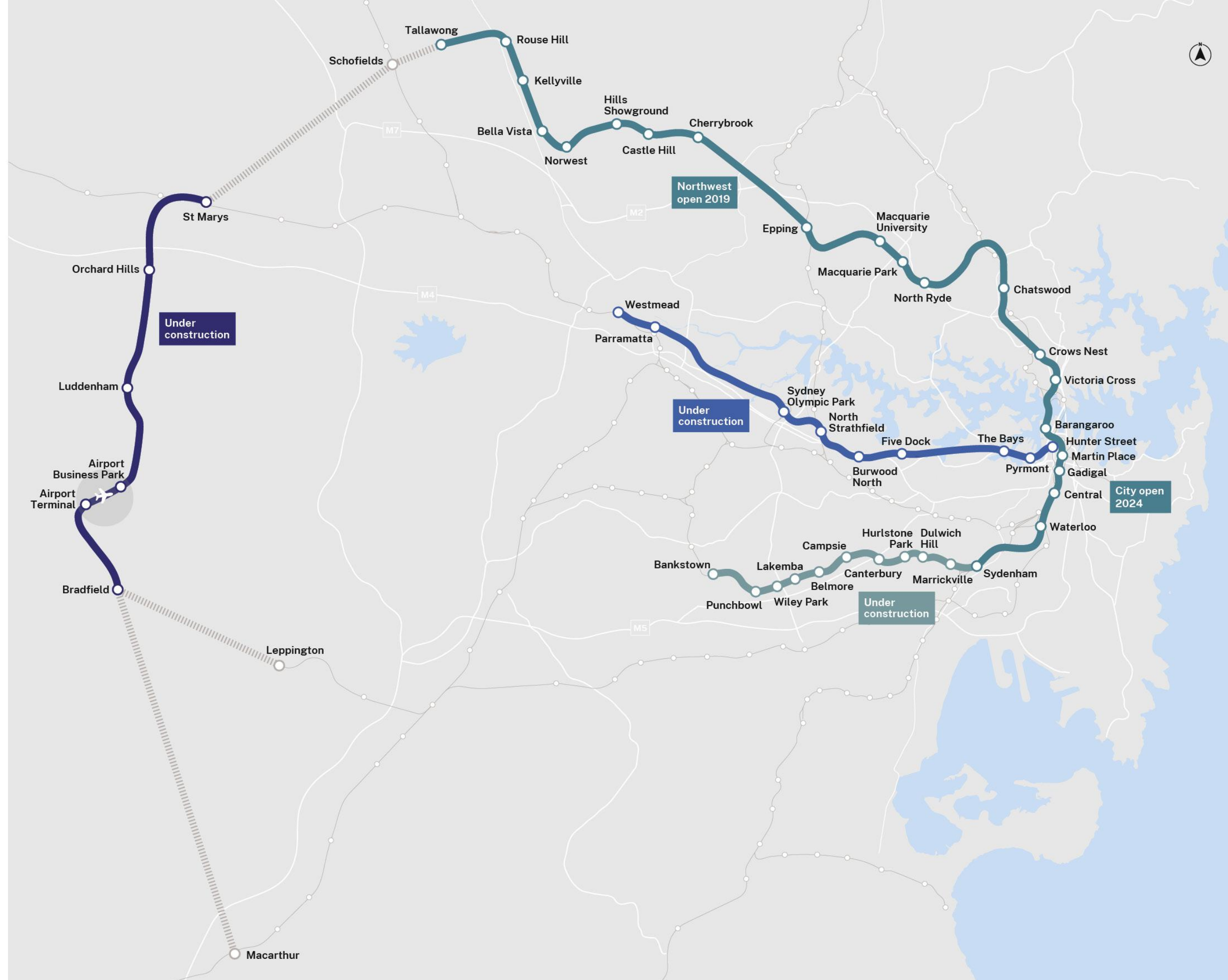


Servicing Greater Western Sydney

Sydney Trains suburban network



Future extensions (subject to further investigation)



Our vision

To transform Sydney with a world-class metro.

Our mission

To deliver a connected metro service for Sydney, providing more choice to customers and opportunities for our communities now and in the future.

Our values



Safety & Wellbeing



Collaboration



Integrity



Innovation



Excellence



Achievement

Our health and safety principles



sydneymetro.info

Health and safety model



We consider strong health and safety performance as more than complying with health and safety legislation.

Our health and safety principles include:

- strong direction and governance
- systematic application of health and safety
- engagement, collaboration and consultation
- evidence based decision making.

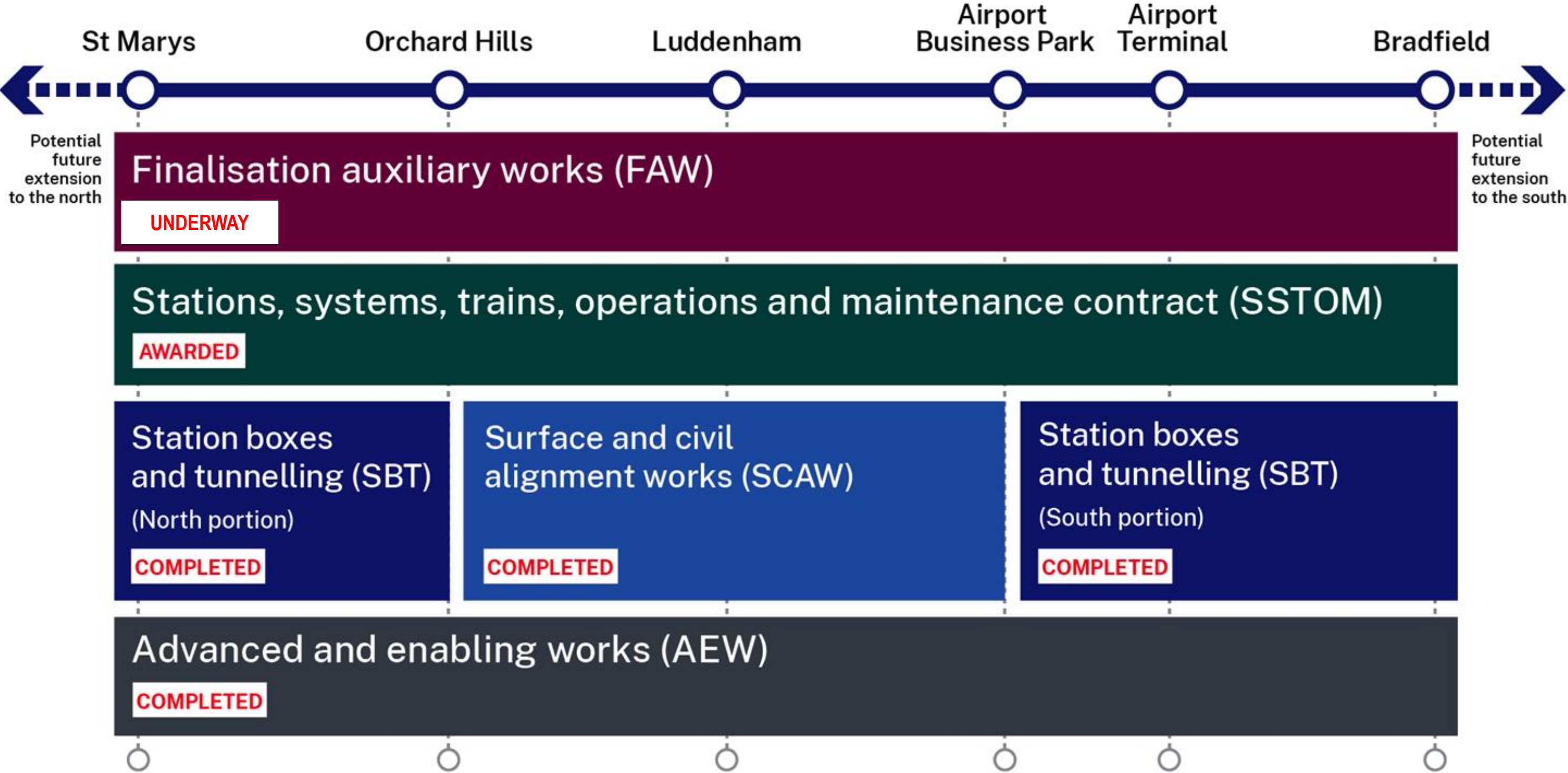
Our aims are to improve health and safety outcomes by driving best practice, innovation and improved planning.

Delivery partner and transport statistics – as of June 2025

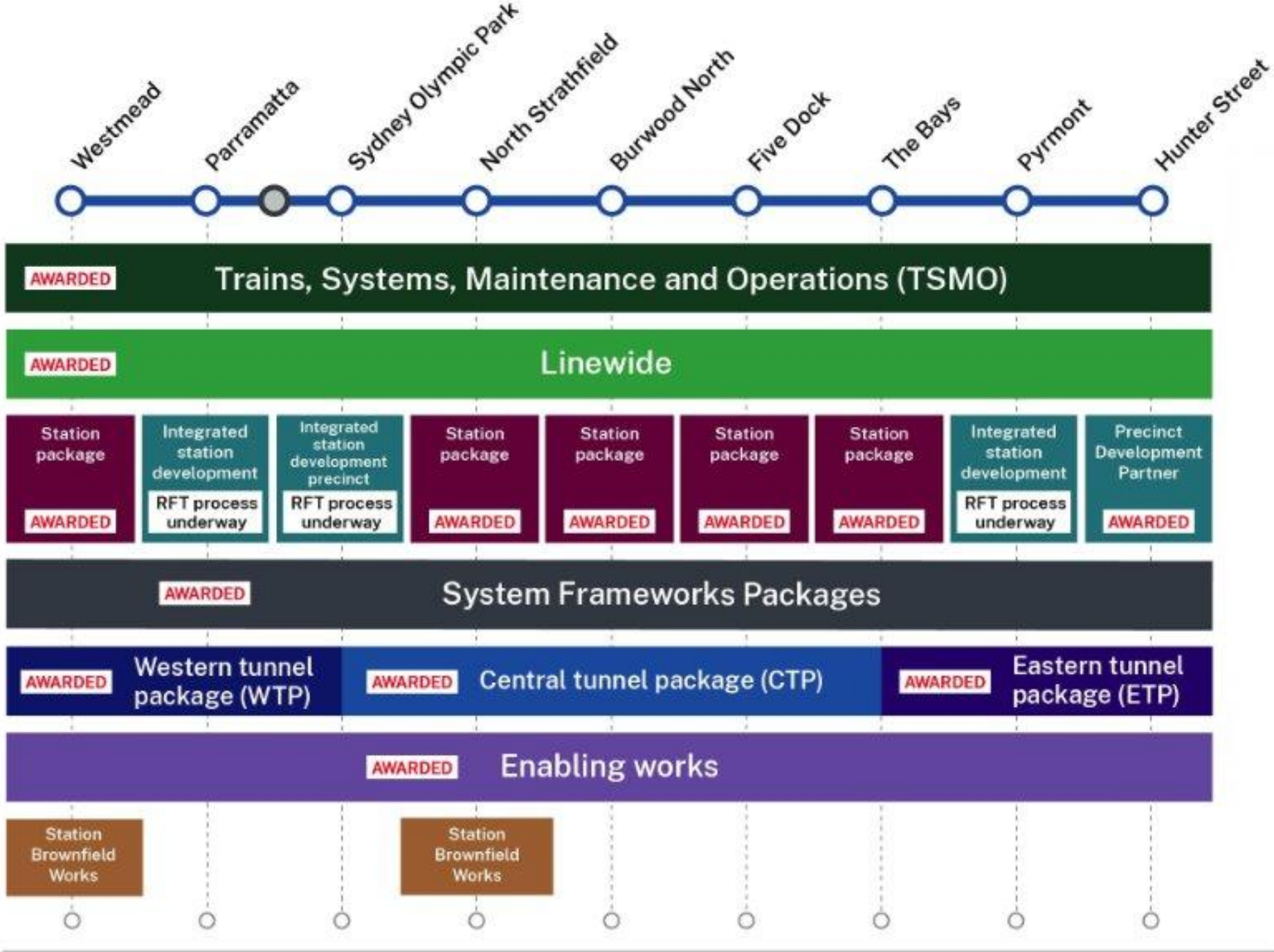
- **Principal Contractors:** 33 (incl. international civil infrastructure contractors to local building and utilities contractors)
- **Heavy Vehicle Transport Companies:** 500+ (from large transport and logistics and local owner-operators)
- **Heavy Vehicles Onboarded:** 2,000+ across NSW, VIC, and QLD
- **Heavy Vehicle Drivers Inducted:** 3,113 through Sydney Metro Safe Heavy Vehicle Driving Induction
- **Transport Movements:** Approximately 440,000 heavy vehicle movements over FY 2024-25



Sydney Metro – Western Sydney Airport delivery strategy

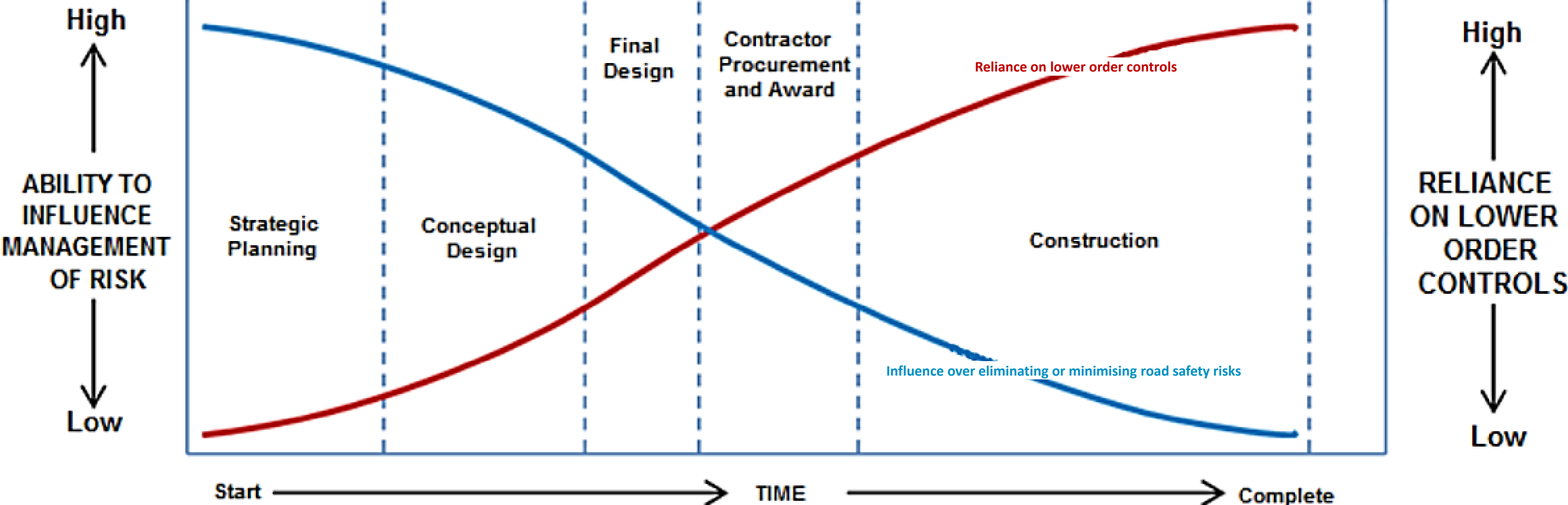


Sydney Metro West delivery packages



- Key**
- Station Package West
 - Clyde Stabling and Maintenance Facility and Rosehill Services Facility
 - RFT Request for Tender

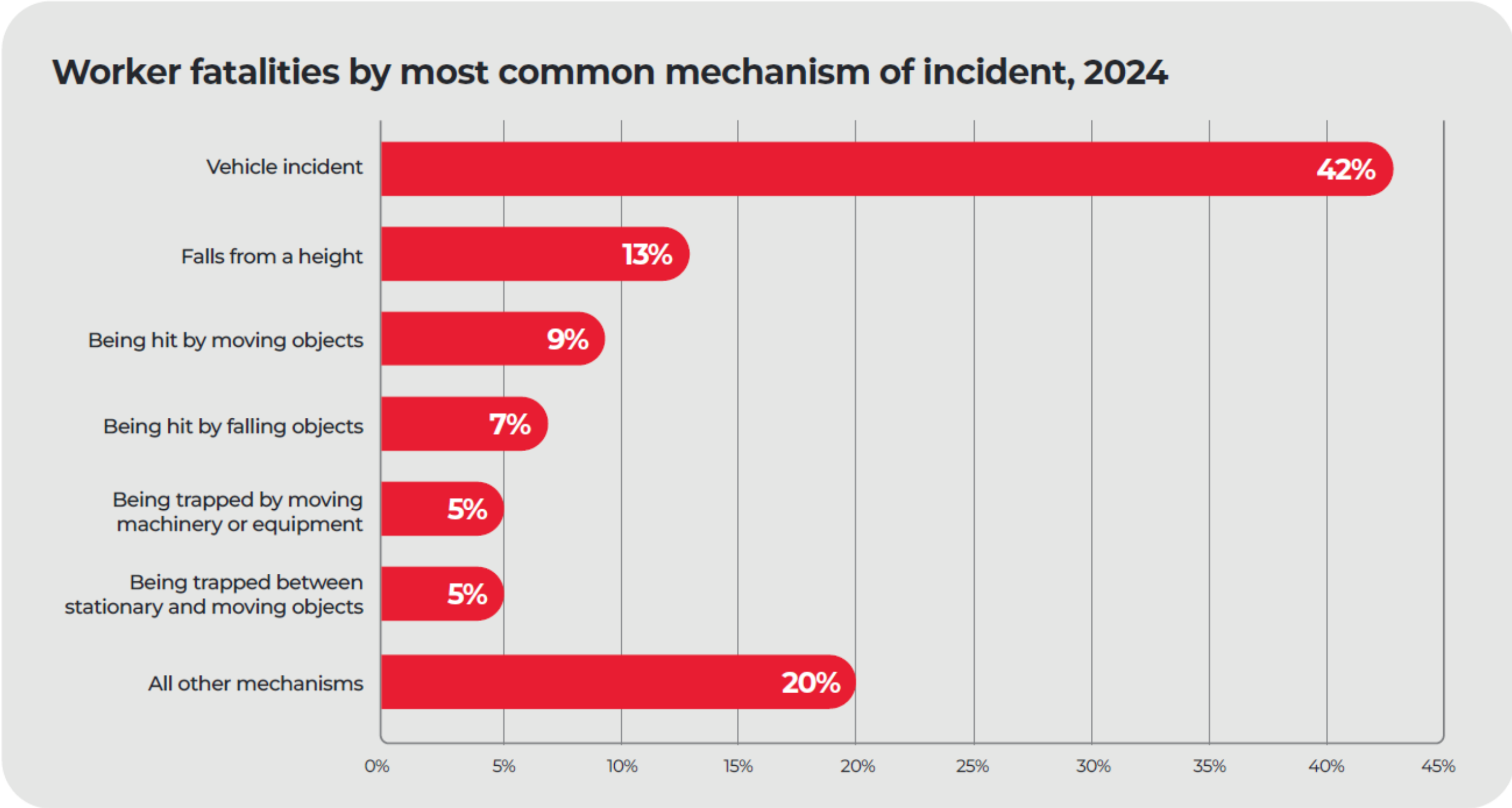
Safety in planning and procurement



Background and Context

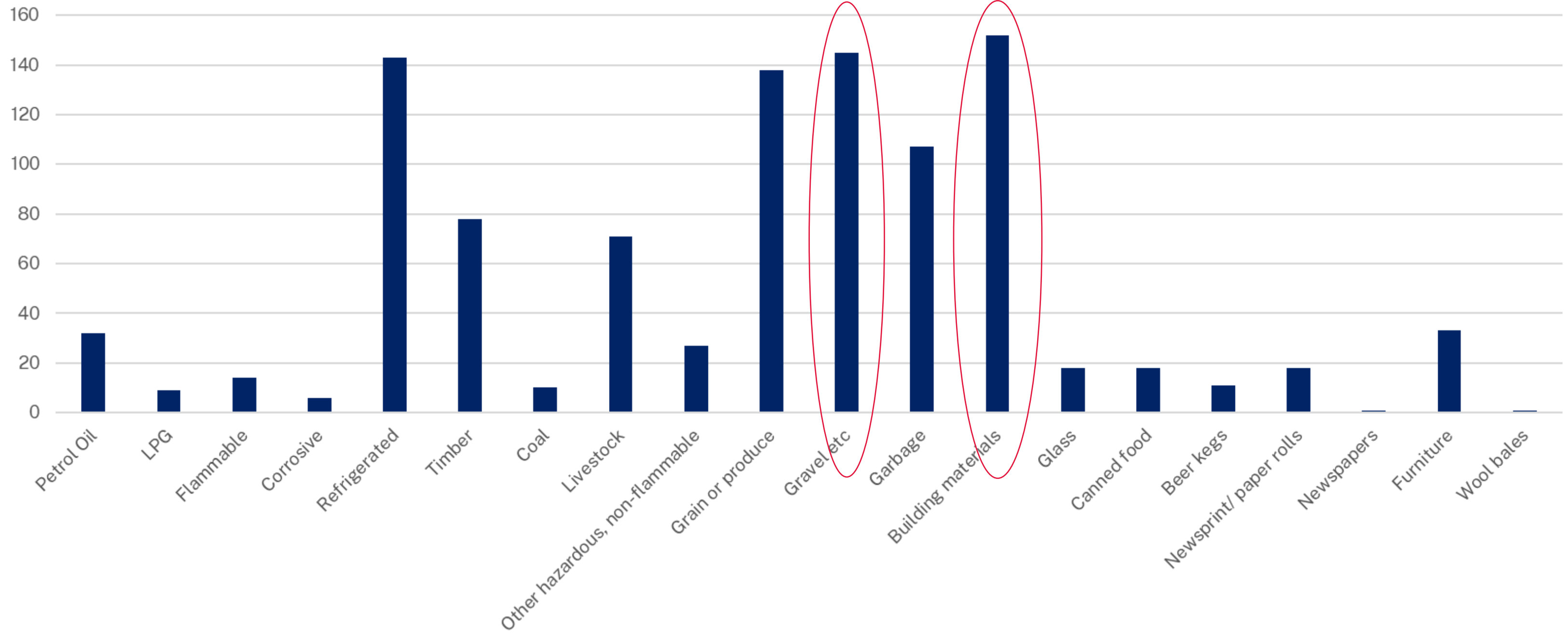


Worker fatalities by mechanism of incident (Safe Work Australia, 2025)



FSI crashes by load type in NSW 2015 - 2024

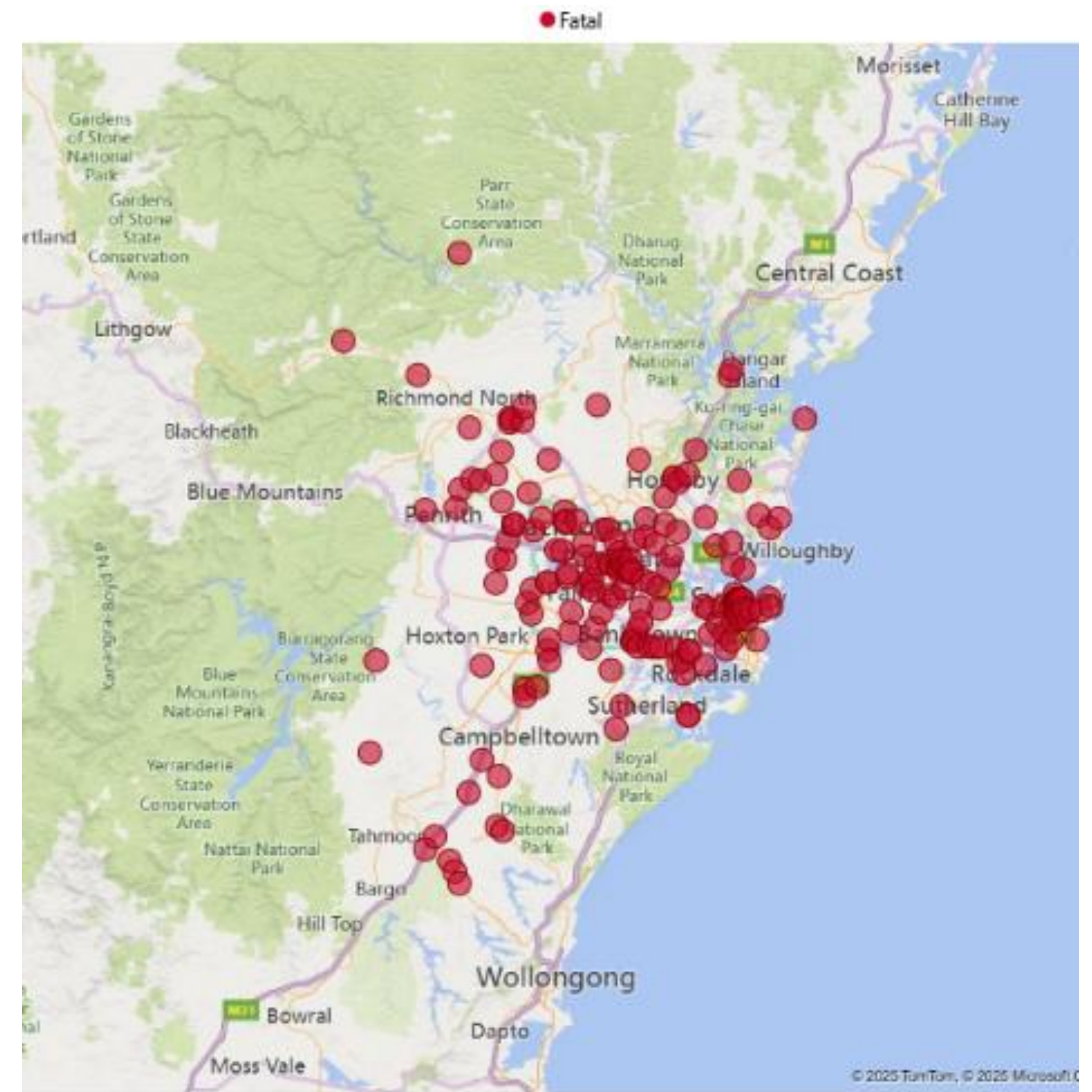
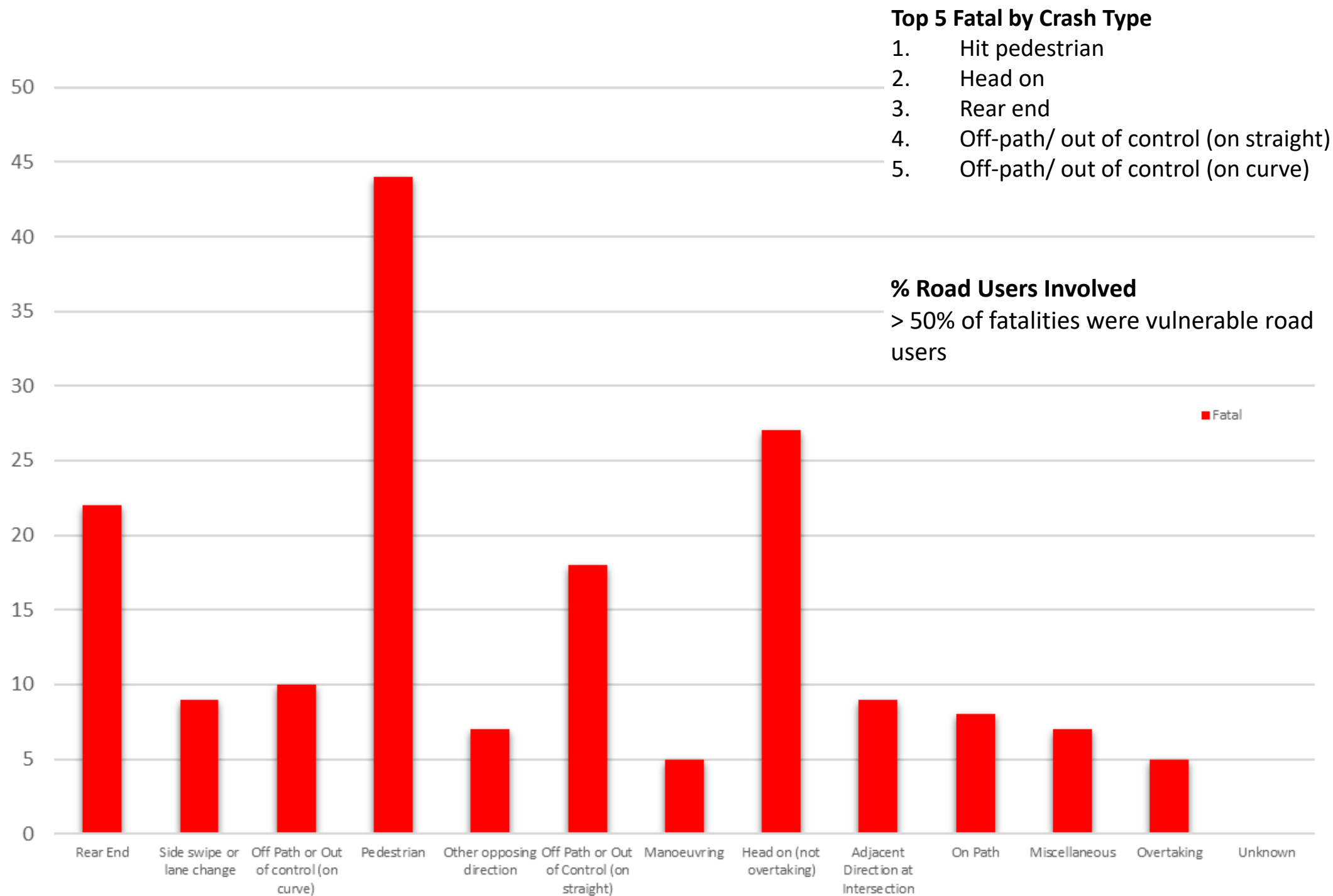
Heavy Vehicle Crashes in NSW by Load Type resulting in Fatal or Serious Injury (2015 - 2024)



Note: Load categories of "Nil" and "unknown" not included

Source: Transport for NSW (2026) Interactive Crash Statistics

Fatal heavy vehicle crashes in Greater Sydney 2015 - 2024



Source: Transport for NSW (2026) Interactive Crash Statistics

Wheelchair-bound teen killed by NorthConnex truck in Hornsby CBD

Daily Telegraph

Jake McCallum and Rebecca Parish

less than 2 min read December 6, 2017 - 4:41PM

Hornsby Advocate



The 16-year-old was struck and killed by a NorthConnex truck in Hornsby CBD. Picture: Patrick Bebgie

A WHEELCHAIR-bound student from Pennant Hills High School was struck and killed by a truck in Hornsby on Tuesday — leaving devastated community members asking what will be done to ensure safety on our roads.

NSW truck deaths increase by 86 per cent in 12 months



Mario Christodoulou
Updated December 30, 2017 – 7:49am, first published at 12:15am

Save Share

NSW truck deaths have increased by more than 86 per cent in 12 months, as police report increased heavy vehicle traffic connected to major construction projects.

In the 12 months to September, deaths have leapt from 29 to 54, by far the biggest increase since at least 2009 when the federal government first started releasing counts of fatal crashes involving heavy vehicles.

Police raid trucking company after woman killed in M4 crash at Homebush West

Georgina Mitchell
Updated April 6, 2017 – 4:06pm, first published April 5, 2017 – 4:20pm

Save Share

A truck involved in a fatal crash on the M4 motorway in Sydney's west on Wednesday was defective, police have alleged.

Officers issued a 'major red defect notice' for the tipper truck for defective brakes on Thursday, after inspecting the trucking company's entire fleet.



Emergency services at the scene of the fatal crash on the M4 on Wednesday. NCA NewsWire

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 5:49 AM GMT+10



Police are looking at dash-cam footage to identify the elderly lady who was killed by a cement truck.

Share: f t e

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

Female pedestrian struck and killed by truck in Leichhardt, Sydney

Catie McLeod | NCA NewsWire
Tue, 12 October 2021 12:44PM



Police at the scene of the fatal crash on Tuesday. NCA NewsWire / Adam Yip Credit: News Corp Australia

f t e w in

A woman has died after she was hit by a truck while walking in Sydney's inner west on Tuesday morning.

Emergency services were called to Leichhardt just before 10.30am following reports a female pedestrian had been struck by a truck.

Early lessons learned – Northwest Rail Link



A truck towing tunnel boring equipment was intercepted by the Joint Heavy Vehicle Taskforce after it was detected as being allegedly in breach of its permit. Picture: Supplied

NSW

Truck grounded for breaking road safety rules while carrying massive tunnel boring machine parts

JIM O'ROURKE, TRANSPORT REPORTER, The Daily Telegraph
July 30, 2014 12:07pm

Dangerous trucks plague Gladys Berejiklian's north-west rail link

Jacob Saulwick

Updated August 5, 2014 – 6.40pm, first published at 5.37pm

Save | Share | A A A

Public safety is being repeatedly put at risk by contractors working on the state government's biggest public transport project, according to NSW Police and Roads and Maritime Services.

For the third time in two weeks a trucking company transporting equipment for the \$8.3 billion north-west rail link has been caught flouting the road rules.



Trucks were weighed and drivers drug tested at a rest stop on Windsor Rd, Box Hill / Picture: Justin Sanson

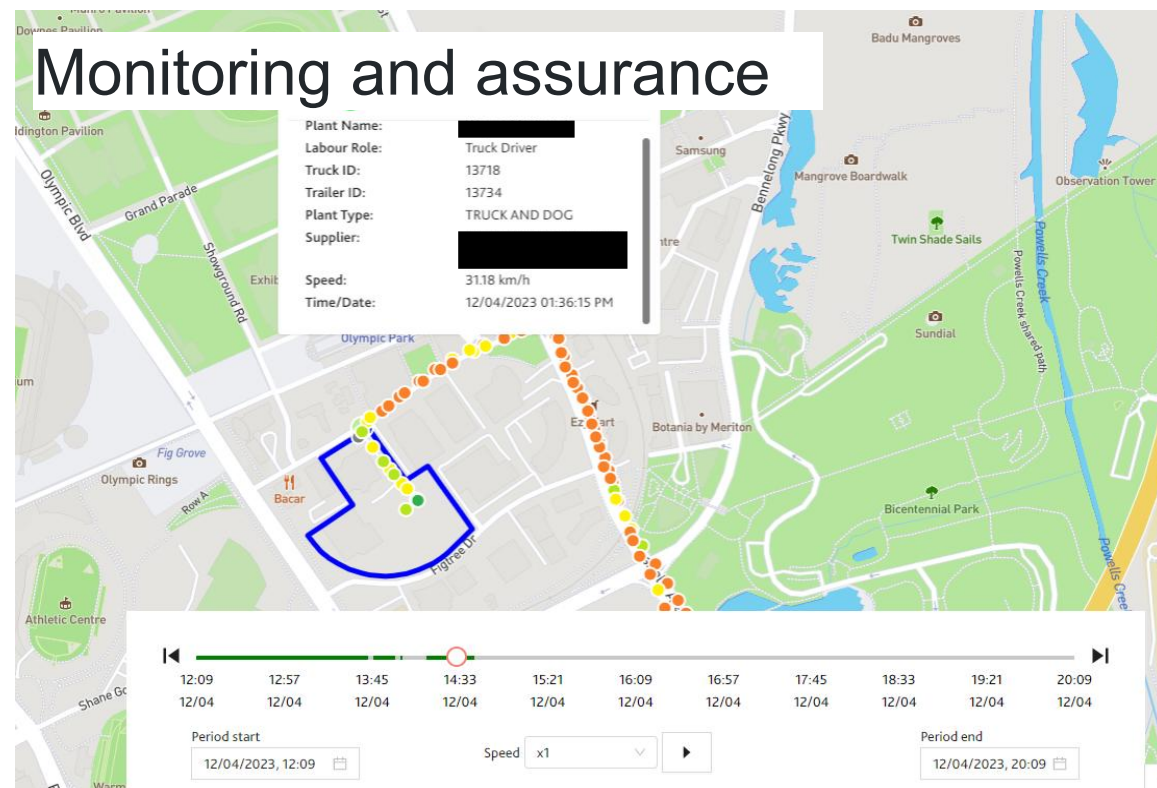
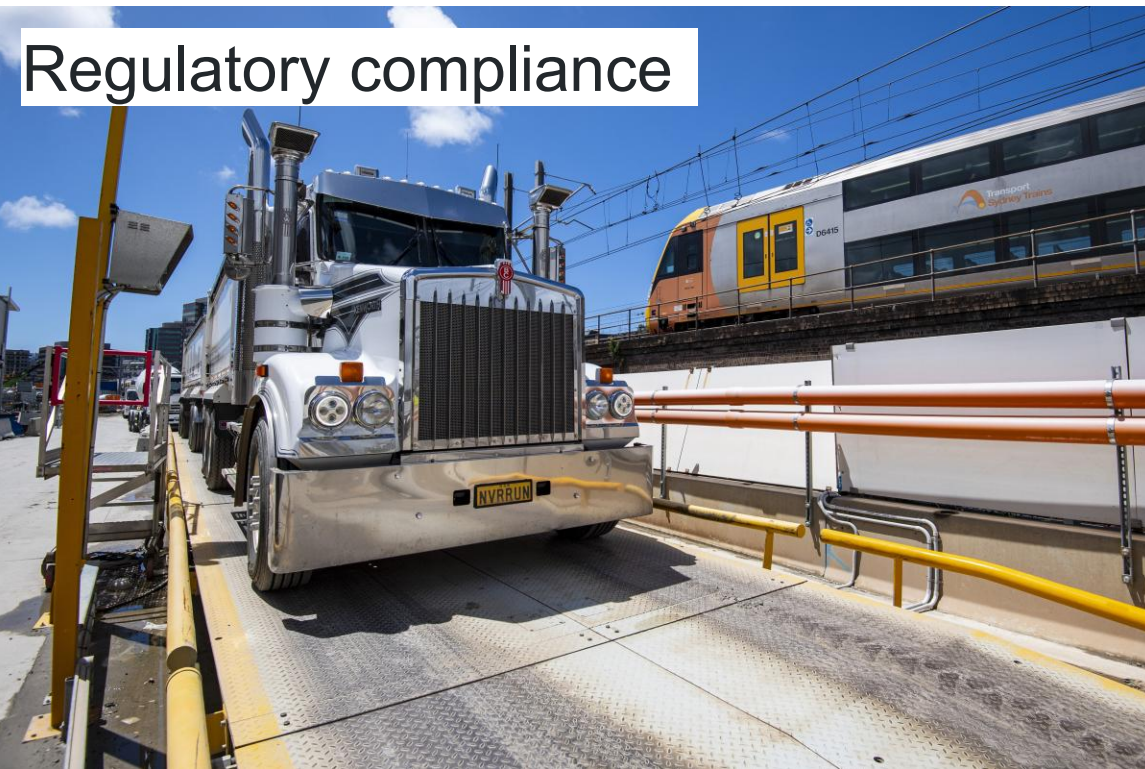
NSW

Drugs found in major blitz on trucks in the area of the north west rail link

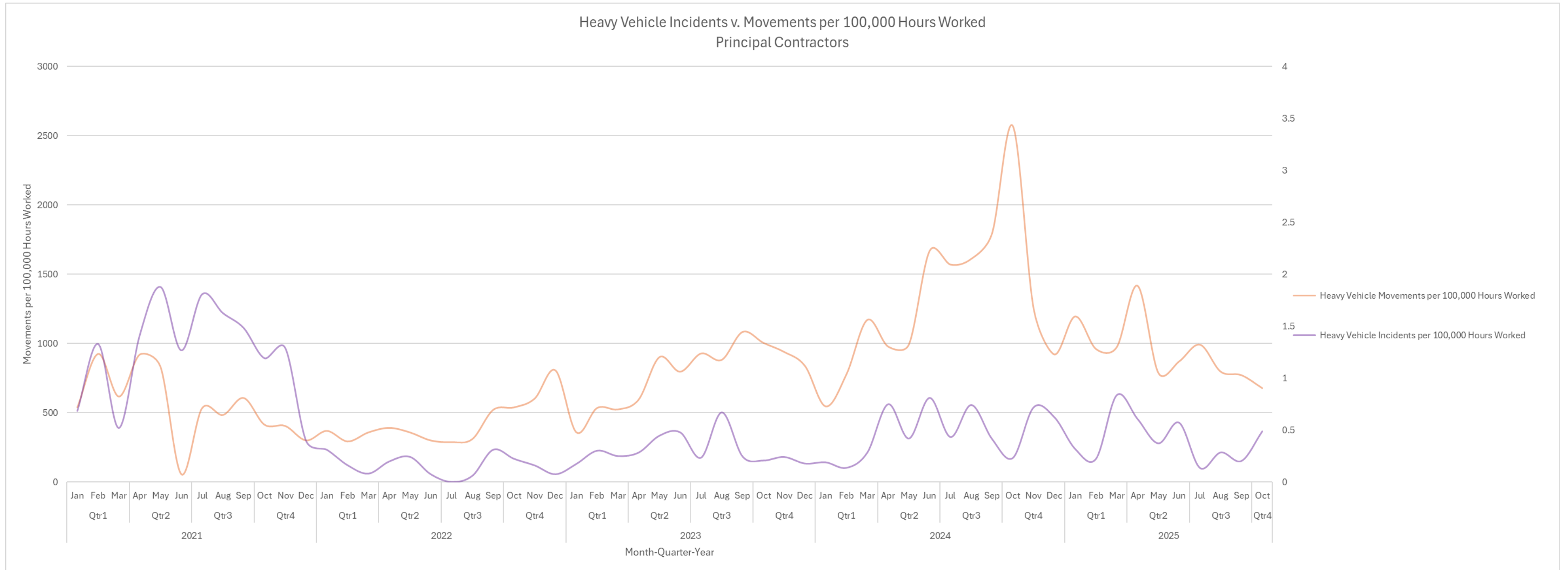
EXCLUSIVE Mark Morri, The Daily Telegraph
December 4, 2015 12:00am
Subscriber only

TRUCK_drivers working on the construction of Sydney's north west rail link have been caught driving under the influence of ice, speeding through school zones and operating overloaded vehicles.

Road transport safety – a safe system approach



Heavy vehicle activity and safety trends 2021-2025



Future directions



National Road Safety Action Plan 2023–25



The Australian Government will:

Action	By when
Implement Austroads' <i>Vehicles as a Workplace: Work Health & Safety Guide</i> in Australian government agencies	Commence mid 2023
Lead research into data relating to workplace crashes and near misses when the road is part of the workplace	Commence late 2024
Mandate that the CLOCS-A Standard and/or ISO 39001 Road Traffic Safety Management Systems be applied to construction projects/programs that are funded by the Australian Government	Late 2025
Establish baseline data for workplace fatalities involving a vehicle	Late 2025

State and territory governments will:

Action	By when
Fund and promote the National Road Safety Partnership Program's work of supporting Australian businesses in developing a positive road safety culture	Commence 2023
Implement Austroads' <i>Vehicles as a Workplace: Work Health & Safety Guide</i> in government agencies and more broadly	Commence 2023
Undertake an audit of workplace road safety policies across state and territory government agencies	Commence 2023
Support implementation of CLOCS-A to provide government and industry with a framework for managing risks associated with heavy vehicles and construction logistics, and/or ISO 39001 Road Traffic Safety Management Systems in line with Manual of Uniform Traffic Control Devices (MUTCD) or equivalent guidelines	Late 2025
Review traffic management policies with particular attention to speed limits at roadwork sites and their enforcement	Ongoing
Fund workplace road safety awareness campaigns	Ongoing
Contribute data to the Australian Government to assist in the establishment of a baseline for workplace fatalities involving a vehicle	Ongoing

Transport
for NSW

2026 Road Safety Action Plan

Toward zero trauma
on NSW roads



transport.nsw.gov.au



TS 00088:1.0

Standard

Minimum Requirements for Contractor Vehicles

Issue date: 26 August 2024

Effective date: 26 August 2025

© State of NSW through Transport for NSW 2024

OFFICIAL

Construction logistics and community safety – Australia

- A standardised good practice approach for managing the safety risks and impacts of construction transport and logistics activities in the community
- Project funded by National Heavy Vehicle Regulator
- CLOCS-A Steering Group and Supporting Partners
- Sydney Metro Executive Commitment in 2021
- Development between Industry, Governments, Road Safety Groups from February 2022 – June 2023
- Host organisation (CILTA) established in 2024 to manage systems, governance and accreditation
- TfNSW TS00088 Minimum Requirements for Contractor Vehicles
- Sydney Metro West – General Specification



Baseline General Specification - Delivery

SM-24-00161193

Metro Body of Knowledge (MBoK)

Applicable to:	Sydney Metro West
Document Owner:	Associate Director, Commercial Governance & Assurance
System Owner:	Executive Director, Commercial Strategy & Procurement
Status:	Final
Version:	1.0
Date of issue:	17 July 2024
Review date:	17 July 2026
© Sydney Metro 2024	

Name of Approver:	
Role / Title:	Executive Director, Commercial Strategy & Procurement
Date Approved:	11 July 2024
Digital Signature:	Email Approval

OFFICIAL

The Principal Contractor must ensure:

- a) Accreditation is gained and maintained to at least the silver requirements of the CLOCS-A Standard; and
- b) Each subcontractor engaged by the Principal Contractor who operates heavy vehicles is accredited to at least the silver requirements of the CLOCS-A Standard, or an equivalent Standard, prior to appointment on this contract, or within three months of appointment.

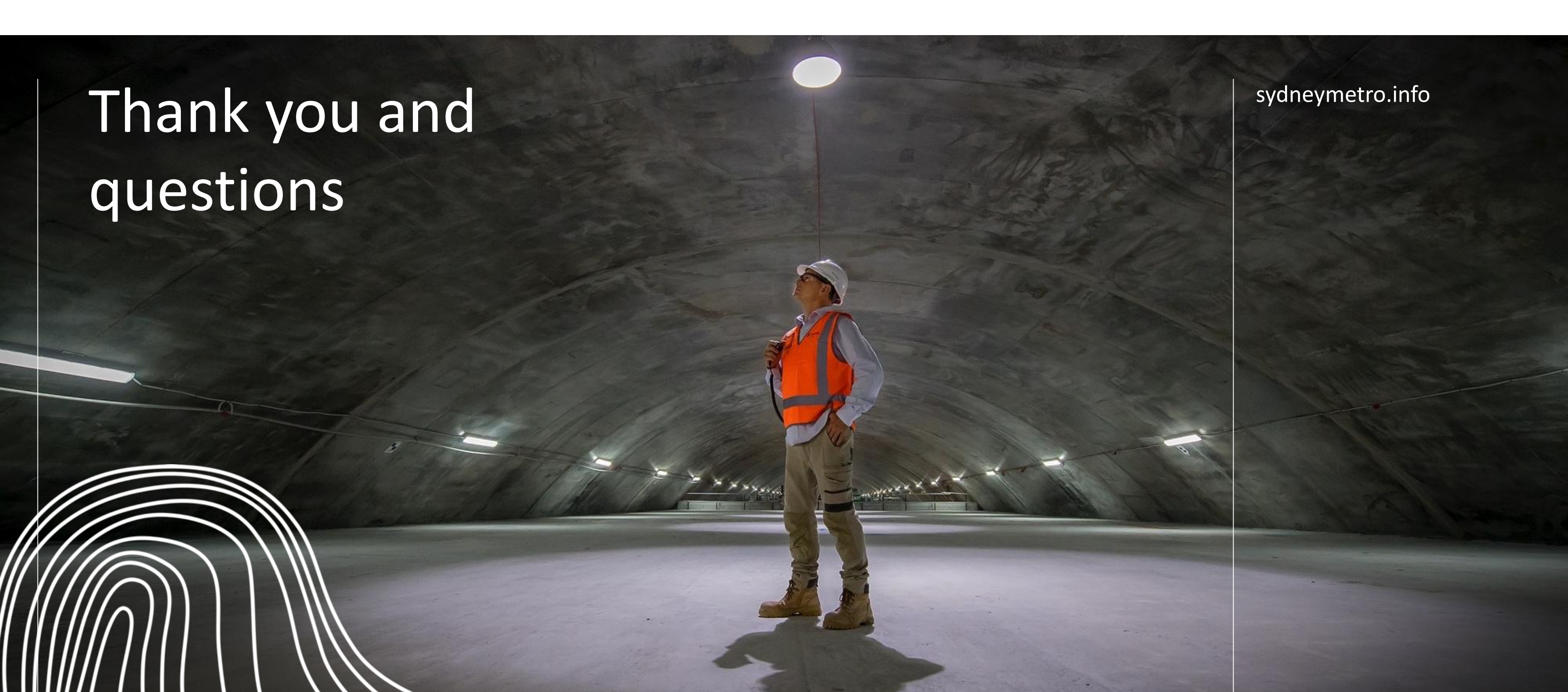
Summary

- Sydney Metro has delivered a sustained period of major infrastructure construction over the past decade, involving one of the largest construction freight tasks in NSW.
- Our safety commitment goes beyond compliance. Early development and embedding of safety standards, governance arrangements and industry collaboration have been critical to managing risk at scale.
- Despite significant increases in construction vehicle movements, data shows no corresponding increase in transport safety incidents, demonstrating the effectiveness of these system improvements.
- Clear and consistent transport safety standards embedded in future contracts through CLOCS-A accreditation requirements, supporting early industry adoption and a shared commitment to safer roads in line with 2026 NSW Road Safety Action Plan commitments.



Thank you and questions

sydneymetro.info



OFFICIAL



CLOCS-A Safety Forum

Best Practice in Innovation and Safety

Chris Baxter

Senior Safety and Compliance Officer - Queensland



AUSTRALIA'S HEAVY VEHICLE INDUSTRY

- The NHVR is Australia's dedicated regulator for all heavy vehicles.
- We administer the Heavy Vehicle National Law (HVNL) for all heavy vehicles over 4.5 tonnes gross vehicle mass or aggregate trailer mass, including buses.
- Australia's road freight task is growing almost **twice as fast** as its population.
- As of December 2025, there were almost **1,099,000** registered heavy vehicle units.



Data sourced from [Bureau of Infrastructure and Transport Research Economics](#)

CONSTRUCTION VEHICLES



- Data collected through BAU/Operations and the National Roadworthiness Survey indicate that vehicles used in the construction sector are at a **higher risk** of mechanical non-compliance than other industry participants.
- Highest areas of non-compliance are **mechanical condition** and **load restraint**.
- The NHVR also considers the sector to be at a higher risk of **mass non-compliance** due to the variable mass of the loads they carry and the loading of these vehicles in off-road environments.

NATIONAL ROADWORTHINESS SURVEY 2024

- The National Roadworthiness Survey (NRS) provides a **health check** of Australia's heavy vehicle fleet.
- The information from the survey determines where the NHVR and industry are **making improvements**, or where more focus is needed.
- The **2024** survey was the third iteration, with previous surveys in **2016** and **2021**.
- The survey is used to collect **essential data** to drive future safety initiatives.



NRS 2024 – RESULTS



- Over **9000** detailed mechanical inspections were conducted with **14,000+** individual units inspected.
- All states and Territories participated including **WA and the NT.**
- All vehicle results remain **well below the 2016** survey results.
- The highest incident of non-conformity still occurs in **rigid trucks.**
- The incidence of non-conformity has **remained stable** across most vehicle types since 2021 with small increases in bus/coach and plant/SPV.
- In 2024, there were 104 vehicle units grounded, including 51 powered units and 53 trailers.

NRS 2024 – RESULTS CONT.

- Top areas of **non-conformance for all vehicles** included:
 - Brakes
 - Lights and reflectors
 - Structure and body
 - Engine, driveline and exhaust
 - Steering and suspension
- Top areas of **non-conformance for rigid trucks** included:
 - Lights and reflectors
 - Brakes
 - Structure and body
- Brakes **were highest in regional areas.**
- Non-conformity did not differ greatly between rigid trucks inspected in their state of registration and those inspected interstate (40% and 36%, respectively).



TARGETED OPERATIONS

- The NHVR has undertaken national compliance operations **since the 2016 survey** highlighted risks within these vehicle types.
- Since that time operations have seen a consistent compliance rate within the construction industry with areas of interest remaining static.
- **Mechanical non-compliance** remains the highest safety risk identified across all the operations to date.
- Defective component types **remain consistent** with NRS results.
- Highest rates of non-compliance (43%) occurred in **Tipplers** intercepted during previous compliance operations.

COMPLIANCE OPERATION	INTERCEPTS	NCR	Most Common Defect Components
PRECISION	4,612	30%	Ancillary Equipment/ Brakes
SQUIRE	1,203	44%	Body & Structure Lights
MYSTIC	1,965	34%	Body & Structure

OPERATION SAPPHIRE



- Operation Sapphire was a coordinated multi-jurisdictional compliance response to identified **safety risks** with heavy vehicle vehicles operating within the construction industry.
- Developed based on compliance operation results and recent **NRS data**.
- Locations were selected based on activity and information provided by industry on **potential areas of risk**.
- The **joint NHVR and Police operation** focused on:
 - Mechanical safety
 - Mass/ Dimension/ Loading
 - Permits

LOOKING AHEAD

- NHVR continues to monitor the correlation between vehicle and rate of **non-conformity**.
- Recent analysis has identified an increased rate of **heavy vehicle crashes** from tow coupling failure.
- **Brake defects** remain a concern particularly in regionally inspected vehicles.
- An intelligence probe relating to permits is currently being undertaken to validate an **identified risk**.



CLOCS-A



- The NHVR has supported the development of the CLOCS-A scheme through:
 - provision of grant funding as part of **the Heavy Vehicle Safety Initiatives (HVSI) program**.
 - participation in working groups during development.
- Construction vehicles have several inherent safety risks that must be addressed from where they are used.
- CLOCS-A offers an industry-led approach that **recognises the roles all parties in construction programs** have in improving road safety from those planning projects through to the boots on the ground at sites and the vehicles delivering the projects.

CLOCS-A

- CLOCS-A offers a non-regulatory approach that:
 - Promotes shared responsibility for safety.
 - Supports standardisation across projects and jurisdictions.
 - Assists operators of various sizes to effectively invest in safety equipment.
- Supports vehicle mobility between projects.

CLOCS-A
Bronze Membership Requirements

- Amber Beacons
- Class V and VI Mirrors
- Conspicuity Marking
- Wheel-Nut Position Indicators
- Fresnel Lens
- Warning Signage
- Rear View Cameras
- Reversing Sensors
- Reversing Beeper
- Brightly-Coloured Drawbars

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.

- No key definitions are International trucks - City and Urban Projects only
- No regular job trailers built from vehicle chassis level - City and Urban Projects only
- No large inappropriate trailers - City and Urban Projects only
- No inappropriate conditions
- No overly large loads or loading attached to any part of the vehicle that may reduce the driver's field of view
- No excessive protrusions or oblique loading
- No inappropriate placement of off-road equipment that could be within the driver's field of view

THANK YOU

For more information:

13 NHVR (13 64 87)

info@nhvr.gov.au

www.nhvr.gov.au

Connect with us



National Heavy Vehicle Regulator



@nhvrofficial



National Heavy Vehicle Regulator



NHVR



National Heavy Vehicle Regulator



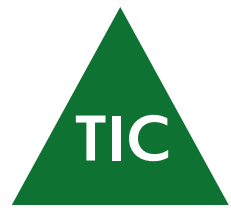
TIC

TODAY'S TRUCKS

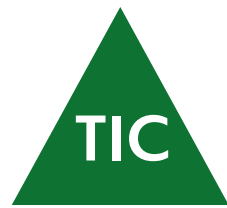


Improving VRU Outcomes Through Vehicle Safety Features

Paul Caus
Technical Officer
8th December 2025



1. Who are the Truck Industry Council ?
2. Truck Market Overview
3. Accidents involving VRU's – the problem
4. Examples of technologies intended to improve VRU safety outcomes.
5. How the CLOCS-A Scheme considers vehicle safety features.
6. Current and future work on vehicle safety focused on VRU safety



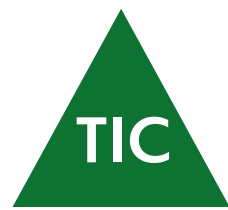
Anthony McMullan
Chief Executive Officer



Mark Hammond
Chief Technical Officer

- Representing manufacturers and distributors of commercial vehicles with Gross Vehicle Mass above 3.5 T in Australia.
- Members produce or import 18 brands of truck for the Australian market.
- Members also include some major component and sub system suppliers





- **51,277** Truck and Heavy Van sales (>3.5t GVM) - a NEW all-time sales RECORD in Australia - **↑7.4% over 2023**
- 2022 sales **44,379**; 2023 sales **47,757**
- **33.4%** Heavy Truck (>17t GVM) - **↓2.4% over 2023**
- **15.9%** Medium Truck (>8.0t to 17t GVM) - **↑1.6% over 2023**
- **28.4%** Light Truck (>3.5t to 8.0t GVM) - **↓10.0% over 2023**
- **22.3%** Heavy Van (>3.5t to 8.0t GVM) - **↑90.0% over 2023**

- National Truck Fleet Forecast
 - 2020 - 688,000
 - 2025 - 750,000
 - 2030 - 853,000
- Registered fleet composition (Jan 2023): 592k rigid; 120k articulated trucks.
- Australian freight task forecast growth 26% between 2020 and 2050

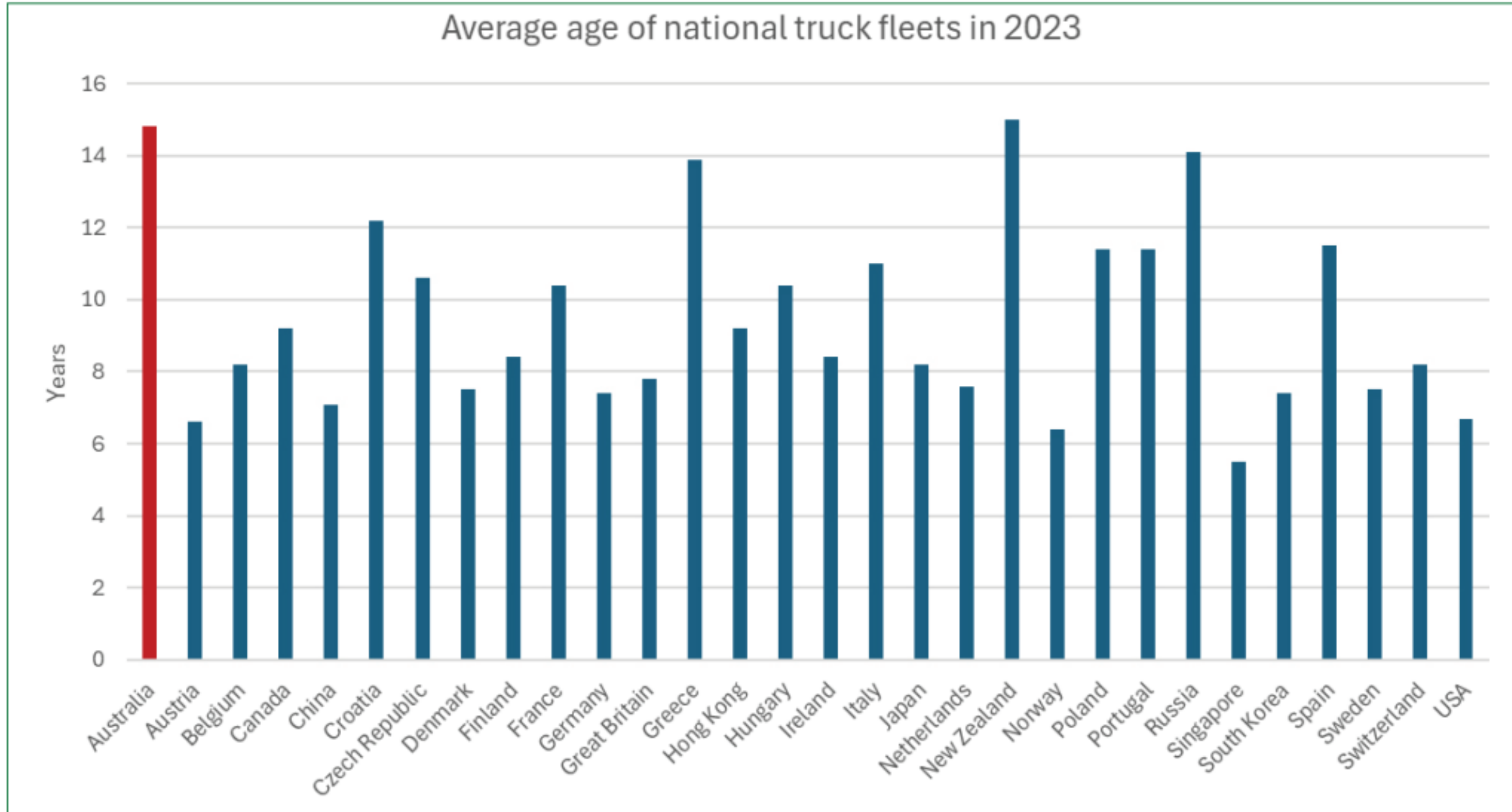
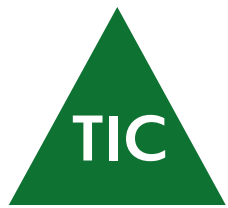


ISSUE: The average age of the truck fleet is

14.8 years

WHY ?

- 98% of trucking businesses have 19 or fewer employees
- 70% are owner drivers. Another 15% have 2-5 trucks
- Median profit is just over 2%
- Depreciation rate for a truck >3.5T GVM runs to 15 years



In the last 14 years the following key safety features have been mandated by the ADR's

- Anti lock brakes (on trucks 2015, on trailers 2019)
- Anti Roll (on prime movers 2020, all other trucks 2022, on trailers 2019)
- Electronic Stability Control (on prime movers 2020, all other trucks 2022)
- Euro V (2010),. Euro VI (2025)
- Autonomous Emergency Braking (2024)
- Side underrun (2023 for veh. wider than 2.5m)
- Stricter indirect vision requirement (2023 for veh. wider than 2.5m)

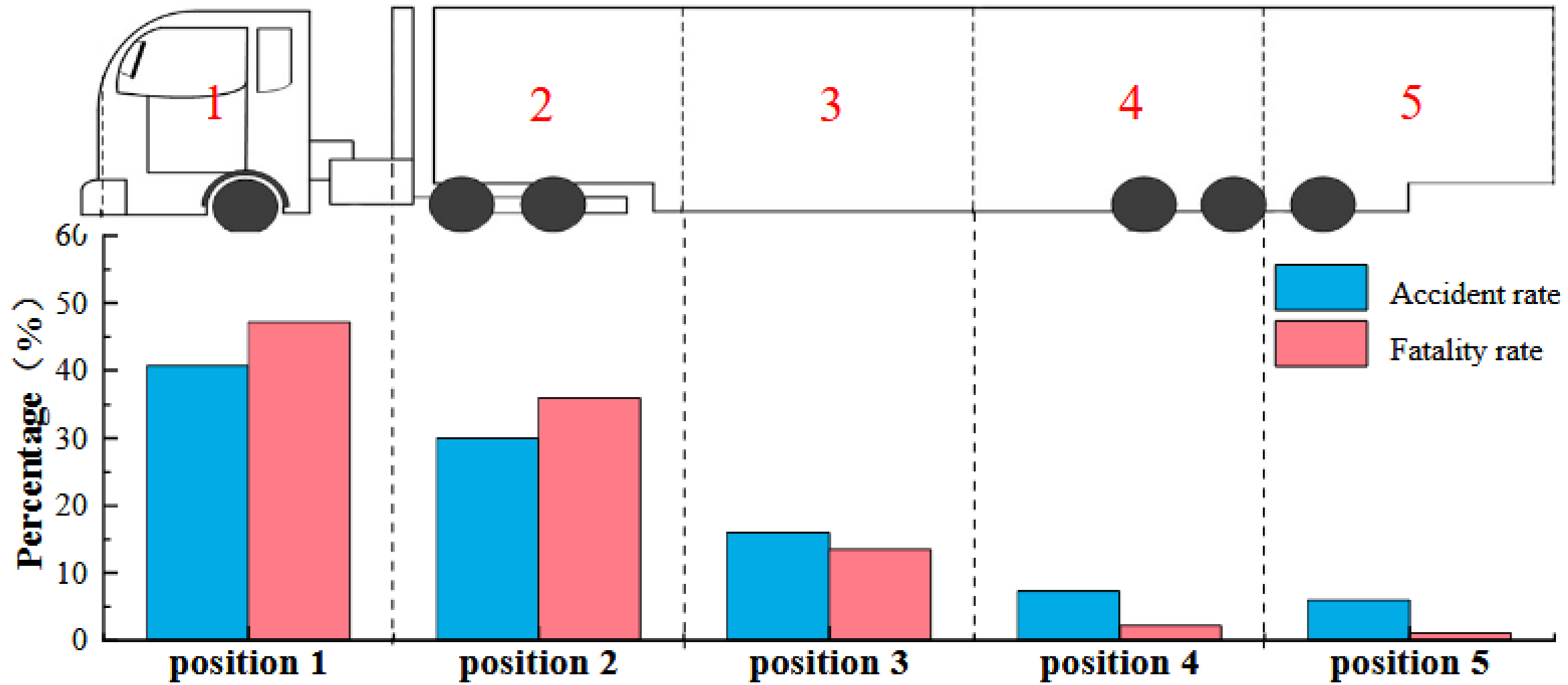
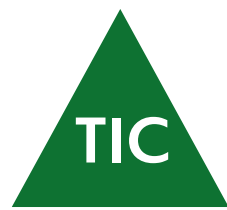




Figure 12. Proportion and accident severity in each division zone of a semitrailer truck.

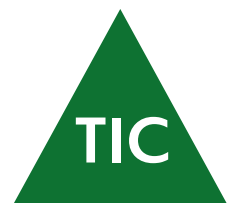
Most impacts with VRUs occur in the front two sections – blind spots are a key factor.



Feature	CLOCS-A	TfL PSS	Comment
Applicability	National, voluntary	Mandatory for HGVs > 12t in London	
Tiered Standards	Yes (Bronze, Silver, Gold)	No (single set of requirements)	
Mirrors	Yes	Class V and VI mirrors (or CMS equivalents)	UNECE Reg46 / ADR 14
Camera Monitoring System	Left side cameras from Silver level	Yes	UNECE Reg46 / ADR 14
Blind Spot Monitoring	Yes (from Silver level)	Yes	UNECE Reg 151 / ADR 105
Moving-Off Information System	No	Yes	UNECE Reg 159
Side Underrun Protection	ADR	Yes	UNECE Reg 73 / ADR 106. applies to trucks >2.5 wide - but CLOCS-A requires all
Audible Warning System	From Silver level	Yes	Not specific
External Warning Signage	Yes	Yes	
Telematics	Included at Gold level	Not specified	
AEB	Included at Gold level	Covered by UNR131	Legislation becoming increasingly strict
ESC	Included at Gold level (all HVs required to comply since '22)	Covered by UNR13	
Autonomous Reverse Braking	Included at Gold level	Not specified	
Emissions Standards	Euro V (Silver), Euro VI or ZEV (Gold)	Covered by EURO VI	
Driver Training Requirements	Recommended	Not specified	



Impact	 London	 Great Britain
Fatalities	Decreased 30%	Decreased 7%
Serious injuries	Decreased 24%	Decreased 13%



Projects underway

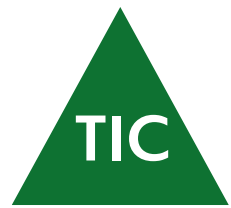
- HVSI BSIS Project (TIC, NHVR, DITRDCA partnership)

Projects commencing soon

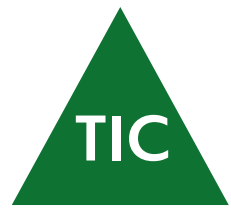
- Examining vision on **new** trucks (including bonneted) i.a.w. UNECE requirements
 - DITRDCA, ANCAP and others
 - Final project specifications pending
- Examining vision on **in-service** trucks
 - Australian Automobile Association, TIC and others
 - Final project specifications pending

These organisations have agreed to coordinate their research efforts to minimise duplication.





- Working group consisted of government and industry representatives in addition to the technical contract authors.
- Initially charged with determining appropriate vehicle features to improve VRU safety outcomes in and around work sites
- Responsible for creating the current technical requirements and the tiered structure that has been implemented.



- TG1 has completed its initial task of creating the technical standards and the accreditation framework.
- The CLOCS-A technical standards are not considered static.
- The purpose of TG1 is now being shifted to that of a maintenance role, rather than creating a new technical framework from scratch.



What is Maintenance of CLOCS-A requirements ?

Administration

- Make up of TG1
- Handling queries and ad hoc issues.

Technical

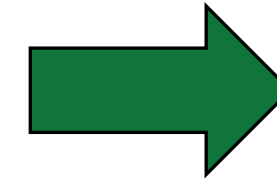
- Considering new VRU safety focused technologies and phase in periods
- How and when to introduce new requirements
- How and when to transition certain requirements to lower tiers
- Considering new VRU safety focused technologies and phase in pervious.

Today's Reality

- Australia has an old truck fleet by world standard
- Public/Government concern over Heavy Vehicle safety and polluting vehicles (PM; NOx; GHG)
- Trucks are essential to Australia's standard of living

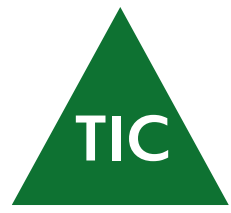
Desired Future

- A modern Australian truck fleet
- A safer, greener, cleaner Australian truck fleet utilising the significant advances in safety, emissions and fuel saving technologies
- Advanced truck technologies making operators more productive
- Accelerate through financial and regulatory incentives the voluntary adoption of latest vehicles into Australia's truck fleet



TIC National Truck Plan

- Modernising the Australian Truck Fleet
- Better Safety Outcomes
- Better Environmental Outcomes
- Better Operator Productivity

A wide-angle photograph of a sunset or sunrise. The sky is filled with dramatic, layered clouds in shades of orange, yellow, and light blue. In the foreground, the dark silhouette of a semi-truck is visible on the left side, moving across the frame. The text "THANK YOU" is overlaid in a large, white, sans-serif font on the right side of the image.

THANK YOU



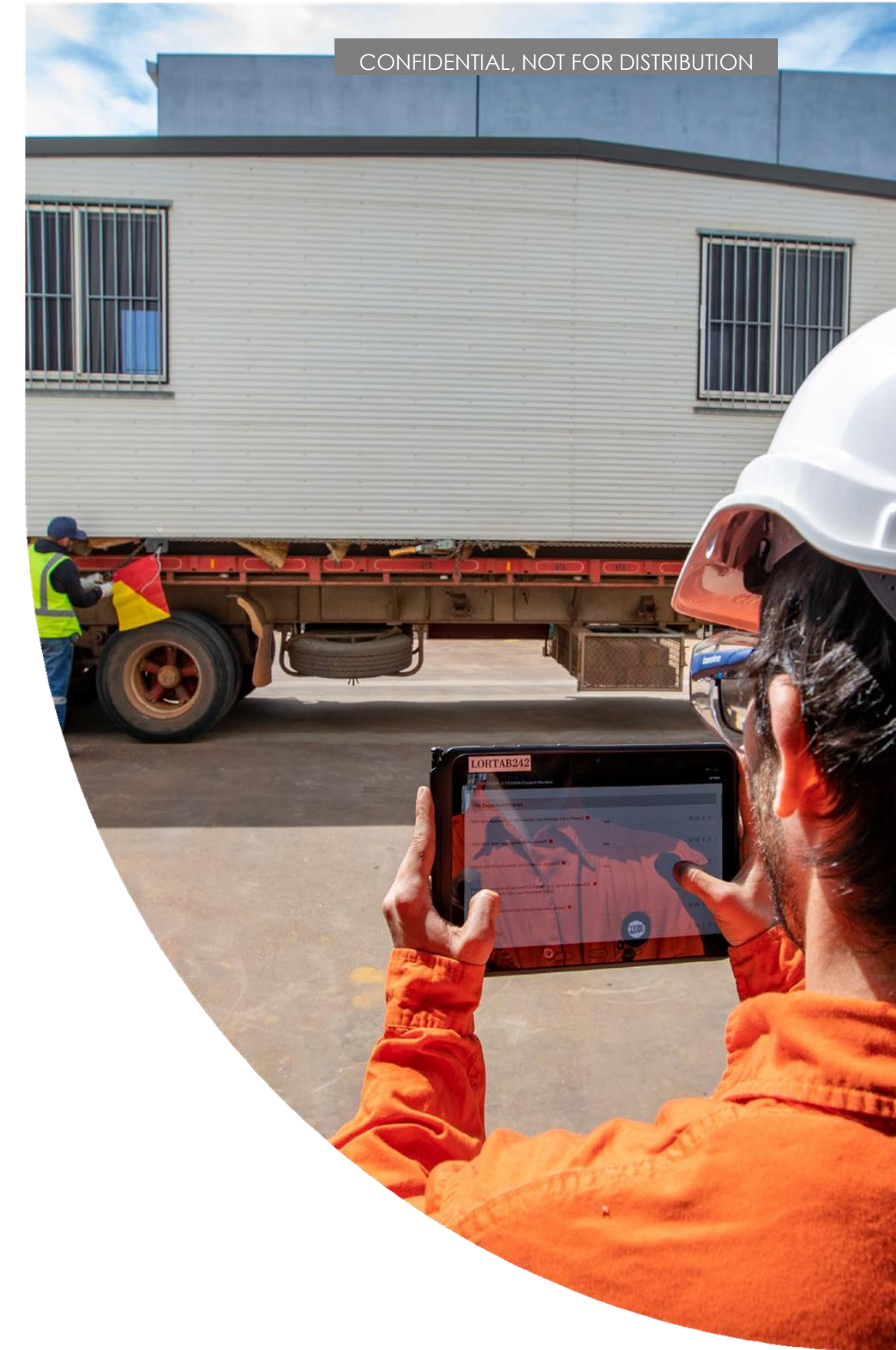
CLOCS-A: Western Tunnelling Project Case Study

CLOCS-A Safety Forum Brisbane
15th April 2026



Plan for Today

Todays Presenter	3
Past Projects	4
CLOCS-A Overview & History	5-6
Project Overview: Western Tunnelling Package	7
Project Commitments: Western Tunnelling Package	8
CLOCS-A Requirements Principal Contractors	9
Overview of Delivery Management Service: Western Tunnelling Project	10
The solution in Action – Western Tunnelling Package:	
Logistics Management Platform	11
Vehicle Onboarding	12
Telematics	13
ANPR & AI Cameras	14
DMS& CLOCS-A on the Western Tunnelling Project	15
The Results: Western Tunnelling Project	16
CLOCS-A Closing Remarks	17



Today's Presenter



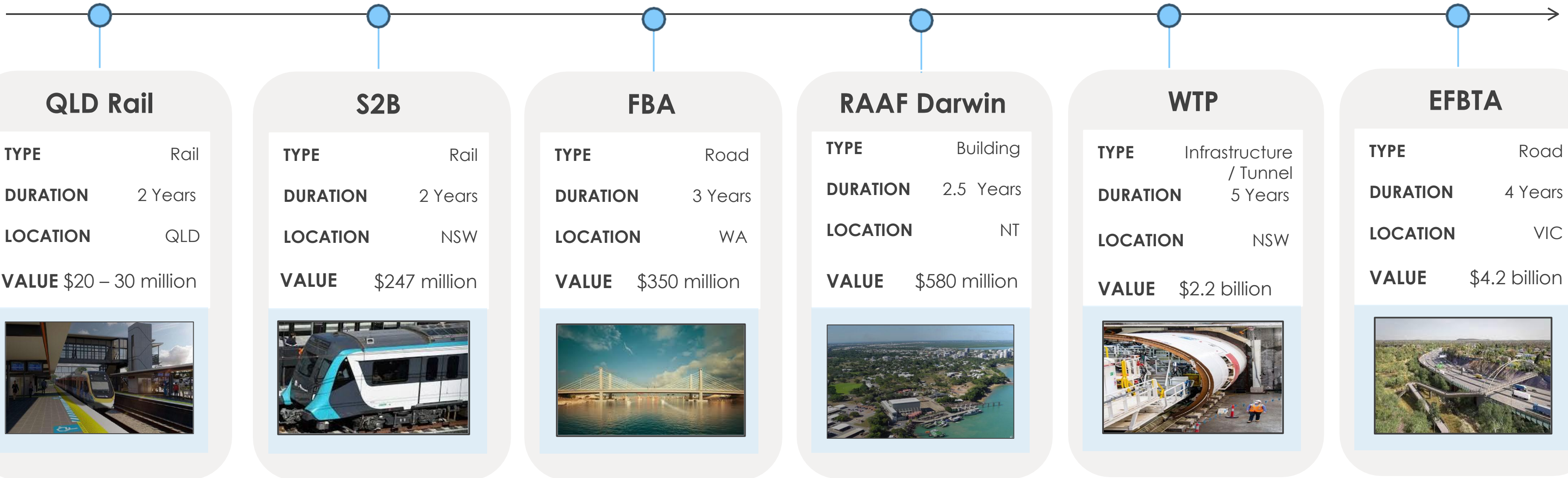
Daniel Kelly

Logistics Services – National Delivery Lead

Select Plant Australia

Past Projects

Some of our projects



CLOCS-A Overview & History

What is CLOCS-A?

- Construction Logistics and Community Safety (CLOCS-A) is an industry standard focused on improving road safety in construction logistics
- Developed by Transport for London following the London 2012 Olympic Games construction program
 - 78% of cyclist fatalities involved HGV's
 - 20% of pedestrian fatalities involved HGV's
 - Brings together best practices from multiple policies into one unified standard
 - Sets a benchmark beyond basic legal compliance
- Created in response to high incidents involving construction vehicles and vulnerable road users
- Widely recognised as a successful safety initiative, significantly improving fleet safety standards and reducing risk

Purpose:

- Protect vulnerable road users (pedestrians, cyclists)
- Improve construction vehicle safety standards
- Promote collaboration between construction and transport sectors
- Enhance community safety around construction activity



Man dies after cyclist and lorry crash in Seacombe

29th October

EMERGENCY



By Rebecca McGrath
Senior Reporter
X@rebeccamjourn

Share   
0 Comments

Get inv
with the
Send your new

NEWS | LONDON

Appeal for witnesses after cyclist dies in west London tipper lorry collision

Police believe victim of crash in Feltham was man in his 20s



CLOCS-A Overview & History

Key Components:

Vehicle Safety Equipment

- Enhanced visibility: mirrors, cameras, proximity sensors
- Improved lighting and high-visibility signage
- Reduction of blind spot risks

Driver Training

- Focus on urban driving risks and hazard awareness
- Training to operate safely around pedestrians and cyclists
- Emphasis on proactive risk identification and response

Safer Construction Sites

- Clear signage and controlled access points
- Defined vehicle movement plans
- Measures to protect public road users near sites

Improved Logistics Planning

- Route planning to avoid high-risk and peak traffic areas
- Reduced time spent in congested urban environments
- More efficient and safer delivery coordination

Project Overview

Western Tunnelling Project

Contractor: Gamuda Laing O'Rourke Consortium

Client: Sydney Metro

Value: \$2.2B

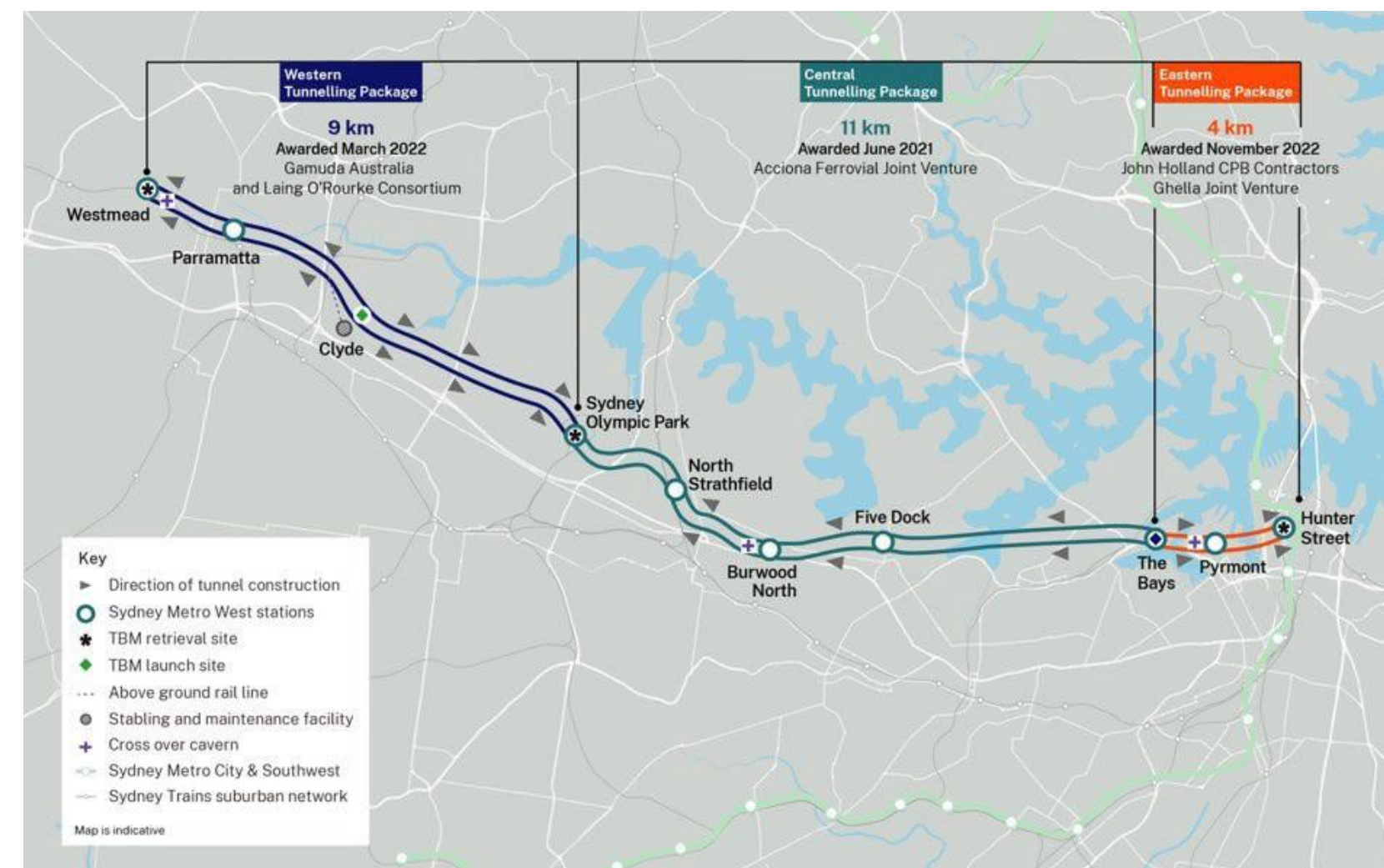
Scope:

- 9km of twin tunnel
- 2 new station boxes
- 1 No. maintenance facility
- 1 No. TBM Tunnel Launch chamber
- 1 No. Road Header Launch Chamber

Project Metrics:

- 5 million tonnes of spoil to be removed by road
- ~33,000 pre-cast segments to be delivered by road
- 2 No. TBM machines to be delivered, retrieved and relaunched by road

(45 No. deliveries with total mass of 1,400T of which largest delivery 7.2m wide x 5.2m high x 46m long and 210T)



Project Commitments

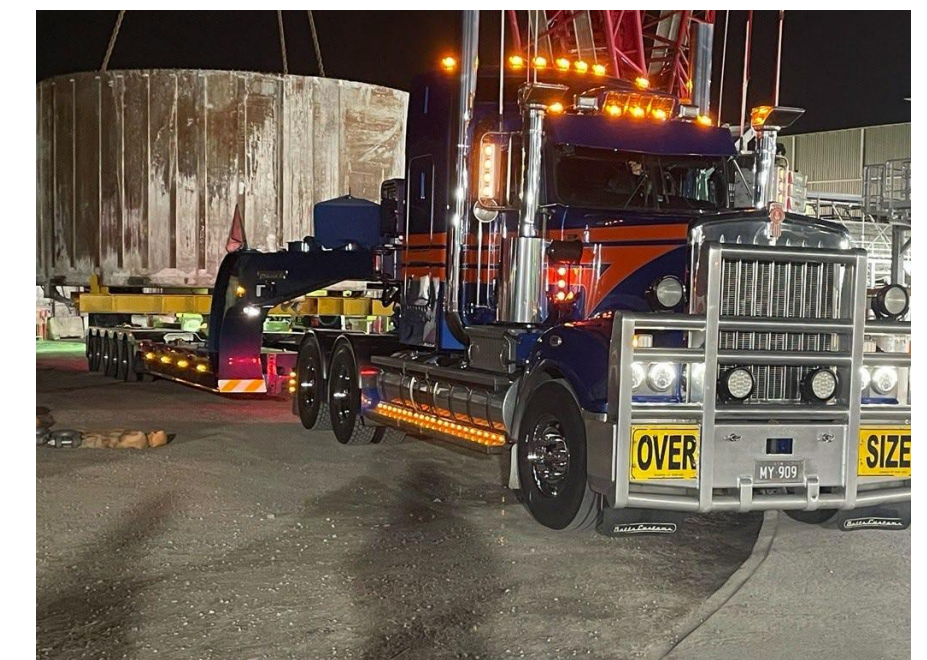
Western Tunnelling Project

- Minimising disruption to pedestrians, cyclists and motorist
- Ensuring access and egress for construction traffic to the arterial network as soon as practicable
- Reducing disruption to buses
- Minimising construction traffic generated during network peak periods
- Maintaining access to properties and businesses
- Remaining incident and injury free to workers and members of the public
- Working collaboratively with other stakeholders and major projects to mitigate traffic and transport impacts



PROJECT MANAGEMENT PLAN

Chain of Responsibility Project Management Plan
Sydney Metro West – Western Tunnelling Package



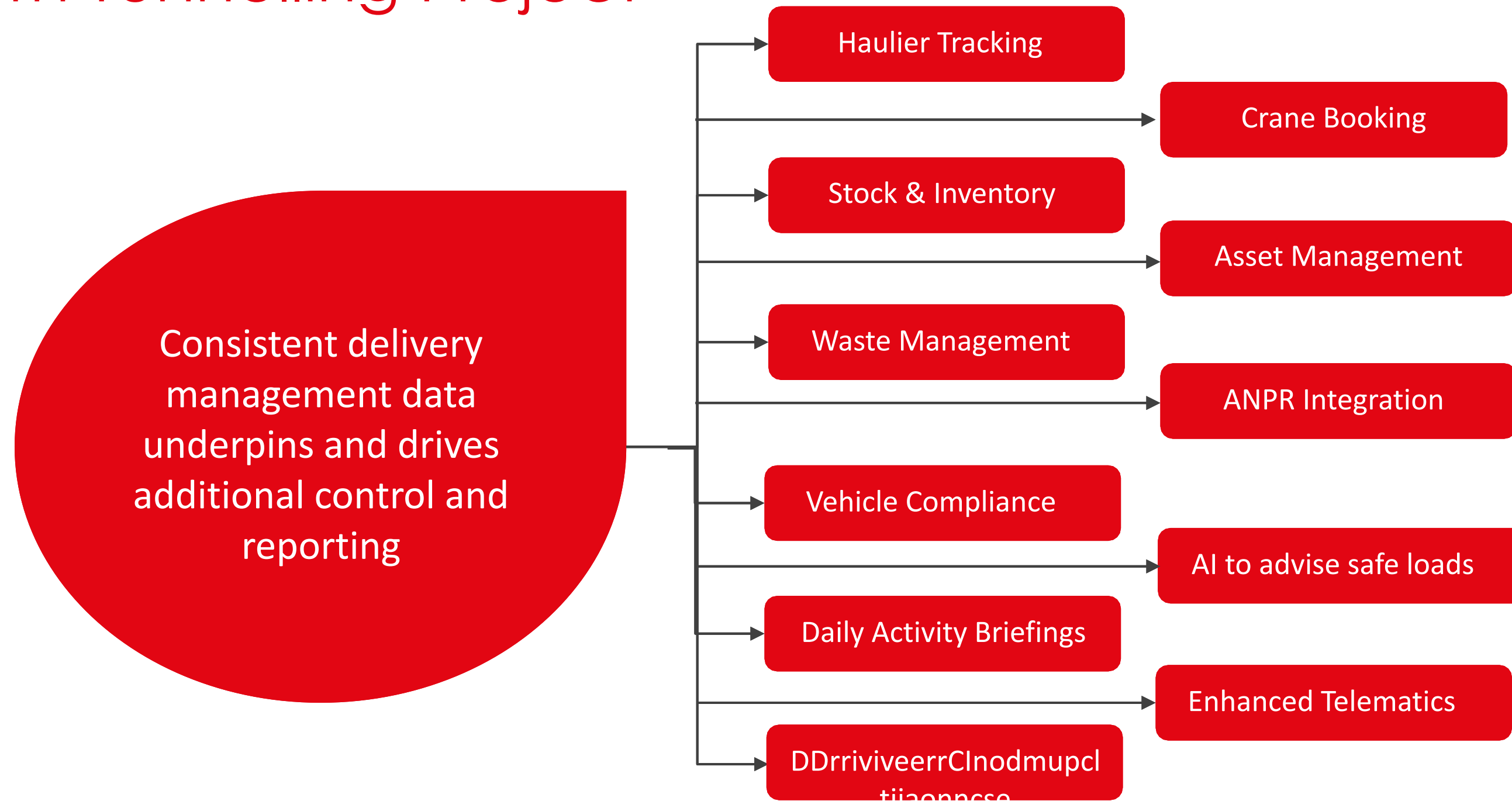
CLOCS-A Requirements

Principal Contractors:

- Identify and mitigate risks to community
- Develop and maintain a Construction Logistics Management Plan (CLMP)
- Procure responsibly – ensure supply chain comply with the CLOCS-A standard
- Promote Safe Site Operations:
 - Safe haulage routes
 - Safe access / egress
 - Stable loading / unloading zones
 - Effective delivery management systems
 - Qualified site traffic marshals
- Perform compliance checks on Heavy Vehicles and Drivers
- Address non-compliances through risk mitigation and procurement actions
- Monitor compliance – independent review at least every 6 months
- Incident investigation – review, investigate and prevent reoccurrence



Overview Delivery Management Service (DMS) – Western Tunnelling Project



The Solution in Action – Western Tunnelling Package

Logistics Management Platform:

- Vehicle compliance: Pre-approved vehicles with current registrations and inspections
- Driver compliance: Verified licences, inductions, and project training
- Delivery scheduling: Centralised bookings to reduce congestion and delays
- Real-time control: Live visibility to manage daily site operations
- Gate management: Flexible, gate-specific rules and access controls
- Dashboards & reporting: Real-time, configurable performance insights
- Pre-delivery checklists: Mandatory documents and safety checks before booking
- Unplanned deliveries: Controlled process to assess and manage arrivals
- Audit records: Full digital trail of bookings and compliance data
- Scalable platform: Adaptable to project size and logistics requirements

Add New Driver

Please note that a driver should only be added if they are not currently available to be selected.

Driver Name:

Mobile Phone No.:

Light Vehicle Driver Heavy Vehicle Driver

Driving Licence Photo: No file chosen

Delivery Driver Induction and Declaration: No file chosen

Vehicle

Haulage Company:

Driver:

Vehicle Reg:

Delivery Vehicle:

Does the booking have a trailer?:

Dispatch Postcode:

Total Distance(km):

CO₂ Class:

Return Journey:

Quantity:

Booking Id	Load description	Arriving	Leaving	Actual Arrival	Actual Departure	Delivery status	Gate	Company	Vehicle type	Laydown area	Contact Name	Contact Number	Hauler	Vehicle Reg	Resources	Delivery/Co
5743	1 x Box(s) of Luke Test 01	07/01/2025, 09:00	07/01/2025, 09:30	07/01/2025, 11:05	07/01/2025, 13:02	Deleted	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789	DATASCOPE			Delivery
5744	1 x Box(s) of Test 2 for Haller App	07/01/2025, 10:00	07/01/2025, 10:30			Deleted	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789	DATASCOPE			Delivery
5746	1 x Standard Pallet (euro) of Test	07/01/2025, 09:00	07/01/2025, 09:30			Rejected	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789				Delivery
5750	1 x Box(s) of Test	07/01/2025, 09:00	07/01/2025, 10:00			Accepted	Gate 1	DATASCOPE	Artic	Laydown Area 1	DMW	0123456789	DATASCOPE SYSTEMS LTD	VN18FNJ		Delivery
5751	1 x Box(s) of Test	07/01/2025, 09:00	07/01/2025, 10:00	07/01/2025, 09:03	07/01/2025, 11:22	Accepted	Gate 2 (Restricted Vehicles)	DATASCOPE	By Hand	Laydown Area 2	DMW	0123456789	DATASCOPE SYSTEMS LTD	VN18FNJ		Delivery
5752	1 x Box(s) of test	07/01/2025, 10:00	07/01/2025, 11:00			Accepted	Gate 1	DATASCOPE	Concrete Lorry	Laydown Area 1	DMW	0123456789	DATASCOPE SYSTEMS LTD	VN18FNJ		Delivery
5753	1 x Bundle(s) of test	07/01/2025, 12:00	07/01/2025, 12:30	07/01/2025, 13:36	07/01/2025, 13:40	Accepted	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789	DATASCOPE			Delivery
5754	2 Line Items	07/01/2025, 09:00	07/01/2025, 10:00			Accepted	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789	DATASCOPE			Delivery
5755	3 x Box(s) of Misc Items	07/01/2025, 10:30	07/01/2025, 12:30	07/01/2025, 12:24	07/01/2025, 13:12	Rejected	Gate 2 (Restricted Vehicles)	DATASCOPE		Laydown Area 2	DMW	0123456789	DPD	Y33JDR		Delivery
5756	1 x Skip(s) of Skip	07/01/2025, 12:00	07/01/2025, 12:30			Accepted	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789	MUCKAWAY			Delivery
5765	1 x Box(s) of test	07/01/2025, 11:00	07/01/2025, 12:00	07/01/2025, 11:59	07/01/2025, 14:06	Accepted	Gate 1	DATASCOPE	By Hand	Laydown Area 1	DMW	0123456789	DATASCOPE SYSTEMS LTD	ABC123		Delivery
5766	10 x Box(s) of PPE	07/01/2025, 12:30	07/01/2025, 13:30			Accepted	Gate 2 (Restricted Vehicles)	DATASCOPE	By Hand	Laydown Area 1	DMW	0123456789	DATASCOPE	ABC123		Delivery
5767	1 x Box(s) of Cable Tray	07/01/2025, 12:30	07/01/2025, 14:00	07/01/2025, 13:13	07/01/2025, 14:32	Accepted	Gate 1	DATASCOPE	By Hand	Laydown Area 1	DMW	0123456789	Core Highways	ABC123		Delivery
5768	1 x Bundle(s) of test	07/01/2025, 16:30	07/01/2025, 17:00			Accepted	Gate 1	DATASCOPE	Van	Laydown Area 1	DMW	0123456789	DATASCOPE	VRN		Delivery
5769	1 x Box(s) of Cable Tray	07/01/2025, 13:30	07/01/2025, 14:00	07/01/2025, 14:43	07/01/2025, 14:48	Accepted	Gate 2 (Restricted Vehicles)	DATASCOPE	Artic	Laydown Area 1	DMW	0123456789	DATASCOPE SYSTEMS LTD	ABC123		Delivery
5770	1 x Box(s) of X	07/01/2025, 09:00	07/01/2025, 09:30			Rejected	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789				Delivery
5782	1 x Box(s) of Test	07/01/2025, 16:00	07/01/2025, 16:30			Accepted	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789				Delivery
5783	1 x Box(s) of Mulldrop of materials	07/01/2025, 09:00	07/01/2025, 11:00	07/01/2025, 11:03	07/01/2025, 12:41	Accepted	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789				Delivery
5784	1 x Pallet(s) of Test for Demo	07/01/2025, 11:00	07/01/2025, 11:30			Accepted	Gate 1	DATASCOPE		Laydown Area 1	DMW	0123456789				Delivery
5785	1 x Bundle(s) of test	07/01/2025, 09:00	07/01/2025, 10:00	07/01/2025, 09:11	07/01/2025, 10:37	Rejected	Gate 2 (Restricted Vehicles)	DATASCOPE	Courier	Laydown Area 1	DMW	0123456789				Delivery

The Solution in Action – Western Tunnelling Package

Vehicle Onboarding

A Subcontractor registers an asset and attaches relevant documentation. This may include documents such as:

- Plant Risk Assessment
- Weed and Seed Certificate
- Operators Manual
- Maintenance and Service History

After registering the asset, the subcontractor fills out a premobilisation form. This can be raised and completed on a phone or tablet. A pdf is available after submission

A Plant Assessor reviews all documents and forms

CLOCS-A Heavy Vehicle Pre-Mobilisation Checklist (Gold)

ID	751	Created by	Sian Sheahan - Select Plant Australia - Sydney	2025-05-15 15:14:48
----	-----	------------	--	---------------------

Sydenham to Bankstown AU

Please Note:
This checklist is intended for all vehicles over 4.5t GVM and all styles of trucks.
This checklist must be completed by the equipment owner (eg. Select, Supplier or Contractor) and submitted to the Select Hire Desk (or LORA for Contractors) for acceptance prior to mobilising to site. A hard copy of this completed checklist along with associated paperwork (detailed below - PART C) must travel with the equipment to site for verification and approval by Laing O'Rourke upon delivery.
For items ticked 'NO' give reason in the comments section below

Location
No location data. Document may not have been submitted from mobile device.

Asset ID	Details
495	Truck or Vehicle Miscellaneous Test
Inspection Date & Time	2025-05-15 14:53:02
Details	Truck - Tipper Wet Hire AC326
Asset Registration / Serial Number (Last 6 Digits)	Unit AC326 / Sn. 30261
Manufacturer	Mitsubishi
Model	Fightre 2 Axle Tipper
Hours / Km	2138 kms
Date of Hours / Km	15/03/2025
Next Service Due (Hours / Km)	5000 kms
Contractor / Supplier	Aly Infrastructure
Supplier - Asset Owner	Aly Infrastructure
Pre-Mobilisation Expiration Date	2026-04-17

Part A
Laing O'Rourke Minimum Requirements for Plant

In Vehicle Monitoring System (IVMS)

Checklist Approval

Inspection Result	Pass	Fail
Inspection Result	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Signed and accepted by Laing O'Rourke / Select Plant Australia:
I declare that this machine is in a safe condition, is free from defect and is fit for purpose.

Date of Checklist Submission: 2025-05-15

Name & Signature

Name	Signature
Sian Sheahan	

Position: Plant Assessor

Document Images

Form - Tablet View

CLOCS-A Heavy Vehicle Pre-Mobilisation Checklist (Gold)

Gold CLOCS-A Accreditation

Confirm no solid, clear or coloured bug deflectors mounted on bonneted trucks*

Yes No

Confirm no external engine air intake hardware above bonnet level (on bonneted trucks)*

Yes

Form - Phone View

CLOCS-A Heavy Vehicle Pre-Mobilisation Checklist (Gold)

Gold CLOCS-A Accreditation

Confirm no solid, clear or coloured bug deflectors mounted on bonneted trucks*

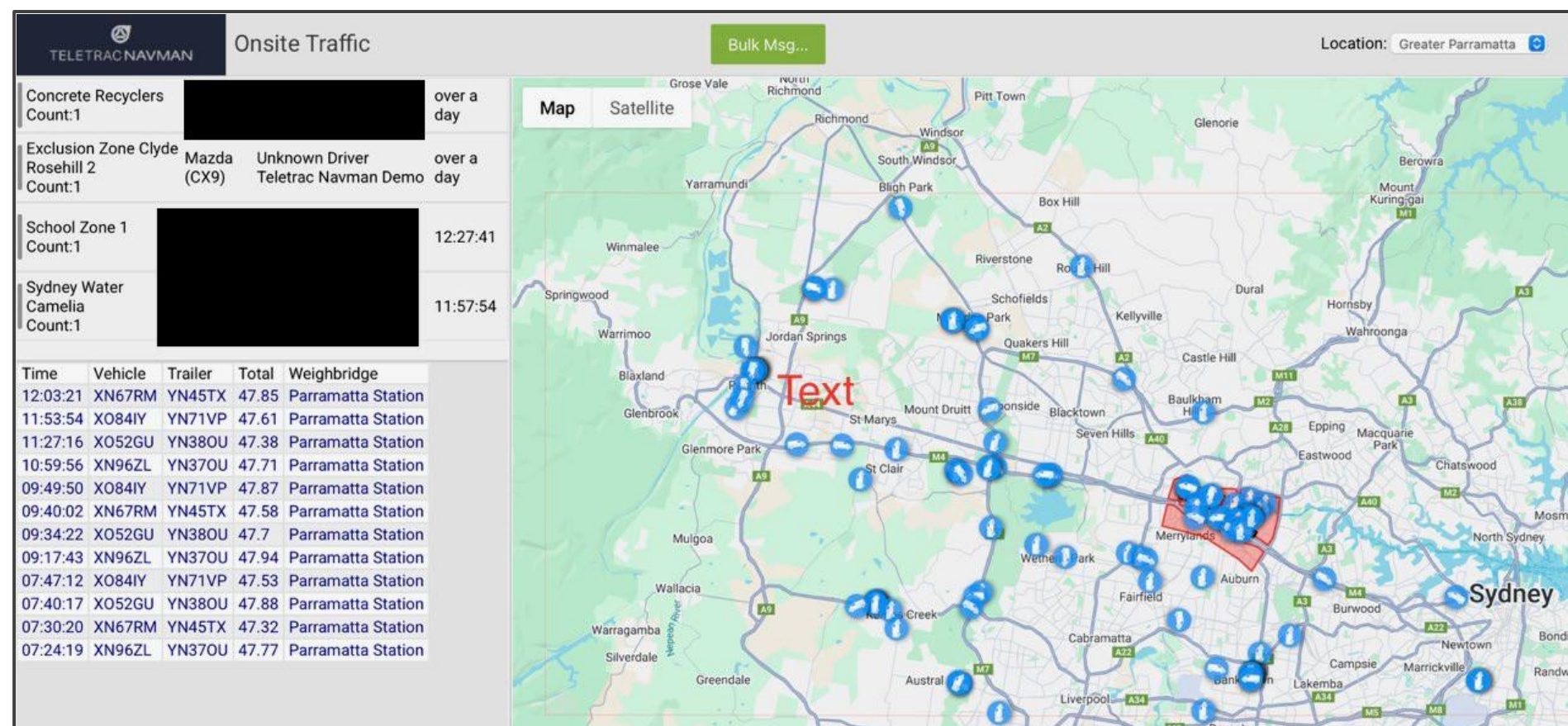
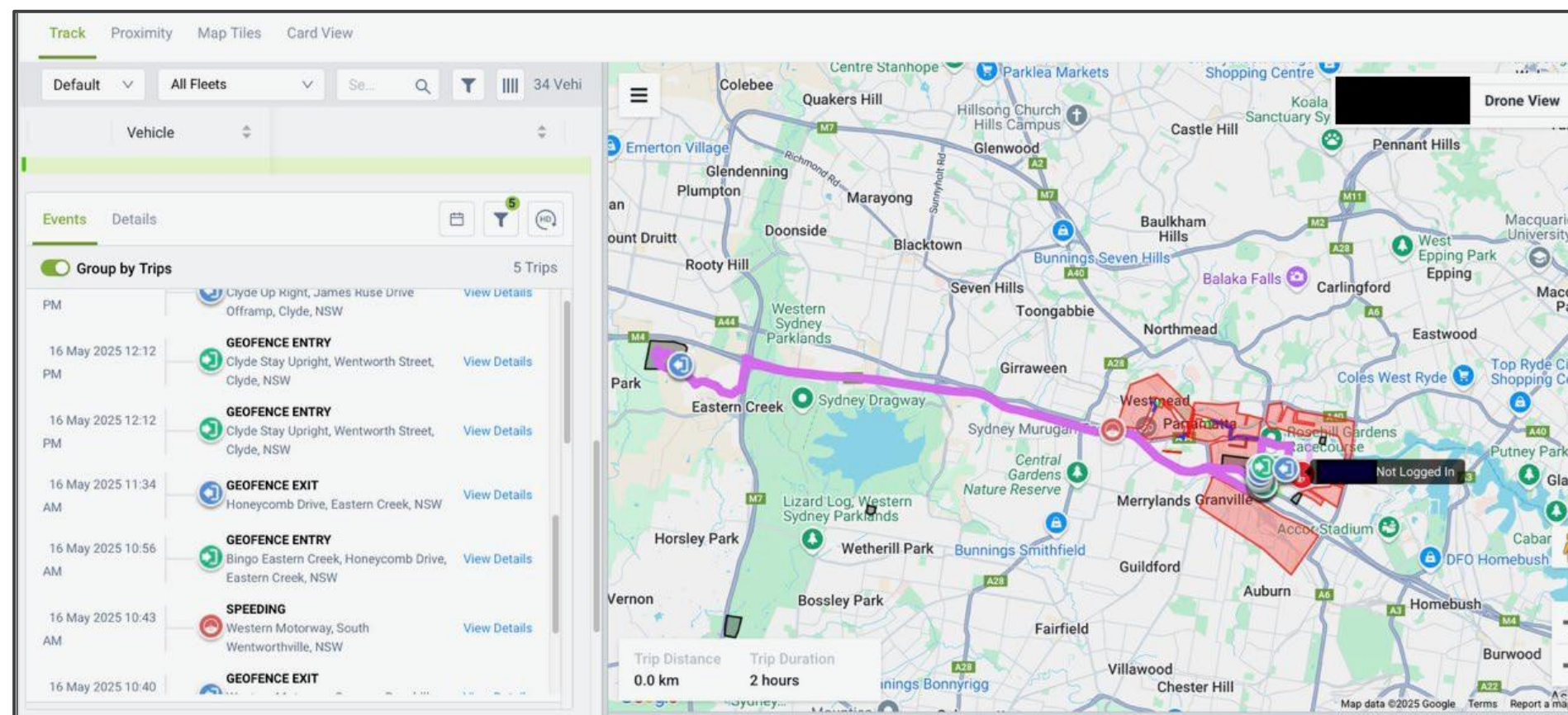
Yes No

Confirm no external engine air intake hardware above bonnet level (on bonneted trucks)*

The Solution in Action – Western Tunnelling Package

Telematics:

- Correct haul routes
- Driver behaviour (speed & harsh breaking)
- Pre-start inspections
- Driver fatigue
- Driver communication
- Geo Fence Alerts
- Weighbridge integration



The Solution in Action – Western Tunnelling Package

ANPR & AI Compliance Camera:

- Road Registration Status
- Tarp Covers not closed
- Dimension Checks
- Restraint image capture
- Integration with site access gates, boom gates and LED screens
- Pedestrian detection & gate access / egress
- Compliance to CLOCS-A Standard
- Reporting & Dashboards



Vehicle Non-Conformance Notifications

No Permit - 5th Visit Alert

Site: RoseHill_Gate2
Time Entered on Site: 01/08/2023, 4:31:29 pm

Plate Details

DC03VF
NSW
Registration Expiry Date: 24-11-2023

NSW

X014JG
NSW

08-08-2023

UNREGISTERED

12-06-2024

None

NO-TARP Alert

Classifications

load no-tarp spoil-truck

load spoil-truck

Add classification...

Cancel
Submit

DMS & CLOCS-A on the Western Tunnelling Project

CLOCS-A Requirement	Our Solution
Identify and mitigate risks to community	Select Delivery Management service provides real-time visibility, planning controls and data-led insights to proactively identify, assess and mitigate risks to the surrounding community.
Develop and maintain a Construction Logistics Management Plan (CLMP)	Select developed and supported the ongoing management of the CLMP through integrated digital workflows, live data and continuous optimisation aligned to project requirement
Procure responsibly – ensure supply chain comply with the CLOCS-A standard	Select embeds CLOCS-A requirements into procurement and onboarding processes , ensuring only compliant suppliers, vehicles and drivers are engaged.
Promote Safe Site Operations: <ul style="list-style-type: none"> • Safe haulage routes • Safe access / egress • Stable loading / unloading zones • Effective delivery management systems • Qualified site traffic marshals 	Select utilises integrated delivery management systems and route planning tools to coordinate vehicle movements, ensuring adherence to safe haulage routes, controlled site access and egress , and the use of stable, compliant loading and unloading zones.
Perform compliance checks on Heavy Vehicles and Drivers	Select conducts systematic digital compliance checks on vehicles and drivers prior to site access, ensuring adherence to safety and regulatory standards.
Address non-compliances through risk mitigation and procurement actions	Select captures and manages non-compliances through structured workflows , enabling corrective actions, supplier engagement and risk mitigation .
Monitor compliance – independent review at least every 6 months	Select provides auditable data and reporting to support regular independent compliance reviews and continuous improvement.
Incident investigation – review, investigate and prevent reoccurrence	Select supports incident management through detailed data capture, root cause analysis and implementation of preventative measures

The Results: Western Tunnelling Project

Benefits:

- Over 1,100 Heavy Vehicles onboarded
- Over 1,300 Routine Drivers onboarded and completed additional training
- 180,089 vehicle movements recorded and checked by AI
- Greater compliance with Heavy Vehicle National Law & CLOCS-A Standard
- Noticeable improvements in managing the safety of transport activities
- Enhanced productivity and increased resource utilisation = significant cost savings
- Improved safety culture across transport activities
- Real-time, actionable data at your fingertips
- Business operational cost savings
- Greater control of visibility of transport activities
- Reduced congestion and emissions through more efficient movements of construction materials

Key Lessons:

- Training and upskilling
- Create the right culture
- Be clear on what success is and how you will measure it

CLOCS-A Closing Remarks

CLOCS aims to achieve a visionary change in the way the construction industry manages work related road risk through the following:

- Improving the safety of vehicles
- Addressing the imbalance between on-site health and safety, and work related road safety
- Encouraging wider adoption of best practice across the logistics industry
- Consistent approach across industry for stakeholders to collaborate within an agree standard





Thank you

SELECTPLANT.COM.AU

All materials contained in this presentation are copyright of Select



Vulnerable Road User Training Course

Presenter

Karyn Welsh

CLOCS-A

April 15, 2026





CLOCS-A Standard Overview

- The CLOCS-A Standard sets out the minimum requirements for managing construction vehicle movements and ensuring safe interactions with other road users.
- Its primary aim is to manage the risks and impacts associated with a construction project's on-road transport and logistics activities, improving community road safety.



CLOCS-A Heavy Vehicle Driver Training Requirements

- **VRU Awareness Training** is mandatory to achieve driver competency for accreditation.
- This training ensures drivers can **safely interact with vulnerable road users** across all operating environments.



VRU Training Micro-Credential

Key Points

- Targeted micro-credential designed for professional transport drivers operating on CLOCS-A accredited sites.
- Create awareness on VRUs as they interact with trucks during:
 - Site entry and exit
 - Haulage routes with mixed traffic
 - Urban or high-density areas
- Demonstrates strong commitment to safety, compliance, and community responsibility



**"Safety starts with
understanding and
training."**





Understanding Who We Share the Road With

VRUs include anyone at greater risk of injury in an interaction with a heavy vehicle:

- Pedestrians – including older people
- Individuals in wheelchairs or mobility aids
- Cyclists
- Motorcyclists
- E-scooter users
- Traffic management crews
- Road construction workers

What Drivers Will Learn

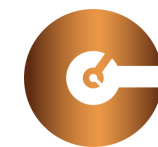
- Recognise risk zones and blind spots around heavy vehicles
- Understand safe speed, distance, and visibility practices
- Apply site entry and exit protocols safely
- Develop awareness of vulnerable road user behaviour
- Contribute to a culture of safety within their organisation





VRU Course Tiers

The VRU Training Course is offered in three progressive tiers allowing drivers to build competency step by step:



Bronze (online)



Silver (face to face - in development)



Gold (face to face - in development)



Delivery Methods

- e-Learning
- Online
- Face-to-face: Practical site visits

e-Learning Structure

01

Courses Lesson

Watch videos and review key information.

02

Lesson Quiz

Complete a short quiz after each lesson.

03

Final Assessment

Pass the final test to earn your certificate of completion.



Professional Approach and Assistance Provided from our Auditors



Glyn Castanelli

CLOCS-A Auditor (VIC Based)

Glyn is one of our Auditors that has many years experience within the industry and at one time drove his own transport vehicle. Glyn has worked on the Easternlink project in Victoria and is very familiar with construction transport.



Urszula Kelly

CLOCS-A Auditor

Urszula is one of CLOCS-A Auditors that also have a depth of knowledge of the Transport Industry. Urszula is also a NHVAS Auditor and provides training in CoR requirements.

Organisational Benefits



Meets CLOCS-A's mandatory accreditation requirements for driver competency



Reduces the likelihood of road incidents and community harm



Strengthens public trust and reputation for safety and accountability



Demonstrates corporate commitment to sustainable and ethical logistics operations

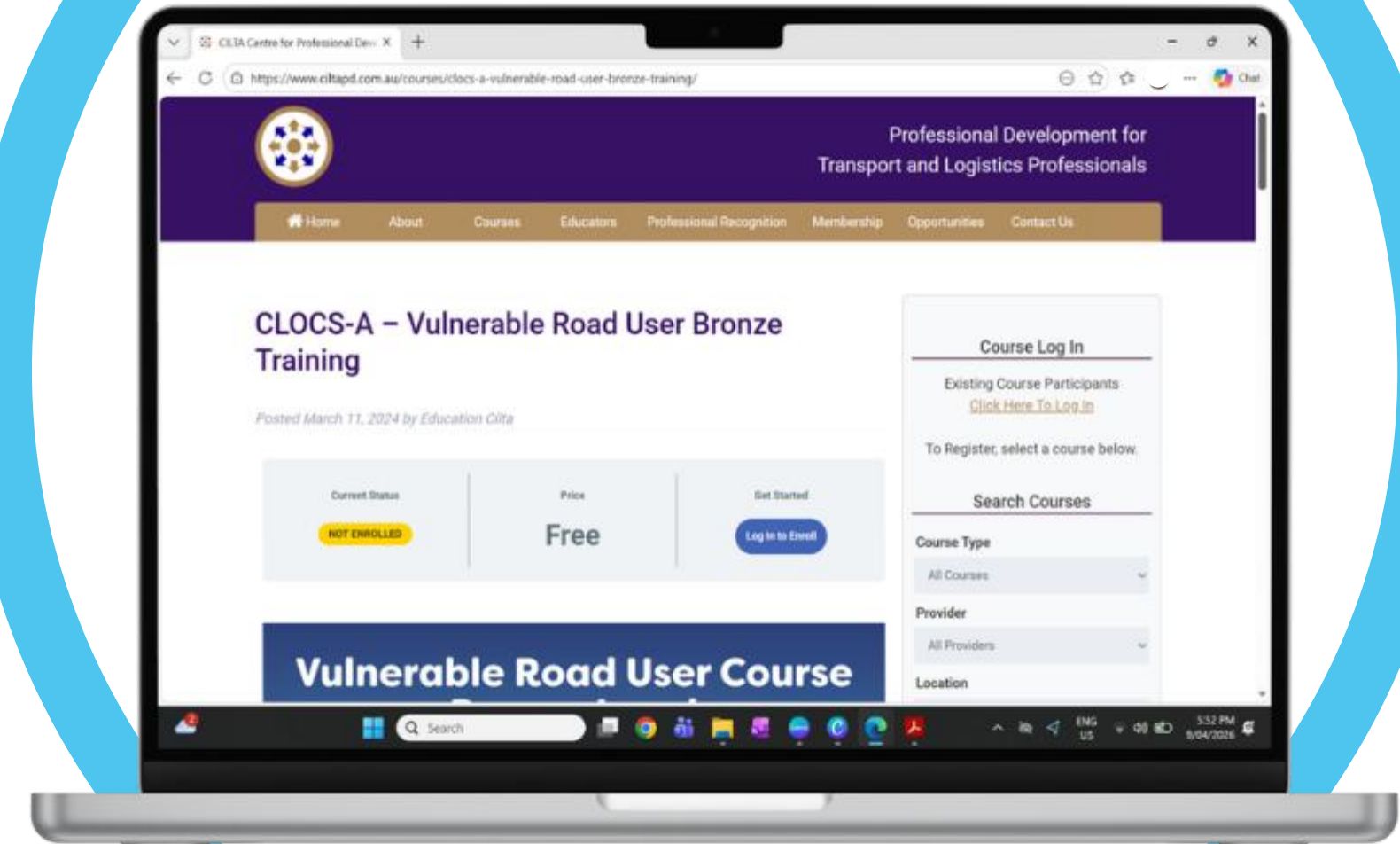
A Few Statistics

- **1397** enrolments to date
- **54%** students have completed the course
- **40.44%** are in progress
- **5.73%** students have registered but not commenced the course



Getting Started

- Visit: www.clocs-a.org.au/vulnerable-road-user-training/
- Create an account
- Complete the online modules, quizzes, and final assessment
- Receive a certificate of completion upon successfully finishing the course.





Thank You



1300 68 11 34



info@clocs-a.org.au



www.clocs-a.org.au



Hosted by



The Chartered
Institute of Logistics
and Transport

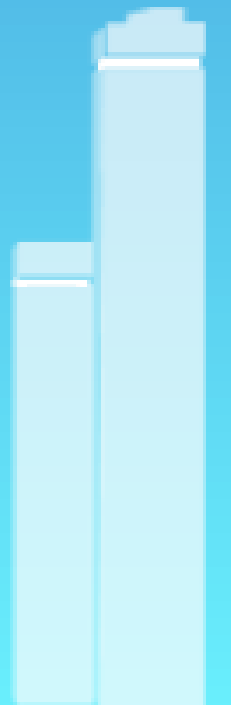
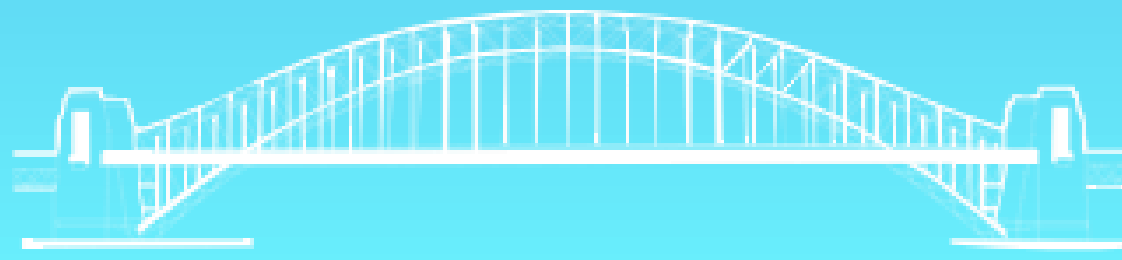
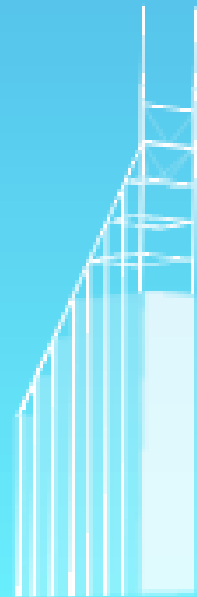
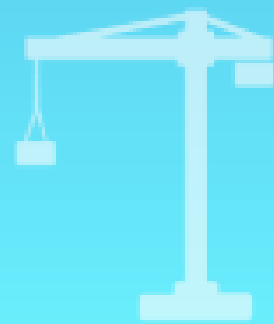
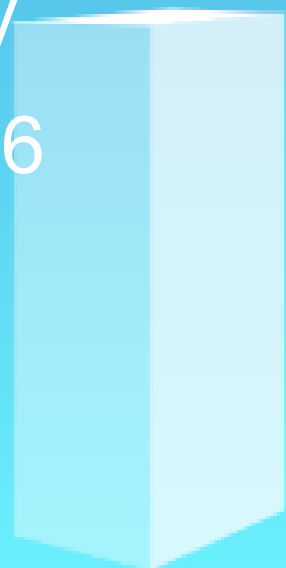
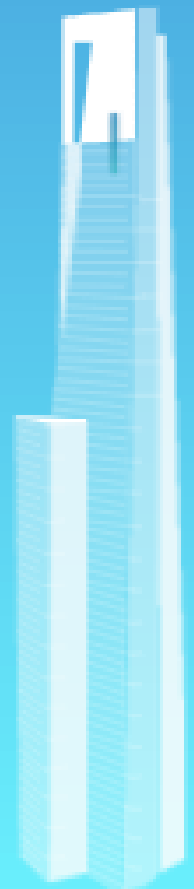
Transport Accreditation and Engaging with Sub-contractors

Presenters

Glyn Castanelli

Urszula Kelly

April 16, 2026



Presentation will cover:

- Applying for an Accreditation
- Preparing for the Audit visit
- The Audit
- Vehicle Requirements
- Types of Accreditation
- What an organisation is issued?
- The next Audit

Audit Preparation

- **Understand the Scope of the Audit:** read the Standard first
- **Identify audit type:** Transport, Construction or Combined Audit.(See red boxes)
- **Clarify objectives:** what auditors are evaluating (accuracy, compliance, efficiency)
- **Review standards:** applicable laws, regulations, or internal policies.
- **Evidence:** All responses (Yes, In progress, No) require a comment and supporting documentation to show that you are operating in alignment to the CLOCS-A Standard

Happy Snappy Enterprises Inc. → Skyline Builders

Next Step Profile **Principal Contractors** **Transport Operators**

1. RISK ASSESSMENT (CLOCS-A Standard 5.3.1)

Principal Contractors shall undertake risk assessments throughout the life of the construction project to identify and assess the project's risks to public road users as a result of generating construction heavy vehicle movements to/ from its construction sites.

Who prepared this risk assessment?
Name: QLBSClientEmailNotificationTest1609
Title/Department:

1.2. Can the principal contractor demonstrate what type of risks assessments have been carried out?
Note: [CLOCS-A Project Risk Rating Tool](#) may be used by organisations to assess the level of risk.
Please provide details of the assessments and upload evidence.

Yes In Progress No

Comments: Risk assessment carried out in the construction site.

Browse or drop files here
Project Risk Rating.xls

1.3. Do you have a plan for communicating the findings and recommendations of this risk assessment to project stakeholders?
Please upload evidence of the plan and of the communication.

Yes In Progress No *

Comments: Communication plan in placed.

Browse or drop files here
Communication Plan.docx *

1.3a. Is the workforce consulted on the identified risks?

Yes In Progress No *

Comments: Biweekly meetings are carried out to consult risks with the workforce.

Browse or drop files here
Risk Communication.docx

Previous Show Incomplete Save Changes Submit Next

Organise your Documentation

- **Review all records** that you intend to provide regarding the vehicles
- **Review responses** to Audit Questions related to the vehicles
- **Assess responses** against compliance to the Standard and the evidence you are providing
- Confirm that all details provided meet the specified requirements.
- The Auditor will tick each vehicle inspected based on these criteria.

	Registration No.	VinNumber	State Registered	Truck Make	Emissions Standard	Level applying for	Date Added	Audited
	SJR011	6FMU15D71HD8	New South Wales	Mack	Euro 5	Bronze ⇅	undefined	<input type="checkbox"/>
	DIGR4U	6F5000000JA4€	New South Wales	Mack	Euro 5	Bronze ⇅	undefined	<input type="checkbox"/>
	SJR408	6F5000000AA4•	New South Wales	Kenworth	Euro 5	Bronze ⇅	undefined	<input type="checkbox"/>
	RE08AD	Trailer	New South Wales	Truck Make	Emissions Stand	Bronze ⇅	undefined	<input type="checkbox"/>
	RE02AD	Trailer	New South Wales	Truck Make	Emissions Stand	Bronze ⇅	undefined	<input type="checkbox"/>
	TIPR4U	6FMM12H69KD€	New South Wales	Mack	Euro 5	Bronze ⇅	undefined	<input type="checkbox"/>
	SJR022	6F5000000RA4€	New South Wales	Kenworth	Euro 5	Bronze ⇅	undefined	<input checked="" type="checkbox"/> *
	SJR409	6F5000000FA4€	New South Wales	Kenworth	Euro 5	Bronze ⇅	undefined	<input type="checkbox"/>
	RE06AD	Trailer	New South Wales	Truck Make	Emissions Stand	Bronze ⇅	undefined	<input type="checkbox"/>
	SJR070	6F5000000RA4€	New South Wales	Kenworth	Euro 6	Bronze ⇅	undefined	<input checked="" type="checkbox"/> *
	200SJR	6F5000000JA4€	New South Wales	Kenworth	Euro 5	Bronze ⇅	undefined	<input type="checkbox"/>

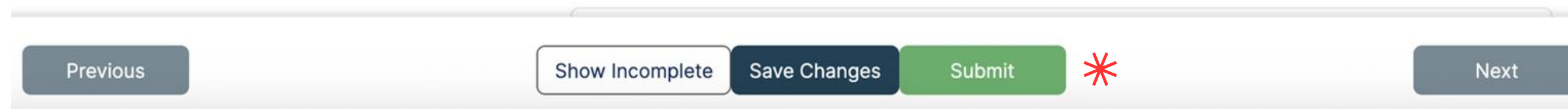
Documentation and Records to Have Ready If Requested

- **Contracts and agreements:** vendor, client, lease, partnership documents.
- **Compliance evidence:** licenses, permits, certifications.
- **Policies and procedures, SOP:** updated versions with approval dates.
- NHVAS Audit, CoR, maintenance records of vehicles



Self-Audit and Review

- **Conduct an online audit:** check for gaps before the auditor makes contact to do a site visit.
- **Verify reconciliations** with the vehicles nominated for accreditation
- **Check internal controls:** approval workflows, signatures/authorisations are documented.
- **Identify risks:** areas prone to errors or non-compliance, mitigation steps and ensure things are in order
- **Once your Audit date is set no more changes can be made to your submission.**



Preparation for the Audit

- Reach out to your head office to confirm that a date has been set.
- Make sure the designated point persons for each audit area are ready for the audit visit.
- **Driver Training:** Include VRU Training Records in the submission and ensure all certificates are easily accessible for review (this includes subcontractors).
- **Communicate expectations:** Clearly outline timelines and the necessary cooperation needed.



Audit Readiness

- **Facilitate Tablet Access to the Audit:** Create a digital folder that houses all essential documents for easy access.
- **Establish a Pre-set Workspace:** This space grants auditors access to the records and systems you have uploaded. They cannot modify your submission and will respond independently of it.
- **Plan Q&A Sessions in Advance:** It allows you to anticipate and prepare for common questions.
- **Document Any Improvements:** Show proactive steps taken since last audit.

Bronze Level (Check that there are:)

App E 1. No solid, clear or coloured bug deflectors mounted on bonneted trucks?

Yes In Progress No

Comments
please see attached

Comments/Corrective Action
Inspected vehicles comply with the Standards requirements. Vehicles include SJR022, SJR066, SJR070, SJR055, and SJR044.

* Auditor

Post Audit Responses

- **The Auditor will Review his findings:** Ensure organisations understand recommendations and any corrective actions (if any).
- **Implemented changes:** update processes, strengthen controls.
- **Track progress since last visit:** monitor compliance improvements.
- **Prepare for next cycle:** audits are recurring, so build readiness into routine.



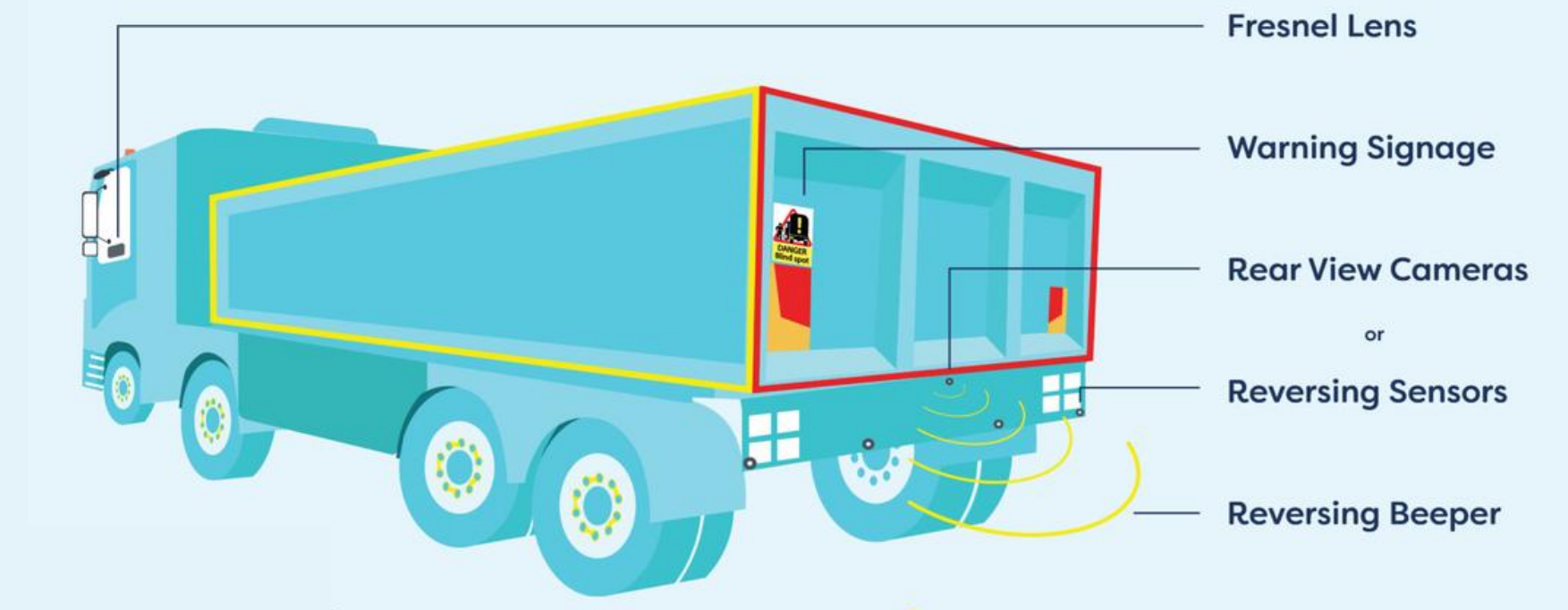
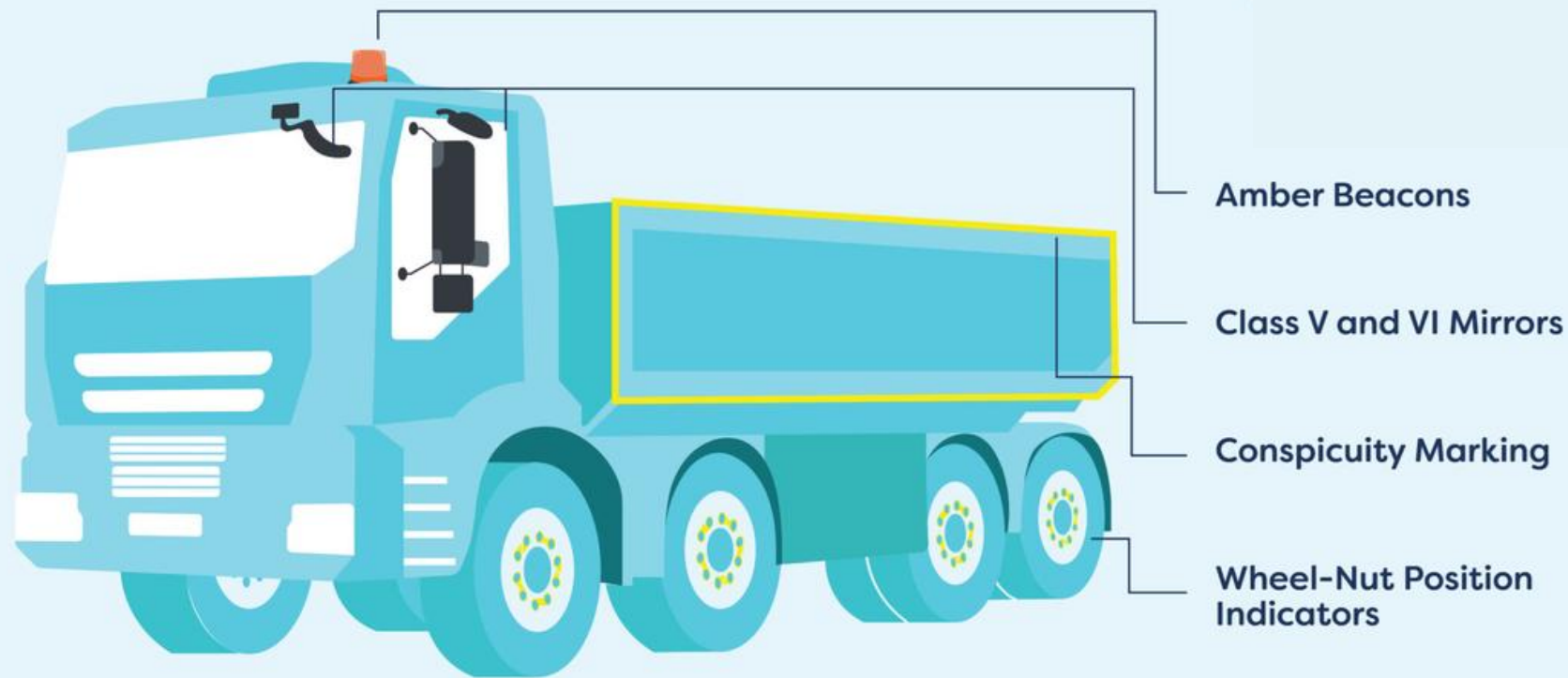
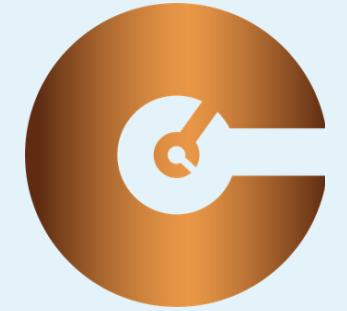
CLOCS-A Corrective Actions for ABC Industries - Recycling Centre Eastern Creek - Transport

Prepared by John Smithg on 01/10/2025

Corrective Actions Required

NC No	Question No	Questions	Auditor Comment
1	App E 9.	Fresnel <u>lens</u> were not fitted to the passenger side window or peeper <u>window</u> ?	You stated that Fresnel lenses were not installed on the passenger side window or peeper windows. What alternative measures have been implemented to address the absence of Fresnel lenses?

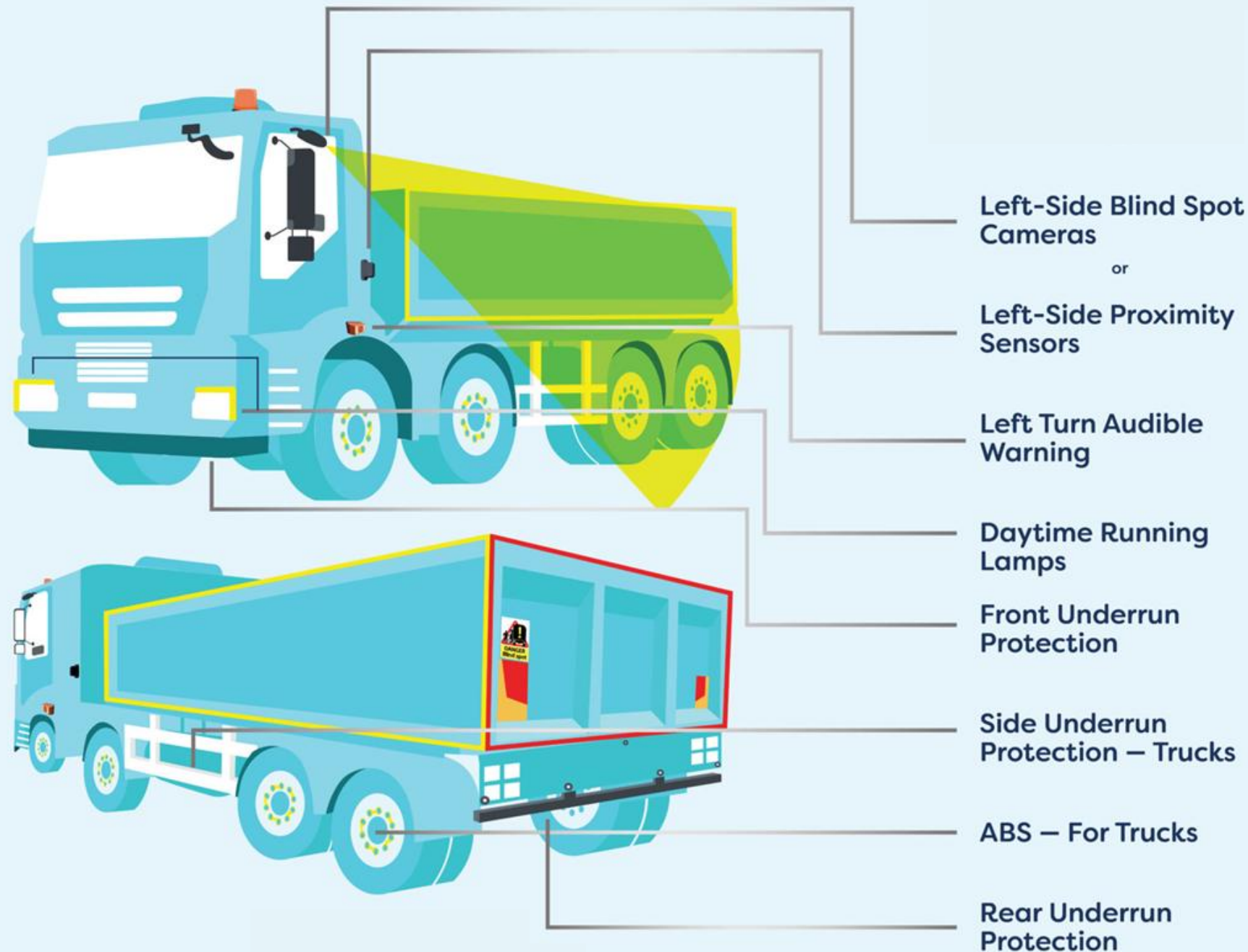
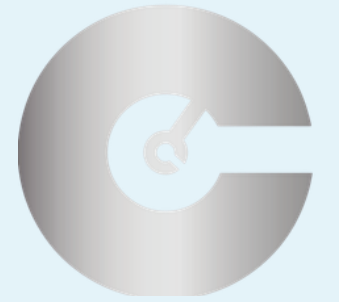
CLOCS-A Bronze Vehicle Requirements



- 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



CLOCS-A Silver Vehicle Requirements



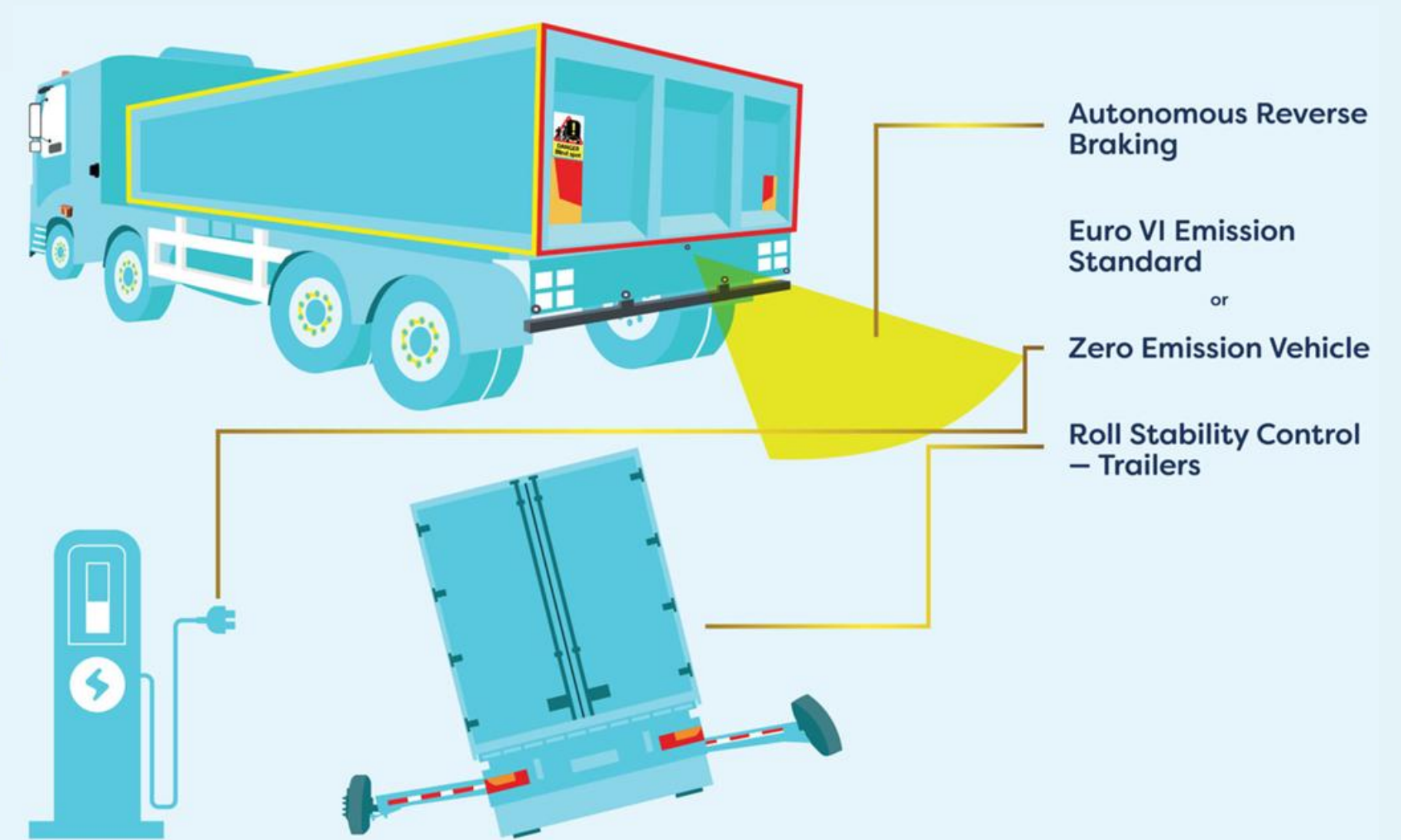
ADR 80/03 Emission Standard (Euro V)

Side Underrun Protection – Trailers

ABS - For Trailers

- No bug deflectors on bonneted 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

CLOCS-A Gold Vehicle Requirements



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

Accreditation Levels



Gold



Silver



Bronze

Visit www.clocs-a.org.au for details on the requirements for each level.

- Accreditation categories:
 - Transport
 - Construction
 - Combined (Construction with its own fleet)

Once Accredited

Congratulations!

- Each vehicle assessed by the Auditor receives a decal advising the level the vehicle achieved (gold, silver, bronze)
- The organisation receives a banner to display at their gate advising that it is a CLOCS-A approved depot or site.
- A certificate is issued to the Depot/Site for use in future project applications
- Next Audit is online and in 12 months.
- It is important to inform your subcontractors of your accreditation, and it is recommended that they also pursue their own accreditation.



Thank you



Thank you to Our Partners and Supporters

