CLOCS

Monthly Newsletter #59
October 2026

A good practice approach to protect all Australian road users



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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

Reflecting on a Remarkable Year of Growth

As we approach the end of another year, it is worth reflecting on just how far the CLOCS-A programme has progressed across Australia.

Over the past twelve months, we have seen continued growth in participation, increased industry engagement, expanded training capability, and a growing commitment from clients, contractors, transport operators and auditors working together to improve road safety outcomes across the construction supply chain. Participation has now grown to more than 120 registered organisations, over 300 accredited vehicles and more than 3,000 training registrations nationally.

This month marked a particularly significant milestone for the programme.

A First for Australia

Five Gamuda construction sites achieved CLOCS-A Silver Accreditation, becoming the first organisation in Australia to have five sites accredited at Silver level. This achievement demonstrates a strong organisational commitment to embedding safe construction logistics practices consistently across multiple projects and establishes a new benchmark for the Australian industry.

Further momentum has been seen with:

- John Holland Group (JHG) Beveridge receiving Bronze Accreditation
- BMD NSW receiving Bronze Accreditation

These achievements further strengthen the growing network of accredited construction sites across Australia and demonstrate the increasing recognition of CLOCS-A as a practical framework for managing road safety risks associated with construction transport operations.

Building Capability Across the Supply Chain

Another important milestone this month was the delivery of our first CLOCS-A Supply Chain Workshop in partnership with John Holland Group at the Beveridge project.

The workshop brought together transport operators supporting the project and provided practical guidance on beginning their own CLOCS-A accreditation journey. Importantly, it reinforced that safer construction logistics can only be achieved when clients, principal contractors and transport operators work collaboratively across the entire supply chain.

The strong level of engagement from operators demonstrates the industry's willingness to invest in safer practices and prepare for future accreditation requirements.

Looking Ahead

The progress achieved over the past year reflects a growing industry commitment to a safer tomorrow. As more sites become accredited and more transport operators commence their accreditation journey, CLOCS-A continues to build a nationally consistent approach to managing construction logistics safety.

Thank you to every organisation, site team, auditor and transport operator who has contributed to the programme's success over the past twelve months. Together, we are building safer roads, safer construction projects and safer communities.

A safer tomorrow is built today.

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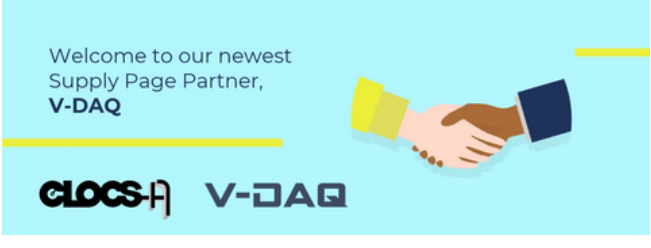
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CLOCS-A Development Update

VRU Course Level		
Total Enrolled Students since Nov 2024 *New enrolments in the last month	3134 *210	477
Total Lessons in the course	16	9
Topics	12	15
Quizzes	12	1
Completed	2246	331
In Progress	388	36
Enrolled but Not Started	500	110

News

Welcome V-DAQ, CLOCS-A's New Supply Page Partner



CLOCS-A is pleased to welcome V-DAQ as our newest Supply Page Partner. V-DAQ is an Australian transport technology provider helping operators run safer, smarter and more connected fleets.

From fleet and asset tracking to video safety, real-time vehicle mass data and regulatory compliance, V-DAQ brings essential fleet technology together in one platform.

Built for the realities of Australian transport, V-DAQ's solutions help operators improve visibility across their vehicles and assets, manage safety and compliance, and make better use of their fleet data.

We look forward to welcoming V-DAQ to the CLOCS-A community and working together to support safer transport operations.

Learn more about V-DAQ: www.v-daq.com.au.



News

New development - CLOCS-A Concession Permit



New CLOCS-A Standard Concession Process for Specialised Vehicles

CLOCS-A is pleased to announce a new development. A CLOCS-A Standard Concession Application, process is currently in development providing a practical pathway for transport operators with specialised vehicles that, because of their design, construction or modification, may be unable to meet a particular requirement of the CLOCS-A Standard.

The CLOCS-A Standard Concession, in development, places requirements on vehicles, drivers and transport operations with a strong emphasis on protecting vulnerable road users and improving community road safety. Transport Accreditation also recognises fleet operators that provide safe vehicles and competent drivers for construction projects while working to higher standards.

Recognising the realities of specialised vehicles

Heavy vehicles operate across an incredibly diverse range of industries and applications. Some vehicles are purpose-built or modified to perform highly specialised tasks. In these circumstances, the vehicle's design or configuration may mean that a particular CLOCS-A requirement cannot practically be achieved without affecting the vehicle's specialised purpose or operation.

The proposed new CLOCS-A Standard Concession process aims to provide a structured way for operators to bring these circumstances forward for consideration.

Rather than simply identifying that a requirement cannot be met, operators can explain:

- which CLOCS-A requirement is affected;
- why the vehicle's specialised design, construction, configuration or modification prevents a requirement from being practically achieved;
- the specialised industry purpose of the vehicle;
- the alternative equipment, measures or controls being used to manage the associated safety risk; and
- how the proposed Concession will continue to support the safety intent and outcomes of CLOCS-A.

Maintaining the safety intent of CLOCS-A

Importantly, the Concession process was developed, not an alternative to meeting CLOCS-A requirements where those requirements can reasonably be achieved. It's designed proposes to recognise genuine circumstances involving specialised vehicle design or configuration and provide a consistent mechanism for those circumstances to be considered.

The focus will remain firmly on achieving the safety outcomes at the heart of CLOCS-A, while recognising that for some specialised vehicles, the way those outcomes are achieved may need to be considered differently. This practical approach supports CLOCS-A's broader objective of managing the risks and impacts associated with construction-related road transport and logistics and improving community road safety.

Applying for a CLOCS-A Standard Concession

The Concession Application being developed, will enable Transport operators who believe a specialised vehicle cannot practically meet a particular CLOCS-A requirement because of its design, construction, configuration or modification to submit a CLOCS-A Standard Concession Application.

Operators should provide clear details about the vehicle and the requirement concerned, together with supporting information, photographs or documentation that will assist in considering the circumstances of each vehicle application submitted.

Complete the CLOCS-A Standard Concession Application

A practical approach to safer transport

The introduction of the Concession process reflects an important principle: maintaining high safety standards while recognising the diversity and specialised nature of Australia's heavy vehicle industry.

By providing operators with a clear pathway to address genuine vehicle design constraints, CLOCS-A can continue to encourage safer vehicles and safer construction logistics while taking a practical, industry-focused approach.



News

Technical Update: Left Turn Warning Devices

Technical Group 1 (TG1) has recently received a number of enquiries regarding the use of left turn warning devices on heavy vehicles and their compliance status.

A left turn warning device is an externally mounted audible warning system designed to alert vulnerable road users (VRUs), particularly cyclists and pedestrians, that a truck is about to turn left. The device is typically activated automatically when the driver operates the left-turn indicator and may broadcast a spoken message such as "Warning, this vehicle is turning left." Some systems also incorporate a flashing light to reinforce the warning.

Questions have been raised regarding whether devices that use a spoken voice warning, rather than a single audible tone, comply with the applicable Australian Design Rules (ADRs).

There is no concern where a system uses a single-tone audible warning, as this is understood to comply with the applicable ADR requirements.

TG1 has been advised by the National Heavy Vehicle Regulator (NHVR) that it intends to provide clarification regarding the in-service compliance status of left turn warning devices that employ a spoken broadcast message. This clarification will be included in the next revision of the National Heavy Vehicle Inspection Manual (HVIM), which is expected to be published in early December.

In the lead-up to the publication of the revised HVIM, the NHVR has advised that it will not be undertaking enforcement activity in relation to systems that use a spoken voice warning. The NHVR has also indicated that it has not previously conducted enforcement activities against this type of system.

Accordingly, auditors should continue to accept left turn warning devices that utilise either:

- A spoken voice warning signal; or
- A single audible warning tone

as meeting the relevant accreditation requirements during audit activities.

Organisations seeking further clarification are encouraged to contact TG1 Chair, Paul Caus, at p.caus@truck-industry-council.org.

This update is provided to assist accredited organisations, auditors and operators while the NHVR finalises its formal clarification.



News

Impact of Diesel Price increases on Truck Types



From December 2025 to March 2026 the Australian Trucking Industry saw diesel prices range from $1.80 to $3,30 at the pump. Of recent times diesel prices dipped below $2.00 briefly before rising again to levels around $2.60 to $2.80 at the pump.

Once the post GST and the August Diesel Fuel Credit have been removed, $2.00 and $2.80 pump prices, become respectively $1.61 and $2.32. This analysis does not take into account the per litre discount fuel benefits afforded to some association members.

Since the significant diesel price rises seen following the Middle East crises the heavy vehicle road transport industry has felt the impact. Well, what exactly is that impact?

To calculate this the cost profile of each truck configuration needs to be known. What comprises the cost profile? These are the cost inputs that make up the truck operating costs. Now these inputs can be assigned a percentage of the total operating costs, and these percentage are different for each truck configuration. For example, the percentage of driver costs for a three axle rigid truck compared to B-Triple are very different. Similarly, the fuel consumption for a semi-trailer is vastly different for a BAB-quad road train. This is true for registration, insurance, tyre costs and capital depreciation or lease costs.

Now to calculate the impact on a specific truck type you need the cost profile and the actual cost and cost changes for these inputs across a period of time, or in this case the change between two periods between pump price changes. In this case the question is what is the operational cost impact of two different fuel prices after the pump price has been corrected for GST and the application of the Diesel Fuel Credit. The cost profiles were obtained from the Translog HV data base that was established in 1994 and has been consistently updated regularly especially since the uptake of the PBS configurations. This database holds not only the truck cost profiles but also average kilometres performed by configuration (generally the hire and reward average kilometres).

Using the changes in each cost profile element one can calculate the impact of total or specific cost changes over time. This can be reflected as a cost index change, or a total percentage cost change or even a change in the cent per kilometre rate for a specific truck operation.

Table 1 presents the impact in the change of the c/km rates for seven selected operational truck configurations. In three cases the impacts have been calculated for owner drivers, one being a TOW operator. Such an operator does not incur trailer costs. Also owner drivers do not get hit with payroll tax or Workcover premia and this has a significant difference in the cost profile of an employee driver vs an owner driver. The average kilometres performed by these configurations are also different. As an example, an urban truck and dog construction truck does far fewer kilometres compared to an interstate B-Triple operation. These difference have been accounted for in the calculation of the c/km rate.

Table 1: Costs incurred in Road Transport businesses

Operator Type	Truck Configuration	$2.00/($1.61) to $2.80 /($2.32) Impact increase	Notes
Owner Driver	Semi 6 axle	**19.20%**	Second Hand PM + Trailer
Owner Driver (TOW)	Semi 6 axle	**20.00%**	2nd Hand PM only
Employee Driver/Company	B-Double 9 axle	**18.20%**	New PM and Trailers
Employee Driver/Company	Semi 6 axle	**17.50%**	Company owned equipment
Owner Driver (Construction)	4 axle Truck & Dog (PBS)	**12.70%**	2nd Hand PM and Trailer/ Low Kms
Employee Driver/Company	B-Triple (B Coupled) (PBS)	**19.20%**	New PM and Trailers
Employee Driver/Company	BAB Quad Trailer (PBS)	**20.30%**	New PM and Trailers

Source: Derived from Translog HV database

Of the seven truck types presented in Table 1 the impact of a $2.00 to $2.80 pump diesel price increase raises total operating costs by 17% to 20%. The owner driver truck and dog construction operator comes in around a 13% total cost impact as the capital and predominantly urban operations reflect the different cost profile to the other articulated truck types.

Author: Dr Kim Hassall (CILT Australia)
October 2026 www.cilta.com.au

News

CLOCS-A & NSW 'Towards Zero': Government-Backed Blind-Spot Elimination

Lens-Tech's passive Fresnel lens features in Transport for NSW's state-wide 'Towards Zero' safety pilot with the NSW Government now actively educating its fleets on Fresnel lens technology. Positioned as a CLOCS-A compliance asset in Australia, the zero-power, 60-second-fit lens is validated to cut blind-spot incidents by up to 60%.

Watch our NSW Government video.

CLOCS-A members: email us for a free one-off sample lens.

Take a look here.



NHVR tackles key industry questions arising from HVNL reforms

The National Heavy Vehicle Regulator (NHVR) is answering practical questions from operators adapting to recent changes to the Heavy Vehicle National Law (HVNL). New guidance clarifies the issues attracting the most interest.

NHVR Director of Strategic Policy Paul Daly said industry feedback was helping shape the next phase of implementation.

Learn more here.

Participate in the NRSPP 2027 Organisational Campaign Research Survey!

The National Road Safety Partnership Program's (NRSPP) is conducting research about road safety myths and misconceptions and is inviting people over the age of 18 who drive regularly to participate in an anonymous online survey. This research will help better understand drivers' experiences, behaviours, responses and challenges when driving, and promote safe driving practices.

You can also enter the draw for a chance to win one of four $200 gift vouchers!

If you are eligible, we would love for you to take part: Click here to complete the survey.





News

New Heavy Vehicle Report Reveals 30% Drop in Serious Crashes



Major truck crashes involving inattentive or distracted drivers on Australian roads fell by 32 per cent over the past 12 months, according to the 2026 National Truck Accident Research Centre (NTARC) Major Incident Investigation Report.

The report also identified positive safety trends, including notable reductions in driver fatigue, down 56.9 per cent, and failure to give way, down 60.8 per cent.

Learn more here and read NTARC Report here.

NTRO delivers practical fire safety guidance to support electric truck adoption



As electric trucks become more common across Australia, questions about fire risk are increasing. While EV fires often attract attention, fewer than half start in the battery. Fires can also originate in wiring, tyres, or cabin materials, while battery-related incidents may involve thermal runaway, intense heat, toxic gases, and potential re-ignition.

Learn more here and find further resources here.

Road Worker Day of Remembrance - November 9



They show up every day. In all conditions. On busy roads, in the dark, and just metres from moving traffic to keep us safe... And every time a vehicle speeds past too close, their lives are on the line.

Behind every hi-vis vest is a person with a life beyond the work zone. A family. Friends. Someone looking forward to seeing them.

Be patient. Slow down, keep them safe while they work.

On November 9, we remember those who never made it home - and their loved ones who miss them. Because everyone deserves to make it home safely.

News

Recognition of Prior Learning (RPL) for Traffic Control and Traffic Management

Recognition of Prior Learning (RPL) offers an efficient pathway for experienced traffic management professionals to gain nationally recognised Austroads TC and TMI credentials. Rather than completing full training, eligible workers can have their existing skills and industry experience assessed through evidence, competency discussions, and practical assessments where required.

Learn more here.



East African oil could loosen Asia's grip on Australia's fuel supply

Australia's fuel supply could become more resilient with the emergence of major oil infrastructure projects in East Africa. An article in ACAPMAg explores how new refining capacity in Kenya and growing regional energy networks could diversify Australia's fuel import sources beyond Asia, strengthening energy security and reducing exposure to supply disruptions in key global shipping routes.

Learn more here.







CLOCS UK News



Reducing Bridge Strike Risk

Motormax has published a new article exploring how fleets can reduce the risk of costly bridge strikes through a combination of driver awareness, route planning and technology.

The article highlights the scale of the issue, with 1,666 railway bridge strikes reported in Britain between April 2024 and March 2025, and examines how modern low bridge detection systems using AI and GPS technology can provide real-time driver alerts while helping fleet operators improve safety, compliance and operational efficiency.

Find out more here.

Site Access Traffic Marshal training

CLOCS recently delivered their CPD-accredited Site Access Traffic Marshal (SATM) Train the Trainer course in London, helping organisations build the skills and confidence to deliver SATM training or add CLOCS SATM to their training portfolio.

The one-day course covered traffic management risks, SATM responsibilities, safe signalling, vehicle control, and site-gate communication. Delivered on a live construction site, it gave participants practical experience guiding HGV movements.

We're pleased to welcome Green State Training as our newest delivery partner.

Learn more here.





Safety Forum #40 Fatigue

Exchanging Places helps vulnerable road users, especially cyclists, understand the road from an HGV driver's perspective. By sitting in the cab, participants see vehicle blind spots, road risks and the challenges drivers face.

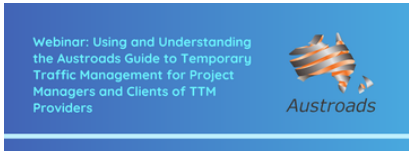
CLOCS joined City of London Police and Speedy Hire to engage residents and rush-hour cyclists on staying safe around HGVs. These events improve understanding, encourage safer behaviour and help protect everyone on the road.

Watch the video to hear from Stu Ford of City of London Police and Andy Brooke, CLOCS Programme Director.

Watch video here.

Events

Webinar: Using and Understanding the Austroads Guide to Temporary Traffic Management for Project Managers and Clients of TTM Providers



Date: 24 November 2026
Time: 1.00 pm - 2.00 pm

A session on the Austroads Guide to Temporary Traffic Management (AGTTM) for project managers and clients who engage TTM service providers. Participants will learn about AGTTM principles, client responsibilities, provider engagement, and risk management. Presented by Point8 on behalf of Austroads.

Register here.

Brisbane Truck Show 60 Years



Date: 23–25 May 2026
Venue: Brisbane Convention and Exhibition Centre

The 2027 Brisbane Truck Show will celebrate the event's 60th anniversary. It began in 1968, when 21 exhibitors showcased their products at Haulmark Trailers' premises on Ipswich Road, Rocklea.

Nearly six decades later, the show is Australia's largest industry exhibition and the Southern Hemisphere's biggest truck show. The 2025 event attracted a record 54,790 attendees, surpassing the previous record of 42,855 set in 2023.

Expressions of interest in exhibiting at the 2027 Brisbane Truck Show are now open here.

Bookings for the 2027 Brisbane Truck Show Preview Magazine and Official Show Program are now open here.

Learn more 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

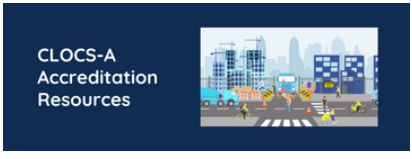
Auditor

Supply Page Partner

Membership



Resources





CLOCS-A Accreditation Resources

To support organisations at every stage of their journey, we have compiled the key training, guidance materials, CLOCS-A documents and self-assessment tools to help your organisation understand the requirements and get audit-ready with confidence.

Prepare for Accreditation

- Organisations Seeking CLOCS-A Accreditation Training Course
- CLOCS-A **Construction** Accreditation Handy Hints
- CLOCS-A **Transport** Accreditation Handy Hints
- CLOCS-A **Combined** Accreditation Handy Hints
- Audit and Accreditation Business Rules and Standards
- MoU & Terms of Reference

CLOCS-A Documents (for review prior to Accreditation Application)

- CLOCS-A Standard and Related Resources
- Heavy Vehicle Inspection Guide
- Project Rating Tool
- Driver Safety
- Vehicle Safety

Prepare for Audit

- Self-assessment **Construction** Accreditation
- Self-assessment **Transport** Accreditation
- Self-assessment **Combined** Accreditation
- Human Impact Route Assessment
- Vulnerable Road User Training

Learn more here.

CLOCS-A Auditor Resources

To support CLOCS-A Auditors at every stage, we've made key resources available to guide their application and audit preparation.

Whether they're starting their application, completing the required steps or preparing for their first audit, all resources are available on the CLOCS-A Auditor page.

Prepare for Application

- CLOCS-A Auditor Training Course
- Auditor Application Handy Hints
- CLOCS-A Auditor Code of Professional Ethics, Terms and Conditions

Reading Material (for review prior application)

- CLOCS-A Standard
- Heavy Vehicle Inspection Guide
- Driver Safety
- Project Rating Tool
- Vehicle Safety
- Standard Related

Prepare for Audit

- Auditor Accreditation System Instruction Manual

Additional Resources

- Fee and Charges for Auditors

Learn more here.

Resources



- **VRU Training Course Enrolment Help**

To help heavy vehicle drivers get started with their training, we've created clear, easy-to-follow enrolment help resources.

- How to enrol in the VRU training course
- Set/Reset Password
- Blocked and unable to access the course

Review resources here.



- **Toolbox Talks**

Explore the Toolbox Talks by NRSPP and CLOCS-A for a fast, cost-effective way to share essential guidance on safe practices, health, and operational issues in the workplace.

Review resources here.



- **New Resources: Enhancing Road Safety with Fresnel Lens Technology**

Lens-Tech has produced three educational videos explaining Fresnel lens technology.

- Watch Lens-Tech's HiVue Solution - Overview here
- Watch Lens-Tech's HiVue Solution - The Beginning here
- Watch Lens-Tech's Vantage Point here



Case Studies

Case Studies

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

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

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

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

5. Conspicuity Markings
   a. Stakeholder: Transurban.
   b. Focus: Improving Vehicle Visibility for Safer Roads.
   c. Status: Finalised. View here.

6. Constructing the Central Station Feature Roof
   a. Stakeholder: Laing O'Rourke
   b. Focus: Design for Manufacture and Assembly – Central Station Roof
   c. Status: Finalised. View here.

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

8. Truck Ride Along
   a. Stakeholder: Holcim CLOCS-A, Holcim and NRSPP.
   b. Focus: Bridging the Gap between Heavy Vehicle Drivers and the Community.
   c. Status: Finalised. View here.

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

Victorian Construction Trucks and Community Safety Case Studies

10. Human Impact Risk Assessment (HIRA) TOOL
   a. Stakeholder: Victorian Department of Transport and Planning.
   b. Focus: Application of tool which can be used to assist route selection and avoid sensitive land use areas/ local roads.
   c. Status: Finalised. View here.

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

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

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



admin@clocs-a.org.au | 1300 68 11 34

Our Members and Supply Page Partners

Thank you to our CLOCS-A Members and Supply Page Partners for championing safer, more consistent construction logistics across Australia.

CLOCS-A Members

Brigade
DPW PLANT HIRE PTY. LTD
EPPING TRANSPORT
Gearbox
LOAD&GO
NSW GOVERNMENT
Veyor
VICTORIA State Government Department of Transport and Planning

Supply Page Partners

Brigade
Hubfleet
Gearbox
Lens-Tech enabling a wider view
Select
SGESC MAX HOME OF MAX-SAFE
SHAWX MANUFACTURING
Teletrac Navman
Veyor
V-DAQ

Join the CLOCS-A community by exploring our Membership and Supply Page Partner programs. Contact us at admin@clocs-a.com.au.



CLOCS-A

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.

