

Helping procurers make informed, intelligent and pragmatic decisions

The CLOCS Standard requires fleet operators to meet the standard described as FORS Silver.

Feedback received from CLOCS Stakeholders indicates that an insufficient proportion of fleet operators in many areas of the UK, including rural areas, currently have FORS Silver accreditation, so contractors have to either accept different evidence that demonstrates the CLOCS Standard is being met or accept a different level of performance in the short term.

This note provides guidance for all organisations who are looking to procure in line with the CLOCS Standard on how they should approach instances where operators are unable to demonstrate FORS Silver accreditation.

Where procuring in line with the CLOCS Standard, CLOCS recommend the following approach:

1. FORS Silver remains the benchmark and the procurement process should first seek to confirm that FORS Silver accreditation is in place as the default solution.
2. Where the fleet operator has not attained FORS Silver accreditation but holds FORS Bronze accreditation, the procurement process should seek to confirm the timescales to achieve FORS Silver accreditation or implementation of the minimum requirements below.
3. Where the fleet operator has an alternative accreditation or standard in place to demonstrate their fleet management controls, the procurement process must assess the alternative, and the operator's evidence demonstrating compliance to the procurer's requirements. The procurer should undertake a suitable documented risk assessment to identify whether this is sufficient or whether further additional requirements should be stipulated as part of the procurement process. The CLOCS website lists a number of the most recognisable fleet accreditations available.
4. Where an alternative standard is not in place, the procurer should undertake a comprehensive suitable documented risk assessment and make a judgment on the competency of the organisation being procured, considering the nature of the works being procured, the location, timing, etc. The procurer will then stipulate the requirements to be adhered to for that fleet operator.

At all times, where FORS Silver accreditation is not available, and when considering which alternate/additional fleet standards should be stipulated as part of the procurement process, procurers should include the following requirements/elements as a minimum:

- Vehicle types proposed to be used by the fleet operator and their specification.
- Appropriate vehicle safety equipment installed on the fleet, e.g. Class V and VI mirrors, side guards, blind-spot vision aids, audible warning system that alerts road users of left-turn and reversing manoeuvres, etc. Additionally, any local appropriate requirements must also be considered, e.g. Direct Vision Standard.
- Driver training and competency, e.g. Safe Urban/Rural Driver, WRRR, Tideway EPIC Logistics, etc.
- Collection and provision of near miss/collision data.
- Performance data - actively monitor and benchmark operational performance data of the fleet.
- Fuel, emissions and air quality - to commit to reducing fuel consumption and vehicle emissions by the operator.
- Management and operations - external/independent audit, e.g. Logistics UK/RHA etc.

It remains the procurer's responsibility to ensure that any organisation procured operates to a suitably high standards ensuring the safest vehicle journeys at all times.

Priority should be given to those fleet operators who are able to evidence conformance to suitable fleet accreditation as this clearly demonstrates a positive approach to road safety but also assures the procurer on the standards of vehicles and drivers. Fleet operators without suitable accreditation should always be encouraged to raise standards and seek appropriate recognised accreditation at the earliest opportunity.

This guidance does not supersede the CLOCS Standard and CLOCS Champion Fleet Operators are still expected to either have or be working towards the standard as described as FORS Silver.

Any CLOCS monitoring visit to a site would expect to see evidence that the contractor/procurer had undertaken a suitable risk-assessment together with communications with operators outlining the minimum standards required and, where appropriate, a strong recommendation that suitable accreditation is sought at the earliest opportunity.