



# AUSTRALIAN LOGISTICS COUNCIL

## ALC Calls for National Laws with 'Teeth' to Regulate Safety in the Australian Transport and Logistics Industry

The Australian Logistics Council has released a Policy on [Safety in the Australian Transport and Logistics Industry](#) as part of its role in leading the national discussion on logistics infrastructure and regulatory reform.

The Policy supports the development of **one national law** to regulate safety in the Australian Transport and Logistics industry.

"Over 2011 the national rail/marine safety regulations and the national heavy vehicle laws consolidation will be developed, with a targeted commencement date of 1 January 2013", said ALC CEO Michael Kilgariff.

"These regulators will not be deemed a success if we just create a new layer of regulation, rather than national laws with real 'teeth'.

"The purpose of the ALC Policy on [Safety in the Australian Transport and Logistics Industry](#) is to state the case for truly national laws to regulate safety in the industry.

"The development of the national rail/marine safety regulators and the current National Heavy Vehicle Laws Consolidation is the best way to develop such a national law.

"The current heavy vehicles model legislation and the model Rail Safety Bill have been introduced inconsistently throughout Australia – not all jurisdictions adopted all of the provisions of the respective model legislation.

"Different laws in different states and territories has led to confusion and added compliance costs to industry, without a clearly identifiable benefit to safety outcomes.

"Safety in the Australian T&L industry should therefore be covered by one national law given effect by a single 'applied or template law' – a law passed in one Australian state or territory and adopted in all the others.

"As a first step, the draft Regulatory Impact Statement on the National Heavy Vehicle Laws Consolidation is due to be released on 28 January, which should outline how it is proposed to bring together all of the elements of operating a heavy vehicle.

"This should impose for the first time a national law on 'chain of responsibility'.

"ALC encourages the development of this consolidation, and believes the law should be identical throughout Australia.

"ALC also believes that safety outcomes would be enhanced if there are incentives to comply with safety schemes recognised by relevant legislation.

"ALC has decided to review the ALC National Logistics Safety Code so it can be considered for registration under the National Heavy Vehicle Laws Consolidation as a recognised industry code of practice.

"If registered, it would mean compliance with the code can be taken as prima facie evidence that all reasonable steps were taken to ensure against a breach of safety legislation created under the new laws.

"ALC will advocate that ALC codes of practice satisfying relevant guidelines should be recognised under the National Heavy Vehicle Law Consolidation and the national Workplace Health and Safety law (to commence in 2012) as codes of practice under the relevant legislation.

Ends. 27 February 2011.

For further information contact Michael Kilgariff of ALC on 0418 627 995.

*The Australian Logistics Council is the peak national body representing the major and national companies participating in the Australian freight transport and logistics supply chain.*

Click here for a copy of the ALC Policy on [Safety in the Australian Transport and Logistics Industry](#)