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M E D I A R E L E A S E

Registration of ALC Safety Code a Step Forward for Logistics Safety

Industry efforts to improve safety across the transport and logistics supply chain have taken a step forward, with the Australian Logistics Council (ALC) welcoming confirmation that the Retail Logistics Supply Chain Code of Practice (RLSC) has been registered as a Code of Practice in Victoria.

"I am pleased to announce that the RLSC, which was previously a Code of Conduct, has been registered as an official Code of Practice under Victoria's *Road Safety Act 1986*," ALC Chief Executive, Michael Kilgariff said.

"This is an important milestone in the ongoing development of the Code, which began in 2006 with only five members, and has grown to include more than 60 businesses involved in the retail logistics supply chain.

"Registration of the Code means that if a company is charged with a breach under one of the provisions of the *Road Safety Act 1986*, it can use the Code to provide the basis of a 'reasonable steps defence' in the three relevant areas: mass dimension and load restraint, fatigue and speeding."

Mr Kilgariff said ALC established the RLSC in 2006 to assist all parties to understand the critical areas of risk within the retail logistics supply chain and to produce a clear and equitable alignment of responsibility for the carriage of goods.

ALC will now work towards having the RLSC and its parent code, the National Logistics Safety Code (NLSC) registered under the Heavy Vehicle National Law due to commence in 2013. The NLSC sets out all participants' responsibilities when they control or influence the movement of freight.

"Registration of the NLSC as a Code of Practice under the Heavy Vehicle National Law would be a significant breakthrough in terms of assisting companies better understand their Chain of Responsibility (COR) obligations," Mr Kilgariff said.

"With the Heavy Vehicle National Law expected to deliver a greater national approach to COR obligations, registration of the NLSC would provide Code participants with greater assurance that they were meeting their COR requirements.

"This is an important concept for all company employees, including management, as directors may be liable for a breach under the Heavy Vehicle National Law.

"Becoming a NLSC participant should assist in the management of a company's COR requirements."

Mr Kilgariff said the benefits of becoming an NLSC participant are spelt out in a new brochure released today by ALC.

"This new brochure is designed to help companies better understand how the National Logistics Safety Code can improve the safety for their business, their staff and their industry," he said.

"In addition to assisting companies to better understand their COR obligations, the brochure is also a handy tool that explains how the Code's audit regime works, and provides information on the wide range of activities within the supply chain to which the Code applies."

The National Logistics Safety Code brochure is available on the ALC [website](http://www.austlogistics.com.au/wp-content/uploads/2010/08/NLSC-brochure.pdf), or by visiting www.austlogistics.com.au/wp-content/uploads/2010/08/NLSC-brochure.pdf

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