Safety Takes Centre Stage at ALC Forum 2012

The need for all players in the supply chain to take all reasonable steps to ensure the safe and legal passage of freight will be a hot topic of discussion at the ALC Forum 2012, to be held in Sydney next week on 28-30 March.

“Heavy vehicle safety has been a major talking point in the industry and in the public domain in recent months given police investigations and the Federal Parliament passing the Road Safety Remuneration Bill,” Mr Michael Kilgariff, ALC Managing Director said today.

“It is timely therefore that a panel of industry leaders will gather to discuss and debate the critical issue of safety at the ALC Forum 2012, with a focus on how the concept of ‘Chain of Responsibility’ (CoR) delivers improved safety outcomes to all players involved in the movement of freight along the supply chain,” he said.

The Chain of Responsibility Panel Session includes:

- Ingilby Dickson, GM Supply Chain – Bluescope Steel (session chair)
- Bruce Herbert, Supply Chain Director – Coca-Cola Amatil (Australia) Pty Ltd
- Conor O’Malley, General Manager, Logistics – Coles
- George Bearzot, Logistics Director, Beer Wine Spirits – Lion Co
- Maurice Baroni, Partner – Clayton Utz
- Penny Winn, Director Multi-Channel – Woolworths Ltd

“The industry experts taking part in the CoR panel session at the Forum underscores the importance of adopting a supply chain-wide safety approach that involves all players involved in the movement of freight,” said Mr Kilgariff.

“This supply chain-wide focus is the centrepiece of the ALC Retail Logistics Supply Chain Code of Practice (RLSC) which is an industry-driven tool designed to assist all players maintain and improve safety.

“More than 70 companies from across the retail logistics supply chain are signatories to the RLSC, which serves as a powerful reminder of industry’s strong support for practical measures to enhance safety outcomes in their businesses, for their staff and for the wider community.

“The RLSC involves all parties in the supply chain, from the supplier and retailer to the carrier and logistics provider, recognising the fact that all players with a role in the movement of goods around Australia are liable under CoR laws and need to take responsibility for safety in the supply chain,” said Mr Kilgariff.

Mr Kilgariff said the ALC is working 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 Heavy Vehicle National Law (HVNL) will for the first time deliver a national approach to CoR obligations and registration of the Codes will provide Code signatories with a process and greater assurance they are meeting their CoR requirements,” he said.

“ALC believes the national approach to Chain of Responsibility that will be achieved under the HVNL is the more effective way to achieve improved road safety outcomes, rather than the imposition of another layer of regulation in the form of the Road Safety Remuneration Tribunal.

“ALC hopes the Tribunal has genuine representation from industry, and is not a pale imitation of the Fair Work Australia Tribunal.

“From ALC’s perspective, we do not want to see the Tribunal straying into areas other than road safety, as this has the potential to significantly impact on the ability of businesses to run their operations in a commercially efficient manner,” Mr Kilgariff said.

The ALC Forum is from 28 - 30 March 2012 at the Sofitel Sydney Wentworth. To download the ALC Forum 2012 program or to register for the event visit www.alcforum2012.com

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