



Release of Chain of Responsibility Paper Highlights Obligations in the Supply Chain

A discussion paper on Chain of Responsibility (COR) released by the National Heavy Vehicle Regulator and National Transport Commission illustrates the extent to which all supply chain parties, including directors and senior management have obligations and can be held to account in the event of a COR investigation.

“COR is the legal foundation upon which supply chain safety is maintained and strengthened and so it is essential the new Heavy Vehicle National Law contains robust COR provisions which are effective, appropriate and fair,” said Michael Kilgariff, ALC Managing Director.

“With the Heavy Vehicle National Law coming into effect nationally later this year, it is timely that the law undergoes thorough scrutiny to examine whether its COR provisions require any revisions.

“As the peak industry body for the freight logistics industry, ALC is pleased to have provided input to the discussion paper.

“ALC’s involvement has also focussed on the critical role industry codes of practice, such as the National Logistics Safety Code, play in assisting industry members to manage their COR obligations.

“ALC developed the National Logistics Safety Code to provide industry with a simple, equitable and effective way to improve and maintain safety across the supply chain.

“The Code applies to the wide range of activities within the supply chain, including COR, fatigue, speeding and load management and assists signatories to implement positive actions to prevent breaches of the law.

“ALC looks forward to highlighting in its submission on the discussion paper the added importance of the National Logistics Safety Code of Practice in the context of the new national approach to COR.

“ALC was pleased to have confirmed by the National Heavy Vehicle Regulator that Codes of Practice already registered in states and territories will transition to the HVNL and continue to have their current status in the state/territory in which they were registered.

“The National Logistics Safety Code of Practice has been officially registered as a code of practice under Victoria’s Road Safety Act 1986 and we look forward to it being formally recognised under the Heavy Vehicle National Law.

“Receiving formal recognition under the Heavy Vehicle National Law as a ‘reasonable steps defence’ will provide Code participants with greater assurance that they are meeting their COR requirements,” he said.

Mr Kilgariff said three industry-specific codes form part of the National Logistics Safety Code – the Retail Logistics Supply Chain Code of Practice; Coal Seam Gas Logistics Safety Code and the Australian Steel Industry Logistics Safety Code – and ALC is expecting make announcements in the near future on expanding the code to a number of new sectors.

A copy of the Discussion paper can be accessed at <http://www.ntc.gov.au>

For more information on the ALC Safety Codes, visit <http://alcsafety.com.au/>

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