National Logistics Safety Code (NLSC)

Australian Meat Industry Council (AMIC) 8th June 2010
• The Australian Logistics Council (ALC) is the peak national body for Australia's freight Transport & Logistics (T&L) industry
• The aim of the ALC is to influence government policy decisions to ensure that Australia enjoys a safe, secure, sustainable and competitive freight T&L industry.
• ALC members have interest across the full spectrum of the Australian freight T&L supply chain, including owners, providers and users of infrastructure, as well as suppliers of goods and services

**ALC Strategic Objectives**

1. Be the nationally recognised voice of the major participants in the Australian domestic and international freight T&L supply chains
2. Support appropriate nationally consistent regulatory frameworks and transparent markets to ensure Australia enjoys the full benefits of national freight T&L policy development and reform.
3. Promote the freight T&L industry’s image and profile and encourage greater recognition by governments and the community of the importance of the industry’s contribution to Australia’s economy
4. Drive implementation of strategies to improve Australia’s domestic and international supply chains
The ALC has strong focus and commitment to see the National Logistics Safety Code become the nationally consistent platform for the logistics industry’s solution to Chain of Responsibility

• The NLSC is planned to be extended sector by sector to cover all major areas of production and distribution

• Current interest
  • Australian Livestock Transporters Association (ALTA)
  • Livestock Bulk Carriers Association (LBCA)
  • Grain Trade Australia (GTA)
  • Australian Furniture Removers Association (AFRA)
  • Cement Australia
  • Australian Convenience and Petroleum Marketers Association (ACAPMA)
  • Australian ports and stevedores

• The meat industry is a major on-shore manufacturer, and it is now a focus area for the ALC

• Current industry codes can be harmonised with the NLSC
History (RLSC)

- Late 2005 – Draft Code
- Early 2006 – Wide consultation
- Mid 2006 – Trials x 2
  - Sydney Toll/ Woolworths
  - Melbourne Linfox/ Coles
- 14 November 2006 Code launch
- Implementation commenced from January 2007
- Original signatories
  - Woolworths, Coles, Metcash, Tolls & Linfox
Harmonisation

- Launched 14 November 2006
- Implementation January 2007
- Original signatories: Woolworths, Coles, Metcash, Tolls & Linfox

- Launched and implemented 2005
- Original signatories: BlueScope and OneSteel with support from ASI

Harmonisation of RLSC & Steel Code November 2008

National Logistics Safety Code
National Logistics Safety Code

The National Logistics Safety Code (NLSC) is the result of harmonisation of the Retail and Steel codes to form a single national code that is flexible, nationally consistent and adaptable to meet the needs of any mode or industry sector.

The NLSC recognises the need for a safe and efficient transport function in the interests of industry and in the wider interests of public benefit and safety.

The Code is voluntary and prescribes minimum levels of operational behavior to assist those in the NLSC to manage their obligations under the relevant road transport laws and occupational health and safety legislation.

The NLSC is independently audited by RABQSA accredited auditors that have demonstrated the relevant skills and knowledge to meet the requirements of the code.

The NLSC produces a uniform audit report that can be used by commercial partners to perform joint “Partnership Audit Reviews” to compare level/s of regulatory compliance.
The Code is intended to assist all parties in the supply chain

- To identify issues related to the “Chain of Responsibility” and to manage that compliance
- To manage their legal obligations (Road and Traffic Laws and OH&S Legislation).
- To understand their responsibilities in the supply chain when they control or influence the safe and legal carriage of freight
- To produce clear and equitable alignment of responsibilities for the carriage of goods against the relevant standards and regulations.
- To induce higher standards of accountability and good practice within the industry
National Logistics Safety Code (NLSC)

Harmonised Code

1. NLSC Guidelines
2. NLSC Structure
3. Responsibility Matrix
4. Audit Tool
5. Help & Guidance Tools

NLSC Code Framework

Optional extras

Sector specific codes / requirements

Common Audit Tool

Compilation Audit Tool

Road Transport & OH&S legislative requirements

= • Steel
  • Retail
  • Other

NLSC only or + Optional sectors
The National Logistics Safety Code

**NLSC Advisory Group**
- Ingilby Dickson (ALC Chair)
- Australian Trucking Association
- National Transport Commission
- Transport Workers Union
- Australian Food & Grocery Council
- Australian Logistics Council
- Australasian Railway Association
- Ports Australia
- A Representative from each of the licensed codes

**Licensed Codes**
- Retail Logistics Supply Chain
- Steel Code
- Port of Brisbane Landside Logistics Forum

**Oversee development and implementation of the NLSC Code and its ancillary licensed codes**
Who is responsible?
National Logistics Safety Code

Commitment statement

1. We recognise and accept our obligations in the transport chain of responsibility to maintain and promote safe operations.
2. We undertake to comply with all road transport laws applying to our operations.
3. We, as manufacturers, suppliers, retailers or logistics suppliers, will not knowingly make or meet any demand or requirement that would cause us to breach road transport laws applying to our operations.
4. We will actively support the development of appropriate industry Codes of Conduct, Codes of Practice and Guidelines for the purpose of promoting compliance with road transport laws.
5. We will also ensure that we have in place suitable and adequate processes, programs policies and training so that we can demonstrate that we have taken reasonable steps to comply with all relevant laws.
6. We recognise and accept that our obligations include queuing and scheduling requirements, load and unloading facilities and equipment, well maintained, appropriately designed and equipped vehicles, fatigue management, driver health and safety and safety and security requirements generally.
7. We will cause all new contracts or arrangements between us to include compliance with this code of conduct as a material requirement.
8. We recognise and accept that cost alone should not be the determining factor in meeting our obligations under this code.
9. We will actively support and assist the National Transport Commission to meet its responsibility to develop appropriate uniform or nationally consistent road transport regulations and operational reforms.
10. This commitment Statement and the National Logistics Safety Code Guidelines are intended to be read together.
Guidelines

- Code is voluntary
- Three types of audit
- Role of ALC
- Commitment of signatories
- Commitment of supporters
- Arrangements for updating
Responsibility Matrix & Audit Tool

| 1. | Legal Compliance and CoR |
| 2. | OH&S Risk Assessment & Compliance |
| 3. | Fatigue Management |
| 4. | Communication |
| 5. | Safe Load |
| 6. | Speed Management |
| 7. | Equipment |
| 8. | Driver Health / Drug & Alcohol free workplace |
| 9. | Subcontractor Assessment |
| 10. | Operational Infrastructure |

- Legal Compliance and CoR
- OH&S Risk Assessment & Compliance
- Fatigue Management
  - Scheduling
  - Time Slot Flexibility
  - Waiting Time
  - Queuing
  - Loading or Unloading
- Communication
- Safe Load
  - Preparation
  - Restraint
  - Containment
  - Mass
  - Container Weight Declarations
  - Dangerous Goods
- Speed Management
- Equipment
- Driver Health / Drug & Alcohol free workplace
- Subcontractor Assessment
- Operational Infrastructure
<table>
<thead>
<tr>
<th>NUMBER</th>
<th>ELEMENT</th>
<th>LEVEL</th>
<th>CODE</th>
<th>OPERATIONAL REQUIREMENT</th>
<th>CONSIGNEE</th>
<th>CARRIER</th>
<th>CONSIGNEE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Legal Compliance &amp; DUTY</td>
<td>Level 1</td>
<td>NLS</td>
<td>This Code is designed to help parties to comply with relevant transport laws and industry drivers relating to heavy vehicle mass, dimension and load restraint and fatigue.</td>
<td>All parties in the logistics supply chain must comply with all laws relevant and applicable to their operations.</td>
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<td>2</td>
<td>OHS &amp; Environmental Compliance &amp; Sustainability</td>
<td>Level 1</td>
<td>NLS</td>
<td>OHS &amp; compliance: An employer should have in place systems and work practices that identify, assess and control risks arising from site and work characteristics designed to maintain a working environment that is safe and without risks to employees and others.</td>
<td>An OHS &amp; Management System must be in place.</td>
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<td>3</td>
<td>Fatigue &amp; Scheduling</td>
<td>Level 1</td>
<td>NLS</td>
<td>Fatigue management program: Have in place systems and work practices to comply with relevant driving hours and fatigue regulations.</td>
<td>The Consignee must satisfy itself that delivery timelines are reasonable having regard to the fatigue management of any driver transporting freight.</td>
<td>The Carrier will put in place a driver fatigue management plan and strategy for the relevant task.</td>
<td>The Consignee should ensure that an appropriate consultation with the Consignor and operator is in relation to delivery schedules.</td>
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<td>4</td>
<td>Communication</td>
<td>Level 1</td>
<td>NLS</td>
<td>Consignors have a duty to provide accurate information regarding the size (i.e. dimension), weight, operating hours, or other type of commodity (eg. dangerous goods) and any other information deemed relevant to the movement of the freight.</td>
<td>Prior to loading (preferably at the time the pick-up is booked) provide accurate information about the size, weight, and physical nature of the cargo to be loaded together with any time frame for delivery or transit time requirements. If temperature controlled vehicles are required details of specific requirements should be provided.</td>
<td>Allocate substitute vehicle for the lead and advise if times nominated are not achievable.</td>
<td>Receiver must not cause or place unreasonable demands on the Consignor, Carrier or the driver.</td>
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<td>NUMBER</td>
<td>ELEMENT</td>
<td>LEVEL</td>
<td>CODE</td>
<td>REFERENCE</td>
<td>OPERATIONAL REQUIREMENT</td>
<td>CONSIGNOR</td>
<td>CARRIER</td>
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<td>1</td>
<td>Legal Compliance &amp; COR</td>
<td>Level 1</td>
<td>NLSD</td>
<td>1.1.0</td>
<td>This Code is designed to help parties comply with relevant transport and particularly those relating to heavy vehicle mass, at applies on each individual location and supply chain level.</td>
<td>All parties to the logistics supply chain, are required to comply with all legislation relevant to their operations.</td>
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<td>Level 2</td>
<td>NLSD</td>
<td>2.1.1</td>
<td>COR training including load restraint is undertaken by all parties to ensure all parties understand their responsibilities and obligations in COR matters.</td>
<td>Consignors must provide and participate in COR training.</td>
<td>Carriers must provide COR training to their employees in particular drivers and transport safety, and schedulers.</td>
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<td>Level 1</td>
<td>NLSC</td>
<td>2.1.2</td>
<td>EOR audits and inspections are undertaken to verify compliance with COR guidelines and provide an opportunity for learning and enforcement.</td>
<td>Consignors will arrange for periodic EOR audits of their contract.</td>
<td>Carriers will participate in EOR audits and inspections and provide the necessary information or documents reasonably required for verification and compliance.</td>
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<td>2</td>
<td>OH&amp;S Risk Assessment &amp; Compliance</td>
<td>Level 1</td>
<td>NLSC</td>
<td>1.2.9</td>
<td>OH&amp;S compliance. An employer should have in place systems and work practices that identify assess, and address risks arising from site and work characteristics; and maintain a safe and healthy working environment.</td>
<td>An OH&amp;S Management System must be in place.</td>
<td>An OH&amp;S Management System must be in place.</td>
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<td></td>
<td></td>
<td>Level 2</td>
<td>NLSC</td>
<td>2.2.1</td>
<td>OH&amp;S compliance includes the management of health and safety risks in the workplace.</td>
<td>An OH&amp;S Management System must be in place.</td>
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<td>Level 2</td>
<td>NZI</td>
<td>2.2.2</td>
<td>WorkSafe NSW Regulation applies to all vehicles operating to or through the State whose mass is greater than 4.5 tonnes and travelling more than 500 kilometres, including any part of a journey where the truck is being driven in the course of the driver's employment.</td>
<td>Systems must be in place to comply with the NSW Long Distance Truck Driver Fatigue Regulation.</td>
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<td>NZI</td>
<td>2.2.3</td>
<td>Safe delivery locations to ensure the health and safety of drivers.</td>
<td>The Consignor must have systems in place to ensure that the health and safety of a driver is not put at risk at the delivery location.</td>
<td>The Carrier must be satisfied that the delivery location has been assessed. The driver is not to effect the delivery if they consider the delivery location to be unsafe.</td>
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The Code audit regime requires,

Each signatory is to arrange

- A “Baseline Audit” to be conducted within 180 days of signing of the Code.
- Follow up annually with a “Compliance Review Audit”
- Conduct a “Partnership Audit Review” following each audit.
- ALC advised when each audit is completed

All RLSC Auditor’s are required to be accredited and registered with RABQSA
Examples of the different types of relationships are; the DC and the carrier (inbound freight), the DC and carrier (outbound freight), the supplier or vendor (consignor) and the carrier, the store (consignee) and the carrier.

(Consignor / Vendor) < > (Carrier) < > (DC / Store or Consignee)

In this instance the carrier has a relationship with both the vendor (consignor) and the DC or store (consignee). He will complete the assessment tool as the carrier (self rating), then his perception of the consignor and also the consignee.
National Logistics Safety Code
Role of the ALC

- Maintain currency and relevance of the Code
- Promote wide acceptance of and commitment to the code
- Keep records of signatories and their currency
- Support signatories as they adopt the Code and maintain compliance
- Maintain list of approved auditors
- Maintain currency of the assessment mechanism
- Create a business case for a self funding NLSC Code of Conduct and to administer all aspects the Code.
RLSC Code - Web Site

Resources page
- Load Restraint Guidance tools
- Time Slot & Queuing Principles and Standards
- Legislative links
- Industry hyperlinks

www.austlogistics.com.au
National Logistics Safety Code (NLSC)

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