

15TH OCTOBER 2015

---



## Freight growth means greater emphasis on CoR



The research arm of the Federal Government's Department of Infrastructure estimates that Australia's total freight task will grow by

80 per cent between 2010 and 2030.

Hence, State and Federal Governments are investing in infrastructure projects in order to relieve some of the anticipated congestion on the roads, while making them safer for all road-users.

To that end, the NSW Roads and Maritime Services (RMS) has recognised the need for COR education that focuses on the civil construction and related road transport, which will be heavily involved in the current and proposed works.

The RMS says education initiatives like COR workshops are designed to help change industry culture and practices and ensure that these projects are compliant with road transport law and any associated risks are properly managed.

The RMS is hopeful the civil construction industry will understand its obligations regarding the *Heavy Vehicle National Law* and the chain of responsibility.

Individuals caught breaching their COR obligations can be fined more than \$10,000, while penalties for corporations are five times the maximum for any individual.

In fact, when you consider that last year alone, RMS inspectors undertook more than 550,000 heavy vehicle inspections, all road users need to understand their COR obligations ... and quickly.

### **Widespread need for education**

While the civil works industry has been targeted for the need for education, supply chain participants need to be equally vigilant to understand their requirements. But don't feel too bad if you don't know it all just yet.

At a recent Australian Logistics Council Supply Chain Safety and Compliance Summit, Metcash chief logistics officer Linda Venables raised some difficulties surrounding the topic via her detailed presentation.

Suggesting to her audience that she was a "passionate supporter [of COR] rather than a deeply experienced individual", Venables admitted that gaining understanding, cooperation and collaboration throughout the entire supply chain was a challenge.

She highlighted Metcash's plight of sometimes having to deal with 17 parties to get an item through the supply chain, made even more difficult when the vendor was overseas-based.

Venables said being proactive and taking responsibility for accident prevention is something that paralyzes companies because they're not entirely sure what steps they need to take.

Is that where you stand? Not sure what steps to take?

## Help is at hand

While your business might not be as complex as Metcash's, how do you intend to navigate through the potential minefield that is CoR, especially if you are dealing with multiple parties in your supply chain? Are you sure they fully understand their obligations? Do you?

Be sure. Get your hands on the CoR Adviser. Click [here](#) for your free trial.

Until next time,

**The CoR Adviser Team**

## News in Brief

- ▶ **NHVR CEO Sal Petrocchio calls for greater awareness of mental health issues to ensure drivers have the support they need**
- ▶ **2015 ATA/ARTSA Technical and Maintenance Conference, Docklands, Melbourne – 26-28 October**



## COR Helpdesk service

Unlimited access to our team of Chain of Responsibility legal experts. Get your questions answered today.

[FIND OUT MORE](#)



**Your one-stop resource for practical  
Chain of Responsibility solutions**

- **Print and Digital newsletter**
- **Dedicated Subscriber Helpdesk**
- **Practical Forms, Templates and Documents**

[> FIND OUT MORE](#)