



# AUSTRALIAN LOGISTICS COUNCIL

**Speaking notes for Ingilby Dickson, Chair, ALC Safety Committee**

## **ALC Supply Chain Safety and Compliance Summit**

### **CHECK AGAINST DELIVERY**

Ladies and gentlemen, welcome to the 2015 ALC Supply Chain Safety & Compliance Summit.

As the video said, we have a busy two days and I'm pleased to see another great turn out to the event.

Thank you for your attendance. I trust you find today's discussions valuable.

It is clear that there is strong demand for the Summit.

It is of enormous benefit to both ALC and the industry more broadly.

For you, it helps you understand how CoR operates, how it is changing, and what you need to do to ensure compliance.

Many of our discussions will focus on the National Logistics Safety Code of Practice and how it can help you meet your Chain of Responsibility obligations.

I'm pleased to see so many representatives here today from each of the four sector specific codes, those being the retail, steel, CSG and electrical cable codes.

We all also have media representatives in attendance, as we recognise the issues to be discussed today need to be communicated across the broader industry to make an impact.

From ALC's perspective, the Summit provides a valuable opportunity to capture a series of actions that we can take forward and improve what we do and how we do it.

Before I talk about what we will be discussing over the next two days, I'd like to briefly recap on what we have achieved since last year's summit.

The 2014 Summit identified four key objectives for ALC, which were to:

- Strengthen and Streamline the ALC Codes
- Increase Awareness of Chain of Responsibility across the supply chain

- Improve the sharing of information among industry partners
- More efficiently use technology

We have been busy across all four of these areas, but there is still some work to be done.

The first action area has been to **strengthen and streamline the ALC codes**. To do this, we have

- Recommended specific training courses
- Uploaded to the ALC website new safety related information
- Provided help to signatories on issues such as speed and fatigue.

A few of these issues will be the focus of our discussions today.

This includes improving the Partnership Audit Review Process and achieving greater consistency between code questions, as well as greater consistency between auditors.

ALC has also been active to **increase awareness** of Chain of Responsibility. Specifically we have:

- Launched a newsletter *Strengthening the Supply Chain*; and
- Published regular CoR articles in industry magazines such as Prime Mover, one of today's sponsors.

**Information Sharing** was also highlighted as a critical area requiring greater focus by ALC and its members.

While many of our individual companies are doing great things, there's a clear need to share more information to achieve greater safety and compliance outcomes across the supply chain.

New resources have been added to the ALC website, including information on trailer coupling, working at heights, roll-overs and exclusion zones between forklifts.

We will be workshoping at the Summit the issue of sub-contractor management, as well as discussing some CoR case studies, both good and bad.

And in tomorrow's steel session we will showcase a BlueScope Transport app under development.

On this point of information sharing, I encourage you to drop into the exhibition space and watch the videos from some of our signatories about improving supply chain safety and compliance.

Finally to **Advocacy**, which is an ongoing area of focus for ALC.

A particular area of focus for ALC has been advocating to regulators the formal recognition of ALC codes under the Heavy Vehicle National Law.

This work is ongoing and we will hear more about this topic today.

More detailed information on how we are implementing all the actions from last year's summit is on page 3 of *Strengthening the Supply Chain* which is on your tables.

I would also like to point out that CoR was a hot topic of discussion at the ALC Forum earlier this year. We took three main action items out of the Summit, all of which we will be discussing in more detail today.

Now to today.

The aim of the day is identifying where we are doing well, where there are gaps, and what we as an industry needs to do to improve.

The aim is to take a series of actions out of today's discussions which ALC will use to continue to build on what it is already doing in the safety and compliance space.

Session chairs will capture key actions at the end of each session, and ALC will issue a communique at the end of the event to document the summit's outcomes.

It is important however that we do not treat today as a one way conversation.

It is imperative that we get interaction from the floor and have a two way dialogue between you and the stage.

Due to popular demand, we have extended the summit to include a CoR compliance day tomorrow.

It will be practical in nature, and feature expert practitioners from across the supply chain, including transporters, customers and suppliers.

The focus of these workshops sessions will be:

- Providing you with practical information on how the Codes can work for you,
- Identifying and addressing operational issues in the supply chain
- Workshopping real world solutions to achieve improved compliance.

While there is much to do in our industry to improve safety, I should also point out that in general terms, safety in the heavy vehicle industry is improving.

According to the Bureau of Infrastructure, Transport and Regional Economics, over the last decade, annual deaths from crashes involving heavy vehicles decreased by 20 per cent, from 276 in 2005 to 220 in 2014.

While one incident is always one too many, as an industry, we need to also focus on the gains we are making to enhance safety outcomes.

But, we also need to focus on where improvements are needed.

In its latest crash summary, National Transport Insurance found 27% crashes were from inappropriate speed for the conditions.

It also estimates that around 13% of heavy vehicle crashes were due to fatigue.

Both these issues will be discussed over the coming two days.

It is also worth pointing out that NTI estimates that in fatal heavy vehicle crashes involving other vehicles, the driver of the light vehicle was at fault approximately 80 percent of the time.

This dispels the myth that most fatal accidents involving heavy vehicles are the fault of the heavy vehicle driver.

This may be a point our first speaker Duncan Gay, may wish to touch on.

Before I introduce Duncan, I'd like to thank him and all of our special guest speakers who have taken time out of their busy schedules to be with us today.

Looking around the room today and seeing so many people from so many parts of the supply chain reinforces to me a fundamental truth...

Chain of Responsibility is a shared responsibility.

We are all responsible to make our chain safer and more compliant for all Australians.

It now gives me great pleasure to introduce our opening speaker, the Honourable Duncan Gay MP.

Duncan Gay will be known to all of you.

Duncan is the Minister for Roads, Maritime and Freight, in New South Wales since – a position he has held since April 2011.

Mr Gay is the leader of the National Party in the Legislative Council, where he has been a member since 1988.

Prior to his political career he owned a small trucking company and managed his family's grazing property at Crookwell.

So he comes to the role with significant knowledge and experience in the issues facing our industry.

Please welcome Duncan Gay, NSW Minister for Roads, Maritime and Freight.