

### Chain of Responsibility What Have We Learnt and What is Next

- Opportunity for all peak bodies, including ALC, to **work more closely with state transport bodies**, e.g. SARTA and VTA, and regulators including the NHVR, to identify where resources and information can be shared to achieve improved advocacy outcomes with state governments on common CoR issues in particular with regards to enforcement and compliance. This includes applying learnings from one jurisdiction to another.

- There is also recognition that regulators must also adopt a **shared approach to information**, where capabilities, e.g. technology, can be shared to achieve more nationally consistent outcomes, e.g. maintenance standards and guidelines.

- ALC to work with the NHVR to explore how CoR can be embedded more deeply into organisations' standard operating procedures to maximise safety and compliance outcomes, and exploring how the ALC Codes can be **more closely aligned and potentially integrated into a SWA-preferred best practice code approach**.

- An opportunity for a discussion between industry and the NHVR on how the regulator can lead a more targeted approach to combatting **drug use in the industry**.

### Next Steps for the National Transport Commission

- NTC's Chain of Responsibility recommendations to COAG regarding changes to general / primary duties need industry communication and opportunity for feedback
- ALC to review potential chain of responsibility changes and possible implications for the ALC codes.

### CoR – Applying the NLSC and using it in a business context

- Notwithstanding the value of the Codes to drive improved safety and compliance outcomes, they should not be seen as standalone products, and therefore there needs to be a greater effort to **integrate the codes into organisations' broader systems and processes**.
- In the context of significant guidance already being available on fatigue, there needs to be a greater focus on better understanding an **Individual's health** to ensure he/she can function effectively and safely – ALC to raise with Safety Committee to progress.
- ALC to leverage off members' activity and work to achieving **closer links with the AFGC** through the retail code.
- Collaboration between supply chain partners needs to be underpinned by robust and authoritative **facts and data** so there is a shared understanding of targets, performance outcomes and expectations
- Finalise improvements to the Codes' **Partnership Audit Review** process between supply chain partners – action for day 2 and circulated.
- Build case studies for Metcash / Dyer and OneSteel / Toll to be shared through Steel and Retail Codes

### Ramifications of recent CoR cases for industry

- Current status and possible future changes to CoR must be seen within the context of emerging challenges for the industry resulting from the RSRT inquiry into the oil, fuel and gas sector, which may also have implications for the cost of operations and current compliance mechanisms. Draft Order to be examined to better understand possible implications for the Codes and/or creation of a new code.
- **Developing and sustaining a positive organisational safety culture is critical to driving improved safety and compliance outcomes**
- Sharing of Holding Redlich's legal case study

### The Container Weight Conundrum

- ALC to explore the development of a container code / guidelines to assist the import / export industry meet its obligations under CoR legislation and amendments to SOLAS. PoB current code as a basis for future work. ALC to seek a steering committee to progress.
- ALC to engage and collaborate with relevant regulators and industry members to communicate new obligations imposed by amendments to SOLAS.

### Road Safety Remuneration Tribunal

- Draft order on contractor payments – ALC to link with other associations in order to consult with the RSRT
- Review for the container transport and fuel tanker transport – ALC to link with other associations in order to consult with the RSRT

### Technology in CoR

- In light of continuing and rapid advances in technology, ALC's policy committee to continue to proactively advocate for the introduction of mandatory telematics for line haul operations to drive improved safety and compliance outcomes.
- Camcab technologies – 95 decrease in incidents. Distractions are a growing issue which must be considered in all technology solutions.
- EWD – 18 months aware
- Software and data to drive safety and compliance improvements, rather than a focus on the hardware
- FitBit capabilities and related technologies have a place for driver health, fatigue management and efficiency improvements.
- Greater recognition among industry that technology based training solutions can assist companies meet their safety obligations