

**Chain of Responsibility (CoR)  
An Integrated Approach**

11/09/2017 mail GPO Box 872, Melbourne VIC 3001 phone 13 16 16 online vivaenergy.com.au 1

**Purpose - Process - Outcome**

**Purpose**

- As Industry players we all have obligations around CoR. These can help improve Industry safety and aid in a mindset change.
- Share practical examples on how we have used the CoR legislation to add value to our organisation, suppliers and customers
- Improve operations through more meaningful conversations and how this connects to assurance and governance at all levels of the business

**Process**

- Casting a more holistic, integrated lens on CoR and what we learned along the way

**Outcome**

- Gain a different perspective / insights around implementing CoR
- Challenge each other on how we recognize CoR in our business

11/09/2017 2

**Supporting Australia's Economy**

11/09/2017 4

**Philosophy of CoR**

*Chain of Responsibility (CoR) laws mean that any party in the chain who has influence over the transport activity is responsible for safety on the road.*

11/09/2017 4

**COR at Viva Energy**

**COR in Supply Chain**

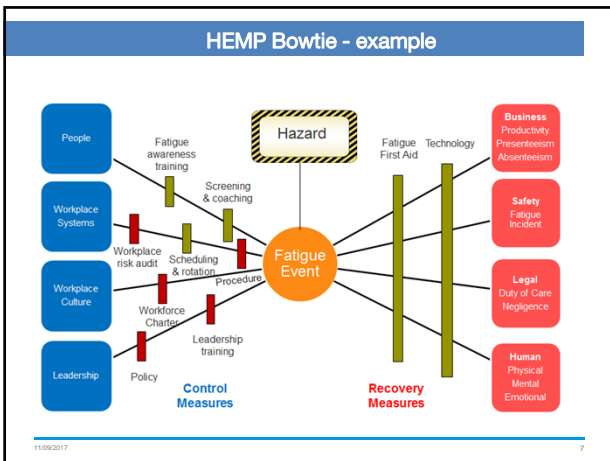
*Focus on:*

- Operations
- Safety

11/09/2017 5

**Viva Energy Business**

11/09/2017 6



### Road Transport Expected Standards

**Viva Energy Australia**

Road Transport Safety Expected Standards

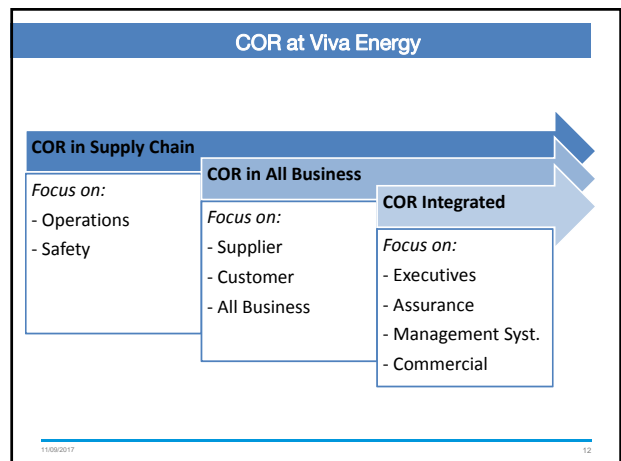
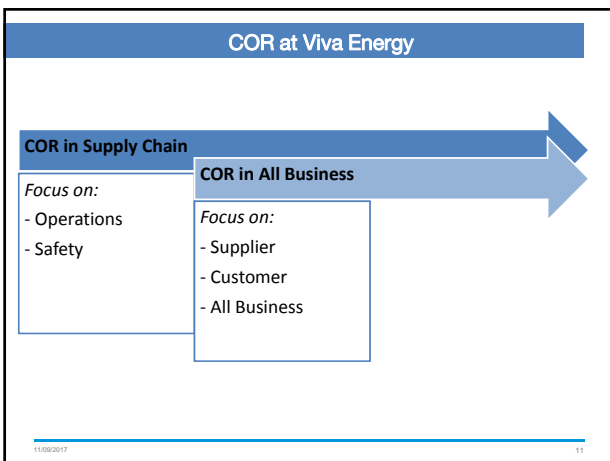
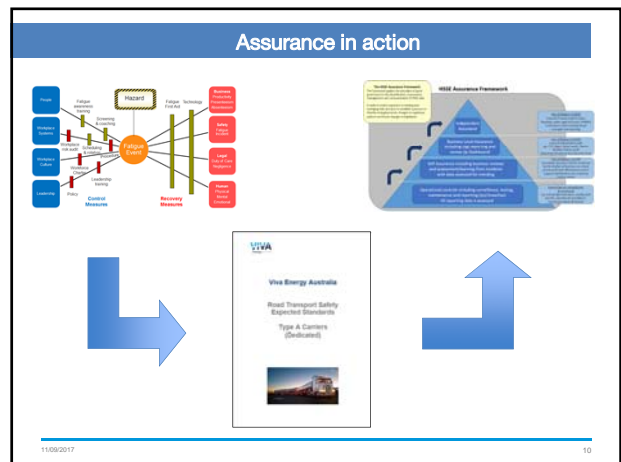
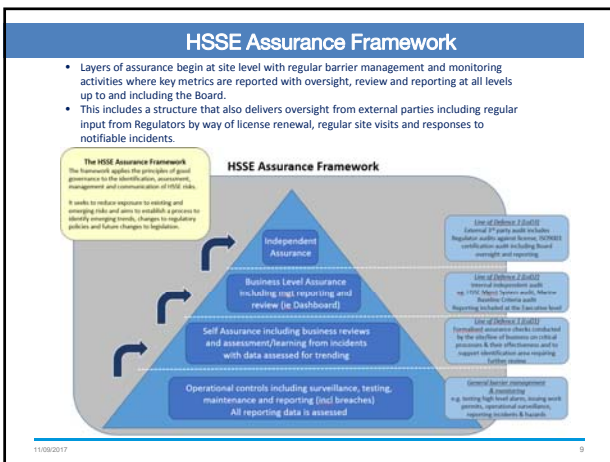
Type A Carriers (Dedicated)

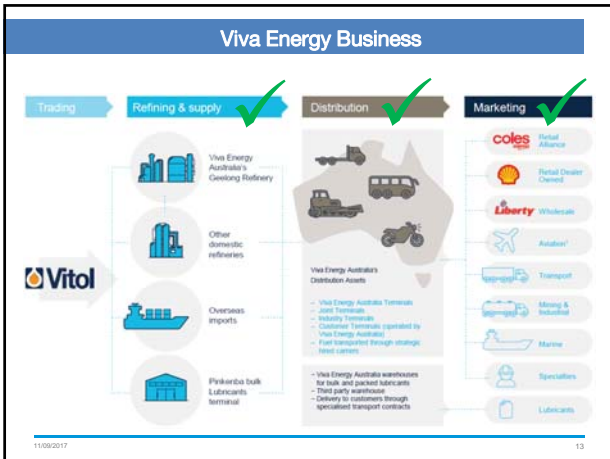
**VIVA**

Road Transport Standards

Criteria	Score
1. Compliance	4
2. Site Management	4
3. Driver Management	4
4. Vehicle Management	4
5. Insurance	4
6. Safety Management	4
7. Incident Management	4
8. Reporting	4
9. Training	4
10. Compliance	4
11. Safety Management	4
12. Reporting	4
13. Training	4
14. Compliance	4
15. Safety Management	4
16. Reporting	4
17. Training	4
18. Compliance	4
19. Safety Management	4
20. Reporting	4
21. Training	4
22. Compliance	4
23. Safety Management	4
24. Reporting	4
25. Training	4
26. Compliance	4
27. Safety Management	4
28. Reporting	4
29. Training	4
30. Compliance	4
31. Safety Management	4
32. Reporting	4
33. Training	4
34. Compliance	4
35. Safety Management	4
36. Reporting	4
37. Training	4
38. Compliance	4
39. Safety Management	4
40. Reporting	4
41. Training	4
42. Compliance	4
43. Safety Management	4
44. Reporting	4
45. Training	4
46. Compliance	4
47. Safety Management	4
48. Reporting	4
49. Training	4
50. Compliance	4
51. Safety Management	4
52. Reporting	4
53. Training	4
54. Compliance	4
55. Safety Management	4
56. Reporting	4
57. Training	4
58. Compliance	4
59. Safety Management	4
60. Reporting	4
61. Training	4
62. Compliance	4
63. Safety Management	4
64. Reporting	4
65. Training	4
66. Compliance	4
67. Safety Management	4
68. Reporting	4
69. Training	4
70. Compliance	4
71. Safety Management	4
72. Reporting	4
73. Training	4
74. Compliance	4
75. Safety Management	4
76. Reporting	4
77. Training	4
78. Compliance	4
79. Safety Management	4
80. Reporting	4
81. Training	4
82. Compliance	4
83. Safety Management	4
84. Reporting	4
85. Training	4
86. Compliance	4
87. Safety Management	4
88. Reporting	4
89. Training	4
90. Compliance	4
91. Safety Management	4
92. Reporting	4
93. Training	4
94. Compliance	4
95. Safety Management	4
96. Reporting	4
97. Training	4
98. Compliance	4
99. Safety Management	4
100. Reporting	4

11/09/2017 8





### Creating value for the change

**Organisational level**

- Structural
- Climatic
- Cultural

**Individual level**

- Behavioural
- Cognitive
- Social

Ultimately people need to have a value for the change

DRIVEN BY PEOPLE

11/09/2017 14

### Key Takeaways

**Key takeaway #1**  
Ask yourself – how broadly is your business considering CoR?

**Key takeaway #2**  
How can CoR become part of 'business as usual'?

**Key takeaway #3**  
What is the approach to align all key stakeholders?

11/09/2017 15

## DISCUSSION

11/09/2017 16

*Intentionally left blank*

11/09/2017 17

### Definitions

**Operator**  
A person responsible for controlling or directing the operations of a vehicle.

**Consignor**  
A person named or otherwise identified in the transport documentation, a person who engages directly or indirectly or through an agent to transport goods by road or a person who has possession or control over the goods immediately before transport.

**Consignee**  
A person named or otherwise identified as the intended consignee of the goods in the transport documentation related to the transport of goods by road.

**Loader**  
A person who loads a vehicle with goods for transport, loads a vehicle with a freight container or loads a container already on a vehicle for transport by road.  
A person who supervises an activity mentioned above; or who controls any activity mentioned above.

**Scheduler**  
A person who schedules the transport of any goods by a vehicle or a person that schedules the work and rest times of the vehicles driver.

**Employer/Manager/Executive Officer**  
A business and its executive officers may also be liable for a breach of the road transport laws by an employee.

11/09/2017 18

## References

National Transport Commission [www.ntc.gov.au](http://www.ntc.gov.au)

National Heavy Vehicle Regulator [www.nhvr.gov.au](http://www.nhvr.gov.au)

NSW Roads and Maritime Services [www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

Queensland Transport and Main Roads [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

VicRoads [www.vicroads.vic.gov.au](http://www.vicroads.vic.gov.au)