



Ian Murray AM

ALC Supply Chain Safety & Compliance Summit

5 September 2017

- Welcome to the **2017 ALC Supply Chain Safety & Compliance Summit**. This year's Summit comes at an especially crucial time for our industry.
- It also comes at what I know is a busy time for many of the organisations represented in this room, so at the outset, can I **particularly thank each and every one of you** for taking the time to attend this two day Summit.
- As you would all be aware, ALC's core objective is to secure **greater supply chain efficiency and safety**.
- As far as ALC is concerned, **those two concepts go hand-in-hand**, because a supply chain which is not safe cannot be efficient.
- Looking back at the **Communique from last year's Summit**, I'm pleased to report that there has been **tangible progress on a number of key action items**.
- For instance, the 2016 Summit called for developing **KPIs for CoR reporting at Board level**, and called on ALC to **work with the NHVR to progress the development and implementation of industry-led codes** to improve safety and compliance.
- As you would be aware, ALC is now working in partnership with the Australian Trucking Association to **develop a Master Code to improve heavy vehicle safety, with funding support from the NHVR**.
- As attendees at this year's Summit, **you have the opportunity to directly shape the content of the Master Code**, through a series of workshops that will be held tomorrow that focus on the key areas – **speed, fatigue, load management and maintenance**.
- Similarly, last year's Communique called for ALC to highlight the **benefits of technologies, such as data capturing equipment, to improve safety outcomes, and advocate for its mandatory roll-out** to improve safety and to meet companies CoR obligations.
- **A range of ALC submissions over the past year (including those for the National Freight and Supply Chain Strategy)** underscore the potential of technology to improve safety, and advocate moving towards mandatory use of telematics to enhance safety.
- Last year's Summit recommended **engaging with policing agencies to better understand (and publicise) rates of illicit drug use to drive improved awareness and education**. As a result of ALC's engagement, this will be a focus during presentation by NSW Police at our Summit this year.
- As many of you would be aware, **early last month ALC released *Freight Doesn't Vote*** – our final submission to the Inquiry that is helping the Federal Government to shape the **National Freight and Supply Chain Strategy**.

- Some of the sessions that will occur over the next two days also focus on the safety issues picked up in that submission, including **greater use of technology to drive safety outcomes and deliver productivity improvements**.
- We are also privileged to have the **NSW Minister for Roads, Maritime and Freight, Hon. Melinda Pavey**, joining us later this morning to update us on how the State Government here in NSW is working with our industry to improve road safety and CoR compliance.
- We are also very fortunate to have secured **Ms. Sarah Bell as our international guest speaker** for this year's Summit. She will be able to provide us with some insights into the **responsibility Traffic Commissioners have for operator licensing and driver conduct**.
- Of course, these sessions all feed into the overarching focus of this year's Summit, which is the **significant extension to Chain of Responsibility obligations under the Heavy Vehicle National Law**, due to commence operation in the middle of 2018.
- These changes will **align Chain of Responsibility more closely with work health and safety laws**, and will include **heavy vehicle safety and maintenance**.
- Many of our sessions over the next two days are directed towards preparing industry for these changes, including advice on the application of Chain of Responsibility on **major infrastructure projects, executive compliance and board reporting, and insights from enforcement authorities about the way they view compliance**.
- Having outlined what constitutes a fairly comprehensive agenda for a two-day Summit, I would just briefly like to mention **one thing that is missing**.
- **John West**, Chair of the ALC Safety Committee, is unfortunately unable to be with us this year.
- It's fair to say that **John has been a driving force behind this Summit for many years**, and it's absolutely true to say that he was largely responsible for getting the Master Code project happening, in bringing ALC and the ATA to work together on its development.
- I think it's fitting as we commence our proceedings that I pay special tribute to **John's tireless commitment to improving safety in our industry and his efforts on behalf of ALC over many years**.
- I'm sure everyone here will join me in sending our best wishes to John at this time.
- As we do every year, **ALC will be issuing a Communique following the Summit**, which will outline the discussions that occur over the next two days and will form the basis of ALC's safety-related work program over the year to come.
- Obviously, we have a comprehensive program to work through, but the point I'd emphasise is that **these sessions are designed to be interactive. Please don't be afraid to put questions to our presenters**.
- With that, it's time to move into our first session, which will offer **an overview of what we can expect Chain of Responsibility to look like in 2018**.
- To Chair that session, it's my pleasure to **introduce Geoff Farnsworth**, Partner at Holding Redlich and member of the ALC Board.
- Geoff is one of Australia's leading transport and commodities lawyers, with **over 25-years of experience** in the field.
- He regularly acts for transport operators and their directors in relation to **CoR and safety-related matters**.
- He also **works closely with industry associations, particularly with ALC**, and brings a comprehensive understanding of industry practices to his legal advice.