

Leveraging Technology

Bulk Tanker Day 2023

Session Chair – Adam Ritzinger

**Presenters – Glenn Hambleton,
Shane Pendergast, Adam Gibson**



National Bulk Tanker Association



Australasian Fire and Emergency
Service Authorities Council



**HEAVY VEHICLE
INDUSTRY AUSTRALIA**

Introducing the panel



Glenn Hambleton
Air Brake Systems



Shane Pendergast
Air Brake Systems



Adam Gibson
NTI





Who has CoR responsibilities?



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What does the law say?

Primary safety duty

Section 26C

Ensure the safety of transport activities

Do whatever is reasonably practicable

Section 26C of the HVNL imposes a primary safety duty on each party in the chain to **ensure**, so far as is **reasonably practicable**, the safety of the party's transport activities.



HVNL offences are maturing

Previous Offences – Fatigue, speed, mass, dimension, loading

Parties – Consignors, drivers, staff

Now Offences – Training, policies, procedures, communication

Parties – Consignees, executives

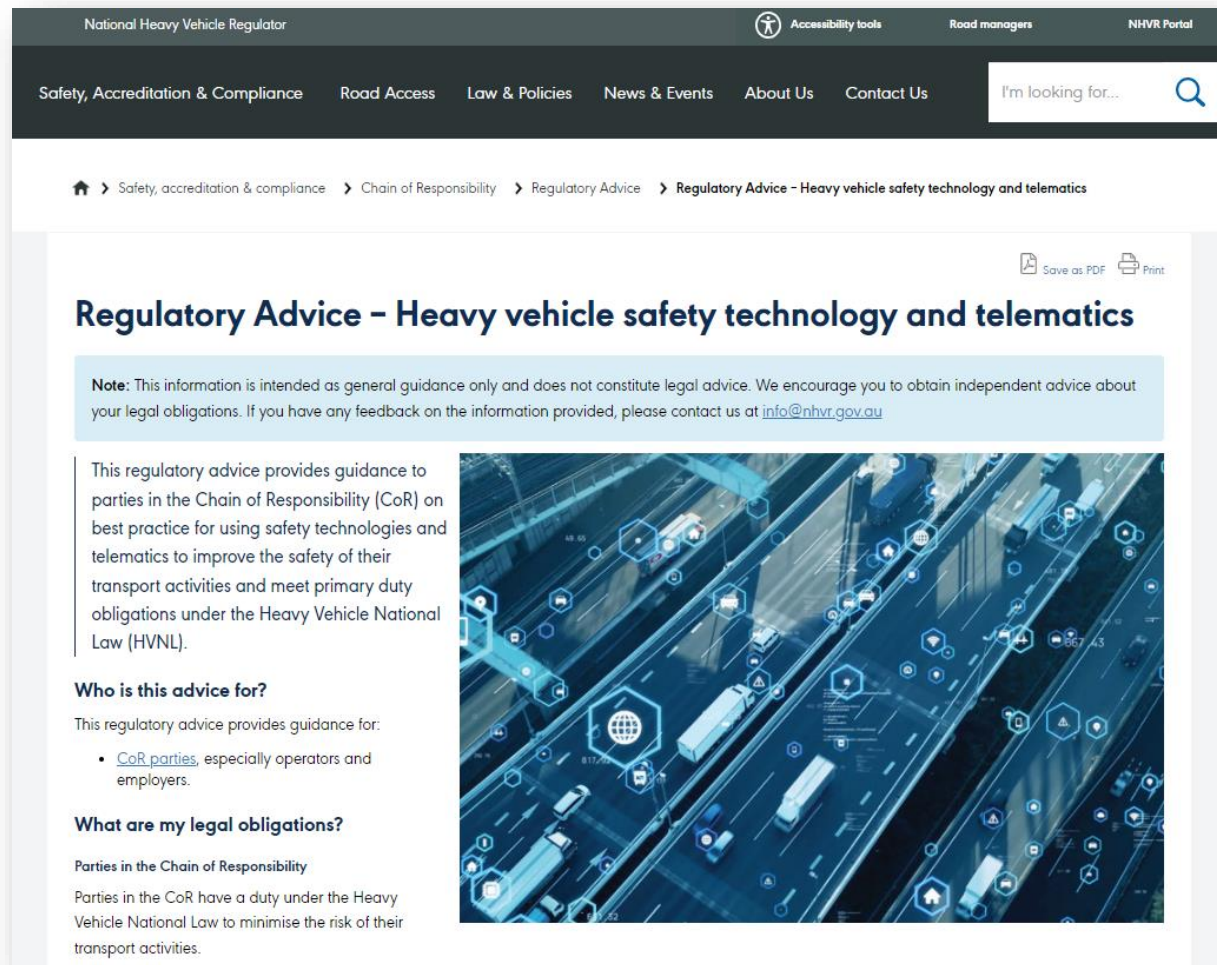


Courtesy: OwnerDriver.com.au



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What is the regulator saying?



National Heavy Vehicle Regulator

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Regulatory Advice - Heavy vehicle safety technology and telematics

Note: This information is intended as general guidance only and does not constitute legal advice. We encourage you to obtain independent advice about your legal obligations. If you have any feedback on the information provided, please contact us at info@nhvr.gov.au

This regulatory advice provides guidance to parties in the Chain of Responsibility (CoR) on best practice for using safety technologies and telematics to improve the safety of their transport activities and meet primary duty obligations under the Heavy Vehicle National Law (HVNL).

Who is this advice for?

This regulatory advice provides guidance for:

- [CoR parties](#), especially operators and employers.

What are my legal obligations?

Parties in the Chain of Responsibility

Parties in the CoR have a duty under the Heavy Vehicle National Law to minimise the risk of their transport activities.

