NHVR

CoR and Safety Management Systems

2018

Safety duties

The safety of transport activities relating to a heavy vehicle is the shared responsibility of each party in the Chain of Responsibility for the vehicle.

The responsibility depends on the function the person performs, the nature of the risk and the person's capacity to control, eliminate or minimise the risk.

Primary duty

Each party in the Chain of Responsibility (CoR) must ensure, so far as is reasonably practicable, the safety of their transport activities.

Employer	Prime Contractor
Operator	Scheduler
Consignor	Consignee
Packer	Loading Manager
Loader	Unloader

Primary duty

Each party must, so far as is reasonably practicable:

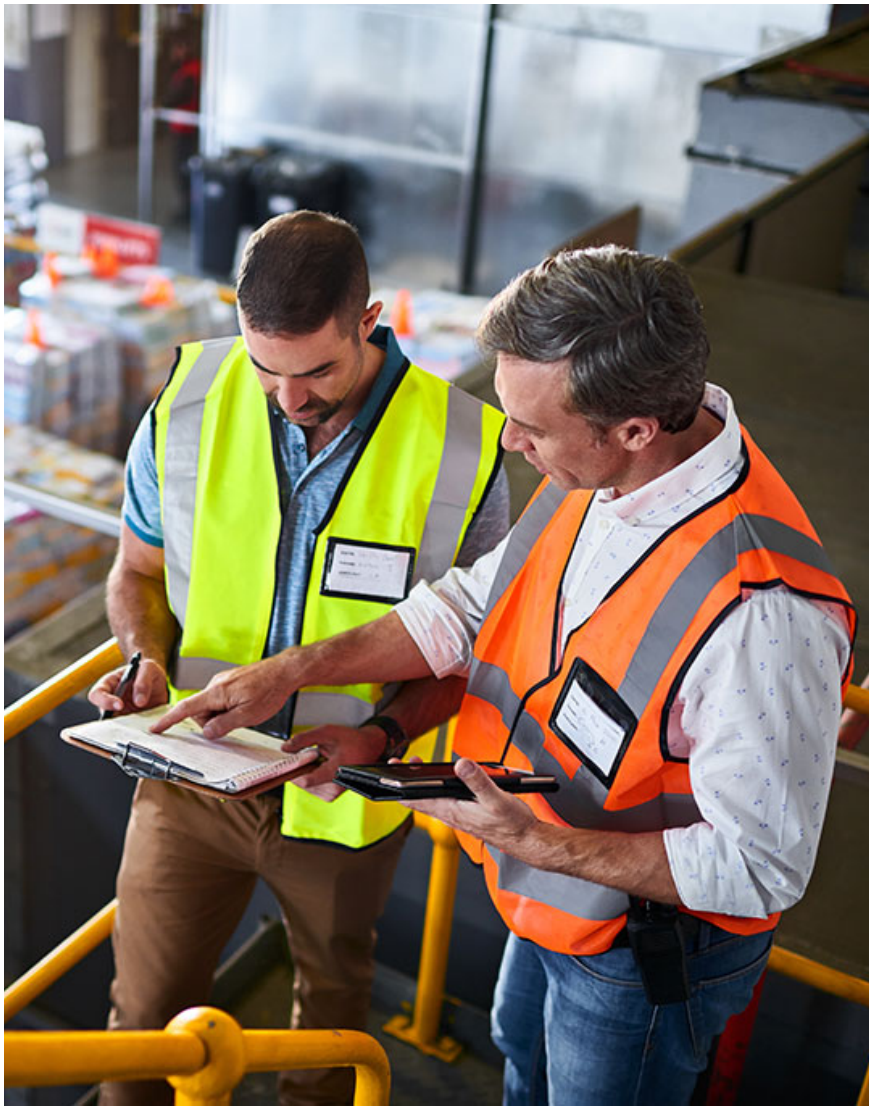
- eliminate or minimise public risks
- not cause or encourage a driver of a heavy vehicle or another person to contravene this Law

Duty of executive of legal entity

Executives of legal entities must exercise due diligence to ensure the safety of the legal entity's transport activities.

An executive means:

- For a corporation – **an executive officer**
- For an unincorporated partnership – **a partner**
- For an unincorporated body – **a management member**



Prohibited requests and contracts

A person must not enter into contracts or arrangements that encourage, reward or give incentives to the driver or other parties in the supply chain to breach the law.

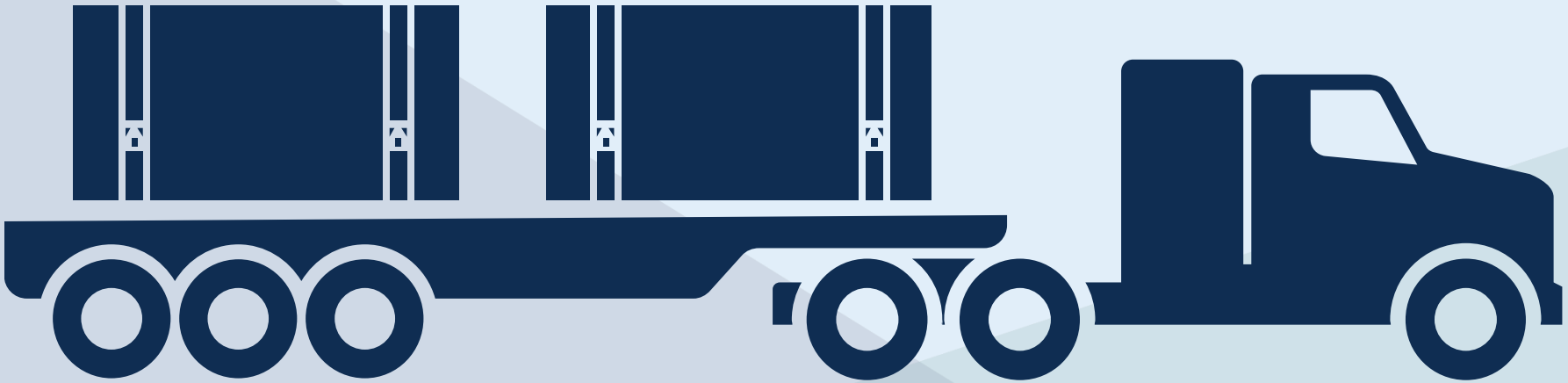
SMS | SAFETY MANAGEMENT SYSTEMS

One of the most effective ways of meeting your safety obligations under the Heavy Vehicle National Law (HVNL).

Adopting and actively using an SMS has proven to help reduce safety-related incidents in other transport industries, such as maritime, rail and aviation.

Why have an SMS?

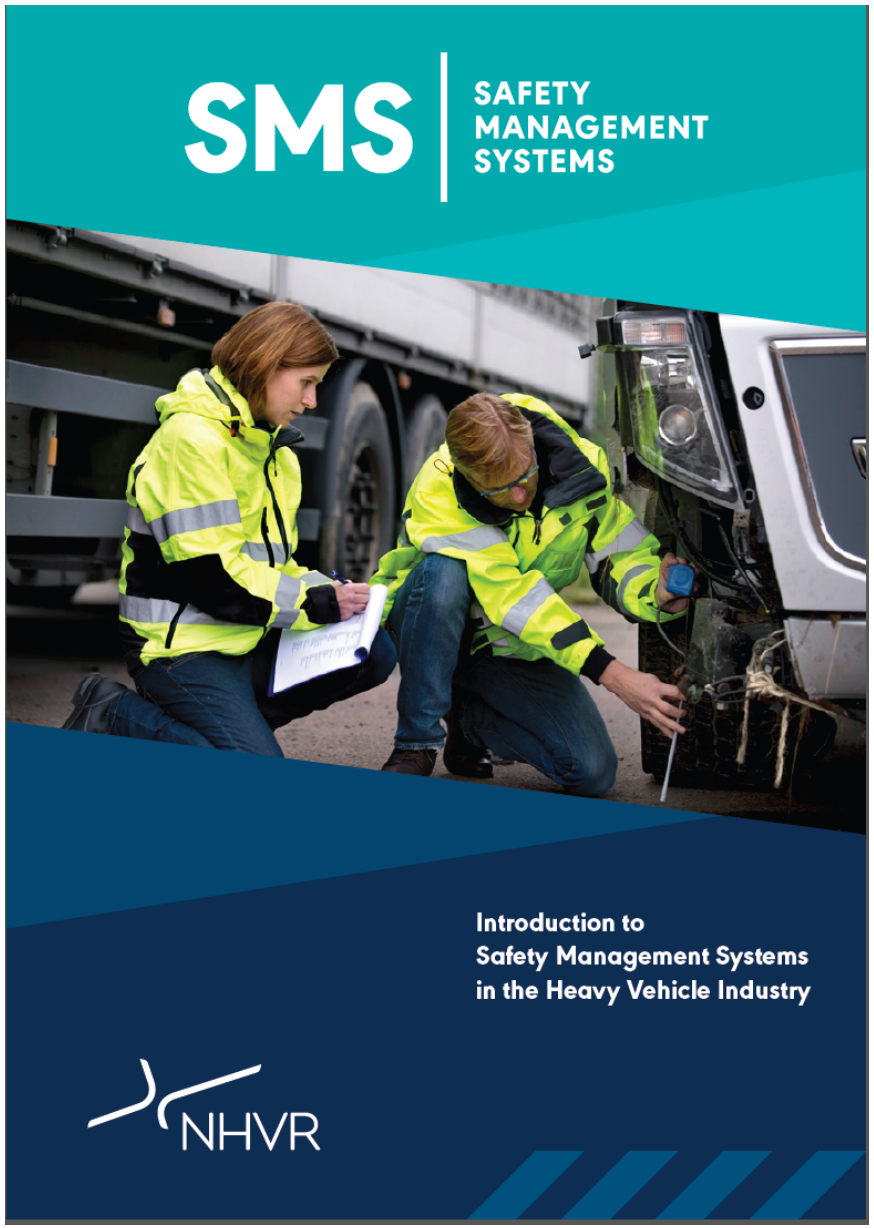
- Manage your safety responsibilities under the HVNL
- Demonstrate your ability to manage risk and ensure safety
- Reduce costs associated with incidents and accidents
- Become an employer of choice and preferred supplier



NHVR

Visit www.nhvr.gov.au/sms

- ✓ Checklist
- ✓ Quick Guides
- ✓ Templates
- ✓ Worked Examples



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Quick Guides

Short, easy to read format, answering:

- **What?**
- **Why?**
- **How?**

Topics include risk registers, hazard and incident reporting

Step 1. Identify hazards

Identify anything that could potentially cause harm or loss.

What is a hazard?

A hazard is anything with the potential to cause harm or loss.

How do I identify hazards?

An effective way to identify hazards is to look for them continually, and to get people both inside and outside your business to tell you when they come across one.

Hazards can include a wide range of things, such as:

- physical objects that are clearly visible, like bald tyres
- behaviours, like rushing to load a vehicle
- a management practice, such as not providing employees with proper training.

Record in the risk register

Every time you identify a hazard, record it in the **Identify hazards** column of your risk register.

Step 2. Assess risk

Consider how the hazard or risk could cause harm or loss.

What is risk?

Risk is the possibility that harm or loss might occur when someone or something is exposed to a hazard. When you assess a risk, you're trying to determine how the hazard could create harm or loss.

How do I assess risks?

Think about the following questions:

- Who could be harmed by the hazard?
- What situation could the hazard cause harm or loss in?
- Where could the hazard cause harm or loss?
- When could the hazard cause harm or loss?
- Why would the hazard cause harm or loss?

The worked examples in the *Risk Register – Worked Examples (Basic)* illustrate how various hazards could cause harm or loss.

Record in the risk register

Record the risk(s) created by the hazard in the **Assess risk** column of your risk register. You can also comment on how much of a risk you think the hazard presents.

Templates

Insert Logo Here

- Editable Microsoft Word documents
- Insert your own logo
- Modify to meet your business needs

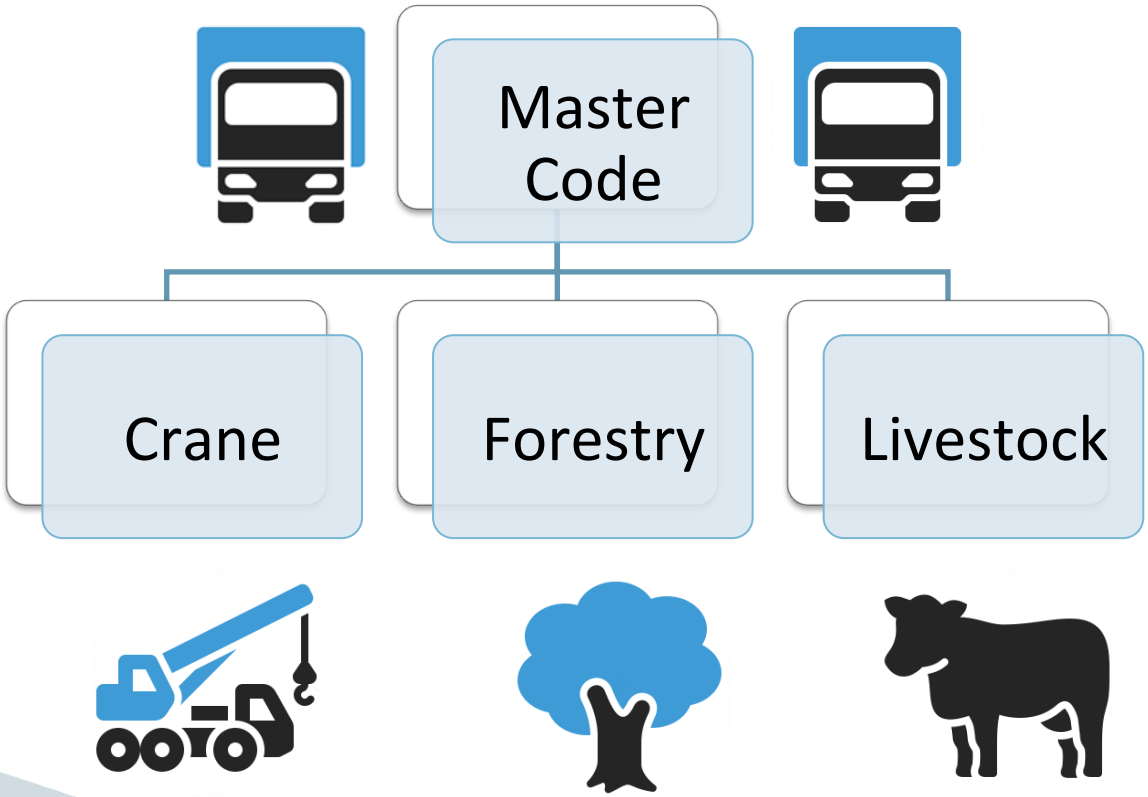
Step 1. Identify hazards	Step 2. Assess risk
Identify anything that could potentially cause **harm** or **loss**.	Consider how the hazard or risk could cause **harm** or **loss**.
< Identify hazards and record them in this column. >	< Record the risk(s) created by the hazard in this column. You can also make notes of how much of a risk you think something is. >
Transport activities	
Fatigue	
Speed	
Mass	
Dimension	
Loading	

Worked examples

Step 1. Identify hazards	Step 2. Assess risk	Step 3. Identify existing controls	Step 4. Treat risk	Step 5. Monitor and review
Identify anything that could potentially cause **harm** or **loss**.	Consider how the hazard or risk could cause **harm** or **loss**.	Look at your existing controls to **eliminate** or **minimise** the risk so far as is reasonably practicable.	Try to eliminate the risk first but, if that's not possible, put **additional controls** in place to minimise the risk so far as is reasonably practicable.	**Regularly** monitor and review the controls you've put in place to make sure they're working as planned.
Dimension				
Vehicle load is over dimension.	• The load could hit another road user, pedestrian or piece of infrastructure (e.g. bridge, street sign or building).	• Loads are carried on appropriate vehicles with necessary permits. • Load dimension is inspected before journey departure.	• Drivers and loaders are trained in dimension limits.	• Check annually that all driver and loader inductions and training are up-to-date. • Investigate any instances where a vehicle or load is over dimension.
Loading				
Incorrect load restraint	• The load could fall from the vehicle and hit another road user or pedestrian or fall on the driver or person unloading.	• The load restraint procedure reflects standards in the *Load Restraint Guide*. • Drivers and loaders are trained in correct load restraint procedure at induction and at regular toolbox talks.	• Load restraint is checked prior to departure and during the journey.	• Check annually that all driver and loader inductions and training are up-to-date. • Check a sample of loads once a fortnight to make sure they are properly restrained.
Vehicle standards				
Operating an unroadworthy vehicle	• The vehicle could cause an accident or be unable to avoid an accident.	• Vehicles are serviced and components replaced within manufacturer specifications, or sooner if a fault is found.	• Drivers complete a daily check on their vehicle before starting a journey. • Drivers report identified faults on their vehicle before starting or during a journey.	• Check records every week to make sure all daily checks are being completed. • Check vehicle maintenance records every quarter to make sure all vehicle servicing is up-to-date.

Industry Codes of Practice

Establishes standards and procedures for parties in the chain of responsibility to identify, analyse, evaluate and mitigate general risks associated with meeting obligations under the Heavy Vehicle National Law (HVNL).



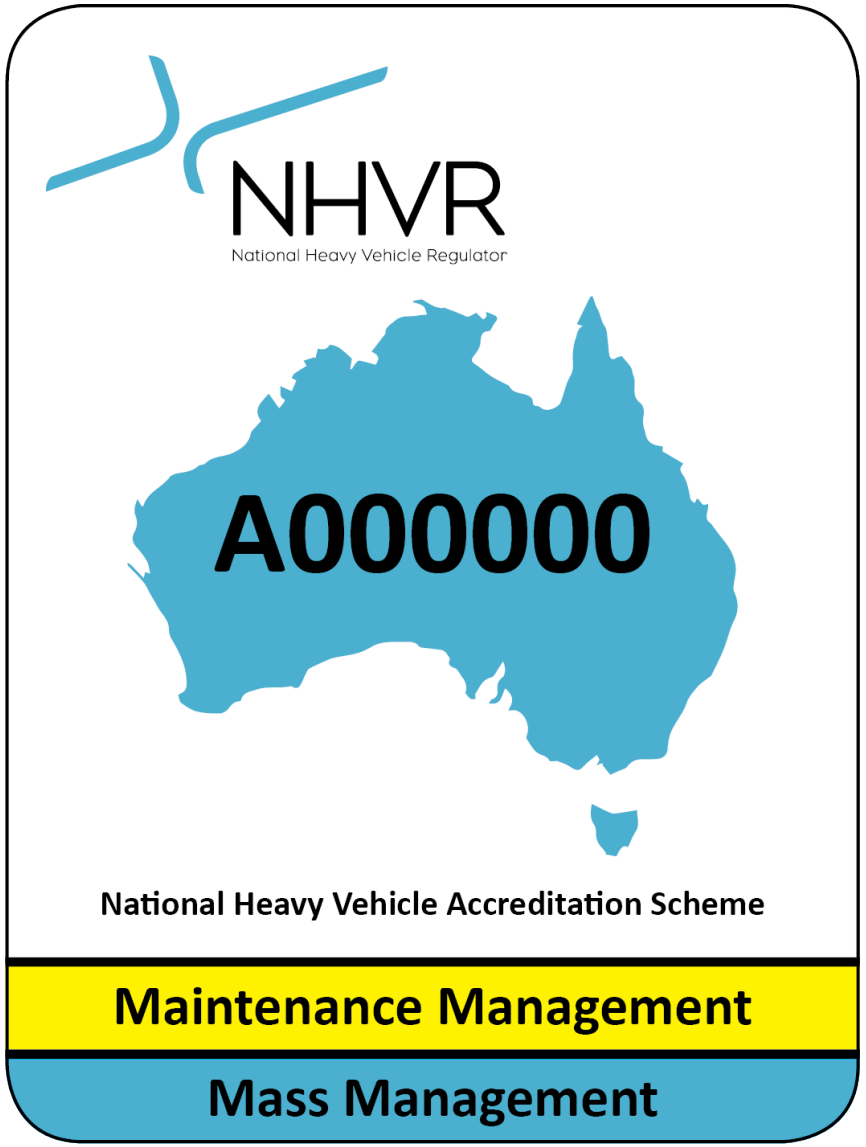
NHVAS

NHVAS standards address risks associated with:

- mass management
- maintenance management
- fatigue management

Plus components found in an SMS, such as:

- documenting policies and procedures
- training employees
- detailing responsibilities



Where can I get more information?

For information and tools to help you understand your responsibilities in the Chain of Responsibility visit www.nhvr.gov.au/cor

For information and tools to help you develop a Safety Management System for your business, visit www.nhvr.gov.au/sms

QUESTIONS?