

Chain of Responsibility

Policy Document for Farmers

While the National Farmers Federation makes every effort to ensure material within this template is accurate and up-to-date, such material in no way constitutes the provision of professional advice.

This policy document is intended as a **guide** only.

Chain of Responsibility | Policy Document Template

Business Name:	<input type="text"/>	ACN:	<input type="text"/>
Trading Name (if applicable):	<input type="text"/>		
Postal Address:	<input type="text"/>		
Contact Person:	<input type="text"/>	Position:	<input type="text"/>
Mobile Number:	<input type="text"/>	Signature:	<input type="text"/>

Heavy Vehicle National Law

The Heavy Vehicle National Law (HVNL) came into effect in February, 2014. This was established to provide nationally consistent laws. The Chain of Responsibility laws apply across all areas of the transport supply chain. The aim of Chain of Responsibility is to positively influence the actions of those involved in the heavy vehicle transport industry and ensure all parties who influence on-road behaviour are held accountable for breaches of road transport laws.

Chain of Responsibility

Chain of Responsibility is a nationally legislated program of compliance and enforcement that aims to improve safety and reduce accidents across the road transport industry.

Chain of Responsibility extends legal liability for certain road law offences to all parties who by their actions, inactions or demands exercise control or influence over the entire transport chain.

As a primary producer, any time you operate, send or receive using a heavy vehicle with a gross vehicle mass of more than 4.5 tonnes — regardless of whether the vehicle is yours or someone else's — you become part of the supply chain. You therefore have a shared safety management responsibility to prevent breaches of the law.

The amended laws still only apply to activities that a person or business has responsibility for and could influence. In other words, no one will be liable for breaches they cannot control. If you are doing everything that is reasonably able to be done to identify, assess, reduce or wherever possible, remove safety risks related to your transport activities, you are likely to be complying with the changed law.

All persons involved in the heavy vehicle supply chain of *INSERT NAME* are covered by this legislation.

INSERT NAME will not knowingly ask or expect any employee or contractor to do anything which is considered unlawful or that will create a dangerous or potentially dangerous situation.

Scope

This template is designed to form part of *INSERT NAME*'s compliance strategy.

This document applies to employees, contractors and all persons involved in the consigning, receiving goods, packing, loading, driving and for operating heavy vehicles on behalf of *INSERT NAME*.

This template applies to all *INSERT NAME*'s workplaces and other workplaces or situations where employees, contractors and subcontractors may be working or representing *INSERT NAME*. Chain of Responsibility is relevant for all areas of the company.

Elements of Chain of Responsibility

The five (5) elements of Chain of Responsibility are:

Mass & Dimension

Ensuring heavy vehicles leave site within mass limits and that the load is distributed across axle groups within legal mass limits. Also, ensuring dimension limits are adhered to at all times.

Load Restraint

Ensuring when heavy vehicles are loaded, the load is adequately secured to the vehicle.

Driver Fatigue

Ensuring drivers are well rested and given adequate time to take their scheduled rest breaks, taking into consideration the number of hours worked.

Speed Management

Ensure the driver's journey is realistic and safe, and there are no imposing demands which may result in a driver putting themselves or others at risk. Schedules need to be considered in regard to the distance that needs to be covered, traffic conditions and other delays at receiving sites.

Vehicle Standards & Maintenance

Ensuring all heavy vehicles are properly maintained, roadworthy and fit for purpose. This is achieved by utilising accredited personnel or an approved third-party supplier to perform repairs and maintenance.