



TruckSafe Compliance: MasterCode and HVNL (CoR)

Me

- ▶ Operator
- ▶ Safety Management – OH&S, Compliance, HR and IR
- ▶ K.S. Easter Hauliers Brisbane



My TruckSafe Story

- ▶ My story 10 yrs ago:
 - *Operator, no logistics experience
- ▶ Use TruckSafe standards
- ▶ My story today:
 - *Pride in continual improvement
 - *Compliance reputation
 - *Increase in tendering opportunities
 - *TruckSafe Board



Compliance

- ▶ Heavy Vehicle National Law (HVNL)
- ▶ Updated CoR provisions
- ▶ Master Industry Code of Practice (Master Code)

- ▶ How to comply

TRUCKSAFE IS YOUR SOLUTION!

Master Code and TruckSafe: Risk Management Process

▶ Master Code

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▶ TruckSafe: Current Standards

A.3 Internal review and correcting non-conformances. The operator must have procedures for generating and checking quarterly compliance reports and conducting yearly internal reviews of its TruckSafe system. There must be procedures to correct and record non-compliances identified at any time.

Why this standard is important

You can't manage your safety and compliance if you can't measure it. Standard A.3 requires you to have systems to monitor your performance, review your TruckSafe system and take action if problems are identified.

Master Code and TruckSafe: Risk Management Process

- ▶ TruckSafe: Current Standards Continued.....
- ▶ Risk Management Process: Elements of this process already included throughout current TruckSafe standards
- ▶ Includes examples of accredited training courses for various positions in the Chain

Management

A.1 Management policy and procedures. The operator must have written procedures to ensure the business complies with the TruckSafe standards.

A.2 Responsibilities. The operator must document the duties and organisational structure of all staff who manage or perform key functions under its TruckSafe system. If external service providers are used to manage your TruckSafe system, these need to be noted on your organisational structure.

A.3 Internal review and correcting non-conformances. The operator must have procedures for generating and checking quarterly compliance reports and conducting yearly internal reviews of its TruckSafe system. There must be procedures to correct and record non-compliances identified at any time.

A.4 Record keeping. The operator must implement and maintain systems to collect and keep TruckSafe related records for three years or longer if required by law.

Maintenance

B.1 Daily check. The operator must have procedures for performing and recording a daily check on each vehicle when it is in use.

B.2 Fault recording and reporting. The operator must have systems for recording and reporting faults in both hauling and trailing equipment.

B.3 Fault repair. The operator must have policies and procedures to identify, assess and take action on reported faults.

B.4 Scheduled maintenance and roadworthiness. The operator's policies and procedures must include periodic maintenance schedules, with identified service periods, that describe the tasks to be completed. The operator's vehicles must be certified as roadworthy before the operator enters TruckSafe and then assessed for roadworthiness every year.

B.5 Records and documentation. The operator must have procedures to manage the issue of documents to relevant staff and to maintain evidence demonstrating the effective operation of its maintenance management system.

B.6 Responsibilities. The authorities, responsibilities and duties of all the positions involved in the management, operation, administration, participation and verification of the operator's maintenance management system must be current, clearly defined and documented.

B.7 Internal review and correcting non-conformances. The operator must have procedures for generating and checking quarterly compliance reports and conducting yearly internal reviews of its maintenance management system. There must be procedures to correct and record non-compliances identified at any time.

B.8 Training and education. The people who hold positions of responsibility under the operator's maintenance management system must be trained in and familiar with the policies, procedures and instructions they are required to carry out.

Master Code and TruckSafe: Roles and Responsibilities

▶ Master Code:

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▶ TruckSafe: Current Standards

A.2 Responsibilities. The operator must document the duties and organisational structure of all staff who manage or perform key functions under its TruckSafe system. If external service providers are used to manage your TruckSafe system, these need to be noted on your organisational structure.

Why this standard is important

The road transport law imposes legal duties on the people in your business who hold defined roles. They cannot carry out those duties – and ensure your business complies with the law – unless they know what they are.

What you must do to comply:

A.2.1 You must identify the positions in your business that have the following roles and document the duties associated with those positions. It does not matter if those roles are internal or carried out by an external service provider:

Master Code and TruckSafe: Roles and Responsibilities

▶ TruckSafe: Current Standards Continued.....

▶ Roles and Responsibilities: Current TruckSafe standards include examples of responsibilities that can be used within your position descriptions

▶ Includes various loading, driving and scheduling examples

Role	As part of your responsibilities, you...
PCBU	<ul style="list-style-type: none"> • must take all reasonable steps to ensure that a driver does not drive while impaired by fatigue • must take all reasonable steps to ensure the firm's business practices do not cause drivers to work while fatigued, drive in breach of their work and rest hours option or exceed any speed limit • must not allow drivers to work unless you are satisfied that the person scheduling the driver has complied with the fatigue laws • must not ask, direct or require a driver to work while impaired by fatigue or exceed any speed limit • must not enter into any contract that would require a driver to work while impaired by fatigue or cause a driver to exceed any speed limit • must not permit a vehicle to be used if you know it does not comply with the vehicle standards, unless it is travelling empty for repair • must not allow a vehicle to be used if you know its speed limiter has been tampered with, unless it is travelling empty for repair.
TruckSafe compliance manager	<ul style="list-style-type: none"> • must produce and update the business's TruckSafe compliance manual • must generate and evaluate quarterly compliance reports • must arrange an annual internal review of the business's TruckSafe system • must record identified non-conformances and ensure they are corrected • must ensure TruckSafe records are retained in accordance with standard A.4 • must ensure that vehicles are provided with regular and effective maintenance and repairs • must ensure vehicle roadworthiness through a program of daily vehicle inspections and effective control of the maintenance program. • must ensure that TruckSafe identification labels are affixed to all accredited vehicles and removed before disposal • must notify TruckSafe of the purchase or disposal of vehicles within 14 days • must ensure all new employees receive TruckSafe induction training before they start work • must ensure the provision of effective training and education, including refresher inductions • must identify and manage driver fatigue and manage driving hours, and take all reasonable steps to ensure that drivers do not work while impaired by fatigue • must ensure there is an appropriate infrastructure in place to monitor, review and comply with speed management responsibilities in accordance with statutory requirements • must ensure that drivers receive health checks at the intervals in TruckSafe standard E.1

Master Code and TruckSafe: Speeding

▶ Master Code:

5	SPEEDING – RISK TYPES AND INDICATIVE CONTROL MEASURES	42
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5.2	What does the law say?	43

▶ TruckSafe: Current Standards

D.2 Speed management. The operator must develop, implement, and maintain a speed management policy and procedures that promote a 'no speeding' culture amongst drivers and require scheduling practices that do not force or encourage drivers to exceed speed limits.

Why this standard is important

Speeding or going too fast for the conditions is responsible for about one in four serious truck crashes. The road transport law imposes heavy penalties on businesses that do not take reasonable steps to ensure drivers do not speed.

Master Code and TruckSafe: Fatigue

▶ Master Code:

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6.3	What you can do and why	55

▶ TruckSafe: Current Standards

D.3 Driving hours and fatigue management (for the operation of vehicles weighing more than 12 tonnes GVM). The operator must develop, implement and maintain policies and procedures to ensure it complies with its fatigue management obligations.

Why this standard is important

Driver fatigue causes about one in ten serious truck crashes. The road transport law imposes heavy penalties on businesses that do not take reasonable steps to ensure that drivers of heavy vehicles weighing more than 12 tonnes GVM do not work while fatigued or in breach of their work and rest hours.

Master Code and TruckSafe: Mass, Dimension and Loading

▶ Master Code:

7	MASS, DIMENSION AND LOADING – RISK TYPES AND INDICATIVE CONTROL MEASURES	66
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7.2	What does the law say?	67
7.3	What you can do and why	68

▶ TruckSafe: Current Standards

D.1 Mass, dimension and load restraint. The operator must develop, implement, and maintain procedures for complying with its mass, dimension and load restraint (MDLR) obligations.

Why this standard is important

Mass, dimension and load restraint breaches are unsafe. In addition, vehicles that are too heavy damage the roads. That is why the road transport law imposes heavy penalties on businesses that do not take all reasonable steps to ensure their vehicles comply with the mass, dimension and load restraint requirements. In some cases, the penalties have exceeded a million dollars.

Master Code and TruckSafe: Vehicle Standards

▶ Master Code:

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▶ TruckSafe: Current Standards

Maintenance

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Master Code and TruckSafe Comparison

- ▶ This is where TruckSafe stands out from the crowd !!
- OCTOBER 1 (HVNL) and MASTER CODE RELEASE:
- ▶ Current standards provide SFAIRP defence
- ▶ Currently revising standards:
 - * Risk management
 - * Consultation
- ▶ Externally audited: shows YOUR compliance with Master Code and CoR

TruckSafe = BEST DEFENCE UNDER NHVL (CoR) AND MASTERCODE

Implementing TruckSafe

- ▶ Use TruckSafe standards:
Strong defence for:
 - * Master Code
 - * NHVL (CoR)
- ▶ Contact Justin or Kevin: 02 6253 6900
- ▶ TruckSafe is here to help you.....



Risk Management

Transparency

Comfort

Quality assurance

Traceability

*Reasonable Steps
Defence*

Externally Audited

'schmick'



TruckSafe

Responsible Management Solution

Strengthening the Chain

Safety Mgmt System

Industry Owned

Relevant

Best Practice

Framework

Efficiency

Solution

TIAC

Credibility