



Chain of Responsibility

Loading Managers

About the chain of responsibility (CoR)

Our road laws generally address the actions of drivers and operators, but breaches of these laws are often caused by other parties in the transport supply chain.

The aim of CoR for a heavy vehicle is to make sure everyone in the supply chain actively prevents breaches of the Heavy Vehicle National Law (HVNL). The CoR law also extends to preventing or reducing potential harm or loss (risks) to yourself and others. Managing (controlling) these risks ensures that you always recognise and carefully consider all potential dangers and satisfactorily reduce or avoid them before they occur.

Who has a responsibility?

Under CoR laws, if you undertake specified functions that exercise, or have the capability of exercising, control or influence over *any* transport task, you are part of the chain of responsibility and have an obligation to ensure compliance with the HVNL.

What if I have multiple transport tasks?

Everyone in the supply chain has a responsibility to ensure the safety of their transport tasks related to the vehicle. If you carry out *more than one task* in the supply chain, this responsibility will extend to *all* of the tasks that you carry out. You may therefore be classified by *multiple roles* in the transport supply chain under the HVNL.

Your responsibility as a loading manager

As a 'party' in the supply chain, with influence over how and when goods are *received, dispatched and transported*, a loading manager has an ongoing responsibility to prevent breaches of mass, dimension, loading, speed and fatigue laws under the HVNL.

As a loading manager, you also have an ongoing responsibility to prevent or reduce potential harm or loss (risks) to yourself and others, and to ensure that you don't ask, require or direct activities you know will breach the law.

Am I carrying out a loading manager's transport tasks?

Under the HVNL, a loading manager can operate or work from any regular loading or unloading premises or place where a heavy vehicle or a container that is part of that vehicle is loaded or unloaded with goods.

A load includes all the goods and passengers, fuel, water, and removable equipment that are carried.

A loading manager may also include such persons also known as a controller, administrator, organiser, supervisor, conductor, etc. You can use the *CoR - Loading Manager Tasks Form* to confirm whether you are classified as a loading manager for road transport using a heavy vehicle under the HVNL.

Your key responsibilities as a loading manager

Some key responsibilities may include ensuring that:

- the vehicle together with its load comply with mass, and dimension requirements
- appropriate, serviceable and well-maintained loading and restraining equipment is used.
- potential loading and unloading congestion is identified in consultation with drivers and other parties in the chain of responsibility
- drivers are advised if loading/unloading times will be 30 minutes or more either late or early so they can manage their work/rest times
- rest facilities are provided to allow drivers to take rest while waiting to load/unload
- reasonable arrangements are made to manage loading/unloading time slots
- loading and unloading practices do not require or encourage drivers to:
 - exceed the speed limits
 - exceed regulated driving hours
 - fail to meet the minimum rest requirements
 - drive while impaired by fatigue.

What are the possible penalties for a breach?

As a loading manager, you could be held legally liable for breaches of the HVNL even though you have no direct role in driving or operating a heavy vehicle. If your actions, inactions or demands cause or contribute to an offence, you can be held legally accountable.

Penalties and sanctions can range from formal warnings to court imposed fines and penalties relating to the commercial benefit derived from offences.

Safety systems and controls

All parties in the supply chain have a responsibility to prevent or reduce potential harm or loss (risks) by ensuring transport-related activities are safe. Under the HVNL, safety systems and controls (such as safe work practices, training and procedures) should be in place to prevent breaches of the HVNL, manage risk and maintain a safe road environment.

This means, as a 'party' in the supply chain, that you can proactively reduce risks related to your transport tasks, rather than only reacting when there is a possible breach of the law.

The following table lists some examples of the effective safety systems and controls you can apply as a loading manager to ensure breaches of the HVNL do not occur and that every road user is safe.

Safety systems and controls – Examples

Governance (administration) and review systems

- System of engagement and consultation with drivers and all other parties
- System to remedy breaches and take corrective action

Fatigue

Fatigue management process:

- System to assess the fatigue of the driver
- System to incidences of driver fatigue to the driver's operator/employer

Fatigue assurance procedures:

- System to ensure loading/unloading will not cause the driver to drive whilst fatigued or breach their work/rest hours

Speed

Speeding assurance procedures:

- System to ensure loading/unloading will not cause the driver to exceed speed limit
- System to ensure demands are not made of the driver that may result in the driver exceeding the speed limit

Mass, dimension, and loading (Loaders only)

Mass, dimension, loading assurance procedures:

- System to ensure accuracy of the load weights (including container weights)
- System to ensure compliance with applicable gross and axle weights
- System to ensure the accuracy of load positioning
- System to ensure loads are properly restrained

The examples in the Safety systems and controls table represent *only a selection* of the possible safety systems and controls you can implement as a loading manager to ensure breaches of the HVNL do not occur and that every road user is safe.



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