



**Fleet Conference
& Exhibition**

MAY 23-24
ROSEHILL GARDENS
BLACKROUSE SYDNEY

AND FLEET AWARDS

Case Study: Implementing Chain of Responsibility (CoR) in Fleet Management

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Chain of Responsibility (CoR) Implementation Case Study

High Level CoR Overview and CoR Case Study

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Implementation Specialist





Do you believe you have a role or responsibility within the Chain of Responsibility (CoR) framework?

Multiple Choice Poll  25 votes  25 participants

Yes - 24 votes



No - 1 vote



CoR High Level Overview

Main Duties, Parties, Principles & SMS



Primary Safety Duty



Chain of Responsibility

(Heavy Vehicles >4.5t GVM)

Parties in the chain must, as far as reasonably practical, ensure the safety of the transport activities

Parties in the Chain of Responsibility



Employer of driver

Contractor of self-employed driver

Operator of vehicle

Scheduler of goods, passengers & work times

Consignor/consignee of goods in vehicle

Packer of goods in vehicle

Loader/ Unloader
Loading Manager



Vehicle maintenance

Transport Activities are

The business practices and making decisions, associated with the use of a heavy vehicle on a road including...



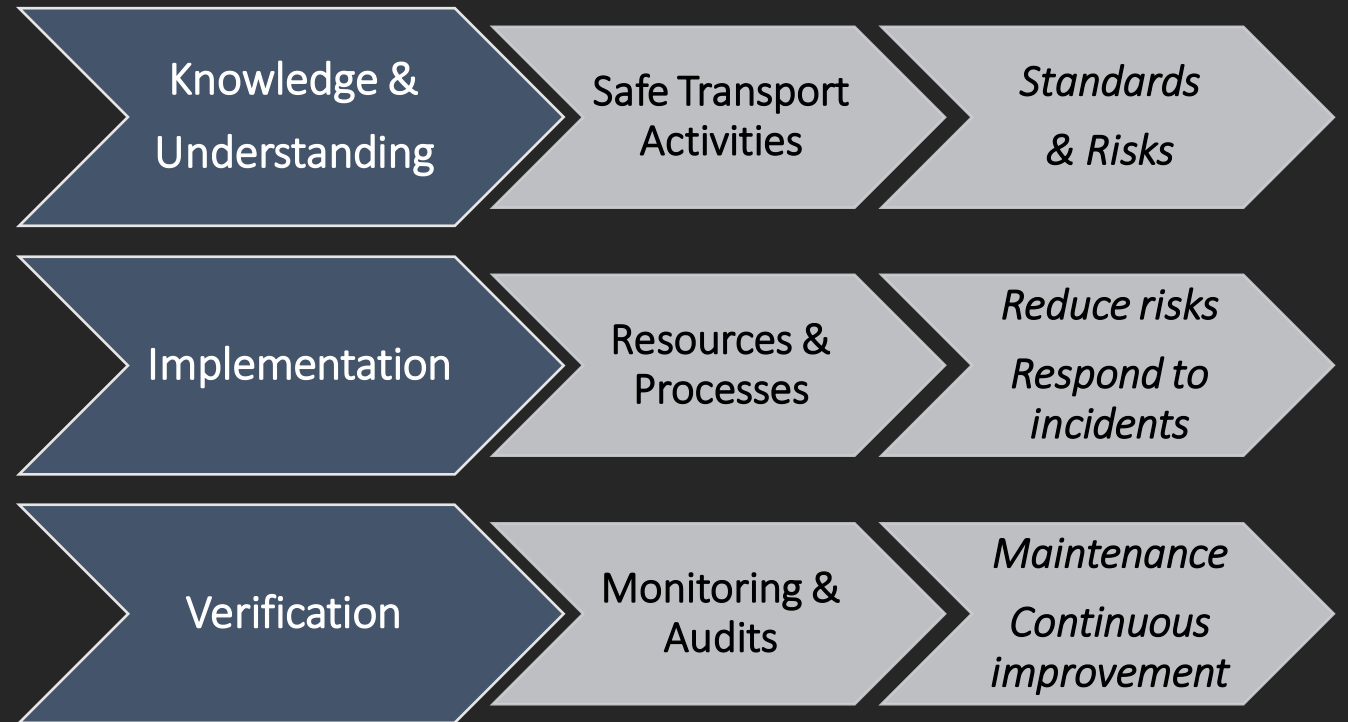
Contracting & procedures

Due Diligence Duty for Execs & Managers

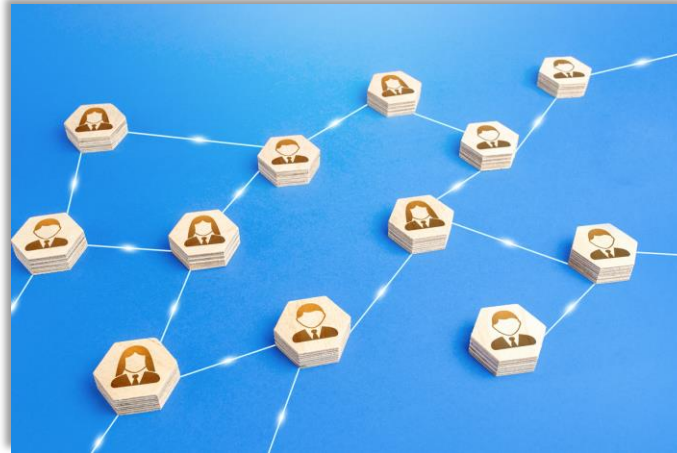


Execs & Managers have Due Diligence Duty
to ensure compliance with
Primary Safety Duty

Due Diligence Duty



Principles – shared responsibility



shared responsibility



of each party in chain

depending on

Person's
Function

Public Risk

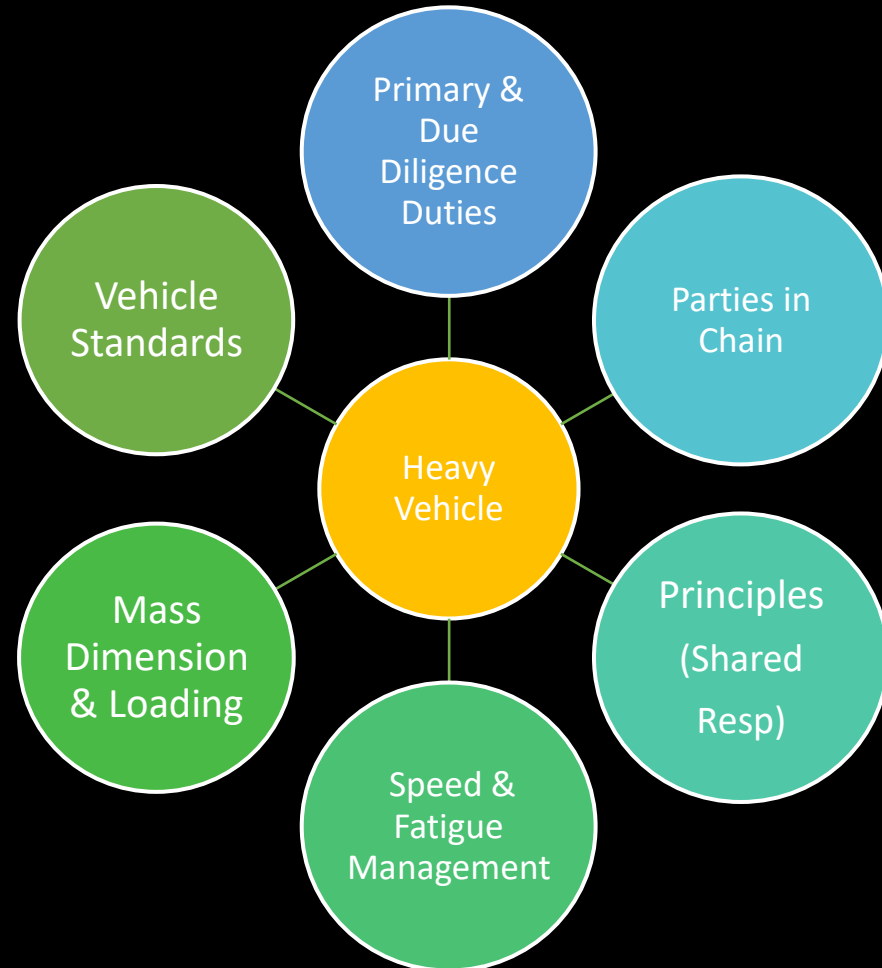
Capacity to
Control Risk

Safety Management System



Source:
NHVR SMS
Fact Sheet

Overview of Key Areas in CoR



CoR Case Study

Themes, Challenges, Issues & Tips

Thank You to Case Study Participants



GOT Services

Equipment Hire & Mechanical Services



Collection of
Contributors

(unable to be recognised)

Australian Red Cross



Theme 1 - Extend CoR across Fleet (where practical)



Chain of Responsibility

(Heavy Vehicles >4.5t GVM)

Parties in the chain must, as far as reasonably practical, ensure the safety of the transport activities



WHS legislation

(All vehicles when used for work)

Those conducting the business must ensure, as far as reasonably practical, the safety of workers & others

(put at risk from conduct of the business)

Theme 2



Safety
should be
Top
Priority

But what about these challenges...

- Competing priorities
- Safety isn't urgent
- Won't happen without an incident
- Needs executive buy-in

Theme 3

Getting Executive Buy-in

Benefits & Tips





Top-down
Consistent Safety
Messaging

Executive Buy-in Benefits -



Crucial for safety to permeate the organisation
& become embedded as a Safety First culture



'Directors, GM, Branch Managers need to lead
& keep everybody talking about safety'

Benefits of Executive Buy-in

Provides Budget
& Resources



Tips for getting
Executive
Buy-in &
embedding
safety



Executive Buy-in Tips – Briefing on Consequences of Non-Compliance



Injuries & Incidents



Prosecutions, fines & jail



Reputational damage

Tip 2 for Executive Buy-in...

Submit a Business Case for CoR Implementation Initiatives



Executive Buy-in Tip 3

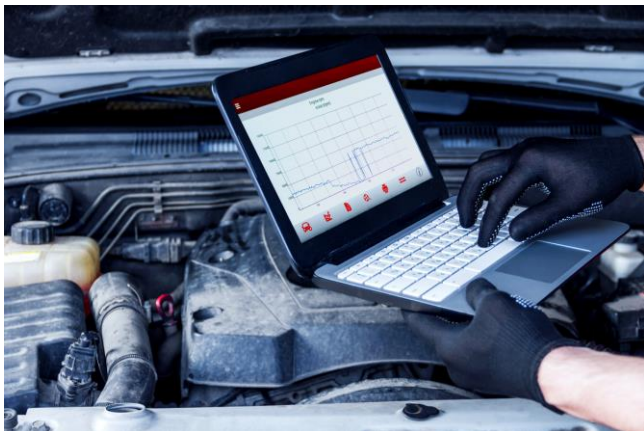
Put CoR
compliance
initiatives on
Risk Register

Risk Register



ID	Category	Description	Probability	Impact	Risk Level	Status
1	Operational	Supply chain disruption	High	High	High	Yellow
2	Operational	IT system outage	Medium	High	High	Red
3	Operational	Employee turnover	Medium	Medium	Medium	Yellow
4	Operational	Regulatory changes	Low	Medium	Medium	Yellow
5	Operational	Market volatility	Low	Low	Low	Green

Theme 4 - CoR's cross functional nature can make it hard to implement



Tip to assist
with CoR's
cross
functional
nature...

Form a
Safety Group

To
collaborate
and report to
Executive on
Safety & CoR





Theme 5 – Most Suppliers can help with CoR & distinguish themselves from their competitors

- Can be about data requirements for CoR compliance, but not necessarily
- Suppliers – Understand CoR to see how your product or service can enhance safety
- Fleet Practitioners –
 - Work with your Suppliers
 - Use data by incorporating it into your SMS
 - Use data for Exec reporting



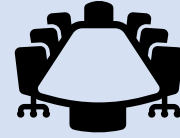
Takeaways - Key Case Study Tips for CoR Compliance



Extend CoR implementation across entire Fleet, where relevant & practical



Executive buy-in, top-down messaging & dedicated resources help SAFETY to be the TOP PRIORITY



Get Executive Buy-in by briefing on non-compliance consequences, using a business case & the risk register



Form a Safety Group with CoR stakeholders to aid compliance across the organisation



Suppliers have an opportunity to distinguish their offerings by tailoring data & helping more with CoR

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Audience Q&A Session [slido](#)

- What's the best way to start on CoR implementation?
- What's your thoughts around commercial light vehicles (<4.5t GVM) aligning with the current COR regulations? Who would enforce the compliance of this new scope?
- Is there a reference to help explain the responsibilities of parties in an organisation?
- Safety and caring should be a value rather than a priority as priorities change!
- Suggestion for COR incident reporting. Change SMS to report all COR events to Executive Officers... Game changer in improving CoR compliance!
- Another suggestion, map all COR training to position descriptions (COR roles/responsibilities) to trigger mandatory training during onboarding process.
- Do you think all organisations that have fleet over 4.5T should have regular random Drug and alcohol testing?



Session Details

Case Study: Implementing Chain of Responsibility (CoR) in Fleet Management

Wed, 24/5

Safety
Breakout 2

Add session

SESSION FEEDBACK



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Look for the Session AND CLICK
THE

SESSION FEEDBACK