

Presentation Instructions

Who is this presentation for?

The trainer and learners.

What is in this Presentation?

- Course information that matches the Learner Guide content.
- Review questions and model answers.
- Slides contain summarised content, with full notes and information for the trainer, visible when the slide show is shown in "Presenter View" (see instructions on next slide).
- Use this presentation to support and reinforce the training information from the Learner Guide.

What do you need to do before you use it for the first time?

1. Rebrand the presentation.
2. Review the presentation as part of your validation process.

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Instructions for Viewing in Presenter View

NOTE: This view is only applicable when the computer is connected to a second screen or a data projector.

Once the second screen/projector is connected make sure that the "Use Presenter View" box is ticked.

This is found in the "SLIDE SHOW" tab as shown below.



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TTFF0014

**MONITOR THE SAFETY OF
TRANSPORT ACTIVITIES
(CHAIN OF RESPONSIBILITY)**



**TRAINING
PRESENTATION**

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Training Presentation Sections

Click on a box to go to that section.



Section 1:
Identify Chain of Responsibility
Requirements of the Heavy
Vehicle National Law (HVNL)



Section 2:
Apply HVNL Chain of
Responsibility Obligations in
Your Job Role



Section 3:
Risk Management

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Section 1:
Identify Chain of Responsibility
Requirements of the Heavy
Vehicle National Law (HVNL)



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1.1 Introduction

This training course is based on the national unit of competency **TLIF0014 - Monitor the safety of transport activities (Chain of Responsibility)**.

This unit involves the skills and knowledge required to monitor the safety of transport activities.



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1.1 Introduction

You will learn about:

- ◆ The Heavy Vehicle National Law (HVNL).
- ◆ Features and application of the Chain of Responsibility (COR).
- ◆ Roles and responsibilities of different parties under the HVNL.
- ◆ Identifying, managing and reporting COR risks.



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1.1.1 Terms and Definitions

The following table details some common terms and acronyms mentioned in the content of this learner guide.

| | |
|----------------|----------------------|
| Term / Acronym | AFM. |
| | Audit. |
| | BFM Hours. |
| | Business Activities. |
| | Centre of Gravity. |
| | ComCare. |
| | CoR. |
| | Due Diligence. |

The following table details some common terms and acronyms mentioned in the content of this learner guide.

Term / Acronym and Definition

- ◆ **AFM** - The maximum hours of work and minimum hours of rest that apply to drivers operating under an AFM accreditation. The hours of work and rest are stated on the copy of the AFM certificate which the driver must carry in the vehicle.
- ◆ **Audit** - A formal workplace inspection to check compliance with national, state or company-wide standards.
- ◆ **BFM Hours** - The maximum hours of work and minimum hours of rest that apply to drivers operating under a BFM accreditation.
- ◆ **Business Activities** - Any standard actions or procedures completed in a business (e.g. order processing, purchasing, distribution).
- ◆ **Centre of Gravity** - In an object, this is where the weight is most evenly distributed. For example, the middle of a seesaw.

- ◆ **ComCare** - The national authority for WHS, including workers compensation.
- ◆ **CoR** - Chain of Responsibility.
- ◆ **Due Diligence** - A responsibility to ensure that the PCBU is doing everything it should to ensure health and safety.

Continued...

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1.1.1 Terms and Definitions

| | |
|----------------|----------------------------------|
| Term / Acronym | Duty of Care. |
| | Fatigue-regulated Heavy Vehicle. |
| | GVM. |
| | Heavy Vehicles. |
| | Lashings. |
| | National Transport Commission. |
| | NHVL. |
| | NHVR. |
| | Officer. |
| | PCBU. |

Term / Acronym and Definition ...Continued

- ◆ **Duty of Care** - Duty of Care is a legal obligation to adhere to a standard of reasonable care when performing acts that have the potential to harm others.
- ◆ **Fatigue-regulated Heavy Vehicle** - A vehicle with a GVM of more than 12 tonnes (12,000 kg).
- ◆ **GVM** - Gross Vehicle Mass.
- ◆ **Heavy Vehicles** - Vehicles with a GVM of over 4.5 tonnes (4,500 kg).
- ◆ **Lashings** - A restraint tool used to secure items onto a heavy vehicle. Can be a rope, chain,

or strap.

- ◆ **National Transport Commission** - A government authority which aims to support the state and federal governments to improve safety, productivity, environmental impacts, and overall efficiencies in the transport industry.
- ◆ **NHVL** – National Heavy Vehicle Law.
- ◆ **NHVR** - National Heavy Vehicle Regulator.
- ◆ **Officer** - A person who makes, or participates in making, decisions that affect the whole or a substantial part of a corporation. This includes Health and Safety Representatives (HSR).
- ◆ **PCBU** - 'Person Conducting a Business or Undertaking' (PCBU). This replaces the term 'employer'. A PCBU includes all employers, sole traders, principal contractors, unincorporated associations, partnerships, and franchisees. Volunteer organisations that also employ people will be PCBUs.

Continued...

1.1.1 Terms and Definitions

| | |
|----------------|---|
| Term / Acronym | Reasonably Practicable. |
| | Regulator. |
| | WHS. |
| | Work Health and Safety Management System (WHSMS). |
| | Worker. |

Term / Acronym and Definition ...Continued

- ◆ **Reasonably Practicable** - Reasonably practicable is defined as action that is, or was at a particular time, reasonably able to be done to help ensure health and safety.
- ◆ **Regulator** - Government authorities which administer legislation for each state and territory.
- ◆ **WHS** - Work Health and Safety. Can also be referred to as Occupational Health and Safety (OHS).
- ◆ **Work Health and Safety Management**

System (WHSMS) - A strategic document that details an organisation's approach to health and safety management.

- ◆ **Worker** - Employees, contractors, sub-contractors (and their employees), labour hire employees, outworkers, apprentices, trainees, work experience students and volunteers.

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1.1.2 Chain of Responsibility (CoR)

Chain of Responsibility (CoR) is a category of laws that apply to everyone involved in the transport and logistics industry.

Safety in the workplace is a shared responsibility and CoR was introduced as a way of recognising this. CoR aims to keep everyone in the supply chain accountable for their actions. The **supply chain** includes anyone involved in the sending and/or receiving of goods using a heavy vehicle.



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1.1.2 Chain of Responsibility (CoR)

For example, if it is found that a driver broke the law because poor scheduling put them under significant pressure, it is not just the driver who will be accountable, but also people involved in the scheduling of vehicles.

Everyone in the supply chain has a responsibility to minimise the potential for harm in the workplace so far as is reasonably practicable. This concept is consistent with other Australian WHS legislation.



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1.1.2 Chain of Responsibility (CoR)

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1.1.3 The Heavy Vehicle National Law (HVNL)

The Heavy Vehicle National Law (HVNL) applies to all parties considered to be part of the supply chain. The law is intended to:

- ◆ Promote public safety.
- ◆ Manage the impact of heavy vehicles on the environment, road infrastructure and public amenity.
- ◆ Promote industry productivity and efficiency in the road transport of goods and passengers by heavy vehicles.
- ◆ Encourage and promote productive, efficient, innovative and safe business practices.



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1.1.3 The Heavy Vehicle National Law (HVNL)

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1.1.3 The Heavy Vehicle National Law (HVNL)

The HVNL has been implemented in the Australian Capital Territory, New South Wales, Queensland, South Australia, Tasmania and Victoria. Vehicles travelling within these states must abide by the law, even if they are from Western Australia, or the Northern Territory where the HVNL has not yet been adopted.



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1.1.3 The Heavy Vehicle National Law (HVNL)

Although the HVNL intends to standardise the use of heavy vehicles on Australian roads, Australian roads are primarily managed by each individual state/territory. This is because road networks of different regions can be quite different in density, primary usage and condition.



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1.1.3 The Heavy Vehicle National Law (HVNL)

TLIF0014

For this reason, the HVNL has been adapted to suit the context of each state and territory that has adopted it.

If you need to understand the specifics of the HVNL and how it applies within a state or territory you work in, then you should contact your states relevant road authority.



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1.1.3.1 The National Heavy Vehicle Regulator (NHVR)

A regulator is an established body responsible for overseeing and enforcing the laws of a particular industry.

In the heavy vehicle sector this is the National Heavy Vehicle Regulator (NHVR).

This means that the HVNL is enforced by the NHVR.



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1.1.3.1 The National Heavy Vehicle Regulator (NHVR)

NHVR does this by:

- ◆ Identifying the causes of unsafe work practices.
- ◆ Holding parties accountable for unsafe business practices.
- ◆ Consulting with drivers and other parties working in the supply chain.
- ◆ Promoting the HVNL.

For the most part, the NHVR investigates parties and procedures that put significant pressure on drivers. This is because it is known that most on-road offences are caused by off-road actions or attitudes.



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THIRTEEN

Section 1 Review Questions

1. Who has a responsibility to minimise the potential for harm in the workplace so far as is reasonably practicable?



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THIRTEEN

Section 1 Review Questions



1. Who has a responsibility to minimise the potential for harm in the workplace so far as is reasonably practicable?

Everyone in the supply chain.

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THIRTEEN

Section 1 Review Questions

2. If a vehicle registered in Western Australia is travelling through New South Wales, is the driver required to follow HVNL?



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THEORY

Section 1 Review Questions

2. If a vehicle registered in Western Australia is travelling through New South Wales, is the driver required to follow HVNL?

Yes.



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