



ALC to Target Compliance in the Tanker Industry with Development of new Safety Code

The Australian Logistics Council, the peak industry body for the freight logistics industry, is establishing a specialised tanker code as part of the ALC National Logistics Safety Code of Practice (NLSC) to enable supply chain participants to manage their Chain of Responsibility obligations.

“Chain of Responsibility effectively means all parties in the supply chain are required to implement positive actions to prevent breaches of the law - it applies to all employees of an organisation, including management and possibly board directors,” said Michael Kilgariff, ALC Managing Director.

“ALC has been actively adding industry-specific codes to the NLSC and it is timely we establish a dedicated tanker code to measure and improve Chain of Responsibility compliance in the heavy vehicle tanker industry.

“The tragic events on Mona Vale Road in Sydney involving a Cootes tanker have reinforced the need to develop a dedicated tanker code, incorporating all parts of the supply chain.

McAleese, the owner of Cootes Transport, has lodged an application for corporate membership of ALC and has indicated a desire to be a foundation member of the new tanker code.

“We are committed to continuously improving the Cootes Transport business in relation to safety and compliance. As part of this commitment, we will be working closely with the ALC and our industry counterparts to develop comprehensive guidelines for those involved in the transportation of liquid fuels. These guidelines will eventually form part of the ALC National Logistics Safety Code,” McAleese Group CEO and Managing Director, Paul Garaty said.

“ALC will work with all parts of the tanker supply chain to ensure all participants are aware of their responsibilities when they control or influence the movement of liquids and other substances in heavy vehicle tankers,” Mr Kilgariff said.

“The NLSC provides code participants with a clear and equitable alignment of responsibilities for the movement of goods.

“From an industry perspective, compliance with the code should also assist companies to manage their Chain of Responsibility obligations.

“It would also be ALC’s intention to have the tanker code registered by the National Heavy Vehicle Regulator under the Heavy Vehicle National Law.

“This would enable signatories meeting the requirements of the Code to use their compliance as evidence that they were taking all ‘reasonable steps’ to prevent alleged breaches of the law,” he said.

The NLSC applies to the wide range of activities within the supply chain including legal compliance and chain of responsibility, fatigue, safe loads, speed management and equipment.

ALC developed the NLSC to provide sectors of the heavy vehicle industry with a national platform from which they can develop their own industry solutions to best suit their needs while maintaining levels of consistency for all parties whatever the supply chain.

Currently, four established industry codes sit beneath the umbrella of the NLSC - the Retail Logistics Supply Chain Code of Practice, the Coal Seam Gas Logistics Safety Code, the Australian Steel Industry Logistics Safety Code and the Electrical Cable Logistics Safety Code

In addition to these codes, further industry codes are being assessed for suitable partnership with the NLSC. For more information on the NLSC and its constituent codes, visit <http://alcsafety.com.au/>

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