



PICKLES AUCTIONS CHAIN OF RESPONSIBILITY POLICY

1.0 Purpose

Pickles Auctions, being a party in the supply chain has developed a policy and subsequent procedures to be followed, measured, reviewed and modified to ensure ongoing compliance with the National Heavy Vehicle Law and regulations. Pickles Auctions has a duty to maintain and improve a safe working environment for all workers, subcontractors, visitors and any other party that may be affected by our work. The chain of responsibility refers to all parties in the road transport supply chain. This consists of consignor/dispatcher, packer, loader, scheduler, consignee/receiver, manager, as well as the driver and operator. All are responsible for preventing a breach of road transport laws and must take positive and all reasonably practicable steps to prevent a breach of the road transport mass, dimension, loading and work hour's laws.

2.0 Scope

This policy is applicable to all branches and sites under the control of Pickles Auctions. The policy is applicable to all workers, subcontractors and visitors who are in attendance at a Pickles site or branch, who also may be a part of the chain of responsibility.

Definitions:

Chain of Responsibility	Chain of responsibility (CoR) is a policy concept used in Australian transport legislation to place legal obligations on all parties in the transport supply chain or across transport industries generally.
National Heavy Vehicle Law	National Heavy Vehicle Law (NHVL) is the law and regulations that look after vehicles with a gross mass of more than 4.5tonnes.

3.0 Roles and responsibilities of all parties in the supply chain

3.1 Operator, manager, scheduler to ensure

- rosters and schedules do not require drivers to exceed driving hours' regulations or speed limits
- Keep records
- all reasonable steps are taken to ensure drivers do not work while impaired by fatigue or drive in breach of their work or rest options
- vehicles are regularly maintained
- vehicles are not loaded in a way which exceeds mass or dimension limits
- drivers moving freight containers have a valid [Container Weight Declaration](#)
- loads are appropriately restrained with appropriate restraint equipment

3.2 Consignor/consignee must ensure

- loads do not exceed vehicle mass or dimension limits
- goods carried on your behalf are able to be appropriately secured
- operators carrying freight containers have a valid [Container Weight Declaration](#)
- your delivery requirements 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.

Pickles

3.3 Loading manager/ loader/ packer must ensure

- Loading managers, loaders and packers must ensure that loading a fatigue-regulated heavy vehicle will not cause or contribute to the driver driving while impaired by fatigue or in contravention of road transport laws.
- Loading manager responsibility includes:
 - working with other off-road parties to make reasonable arrangements to manage loading/unloading time slots
 - ensuring vehicles are loaded/unloaded as quickly and efficiently as possible
- Loader responsibilities include ensuring a vehicle's load:
 - does not exceed vehicle mass or dimension limits
 - does not cause the vehicle to exceed mass limits
 - is placed in a way so it does not become unstable, move or fall off the vehicle.
- Packer responsibilities include:
 - documentation about the vehicle's load is not false or misleading
 - any goods packed in a freight container do not cause the container's gross weight or safety approval rating to be exceeded (also see [Container Weight Declarations](#)).

3.4 Driver/ Owner responsibilities include

- comply with relevant fatigue management work and rest laws and procedures to implement them
- respond to changes in circumstances (such as delays) and report these to your base (if possible) to implement short-term fatigue management measures
- ensure your vehicle does not exceed mass or dimension limits
- ensure your load is appropriately restrained.
- making sure your drivers are medically fit to drive
- making sure your vehicles are roadworthy and well maintained
- keeping full and accurate records as required by law.

4.0 Roles and responsibilities

4.1 Chief Executive Officer

- Ensure full compliance with the requirements of the policy.
- Review policy with the National Executive.

4.2 Regional managers

- Audit and monitor compliance with this policy.

4.3 Business Unit Managers

- Comply with current legislation, policy and procedures.

4.4 All Workers

- Comply with the requirements of this policy and relevant procedures.

Pickles

4.5 All Subcontractors/ Contractors/ Vendors/ Buyers/Visitors

- Comply with the requirements of this procedure to ensure the highest of standards are followed.
- Will have random audits and inspections undertaken to ensure ongoing compliance.

5.0 Monitoring

In order to continually improve, monitor and measure the policy the following steps will be taken

- train and educate all workers in CoR.
- inform all subcontractors, contractors and stakeholders of their obligations in relation to CoR.
- as required with the Pickles Auctions Work Health and Safety policy objectives and targets conduct random audits on CoR partners.
- issue non-conformance and notice of improvements to non-conforming parties
- communicate CoR requirements via terms and conditions, intranet and inductions.

6.0 Related Documentation

National Heavy Vehicle Law 2014

Chapter 4 vehicle operations mass, dimension and loading

Chapter 5 vehicle operations speeding

Chapter 6 vehicle operations driver fatigue

Work Health and Safety Act and Regulations 2011

Load Restraint Guide 2018

National Transport Commission Road Transport Legislation Compliance and Enforcement bill 2006.



Chris Avramis
Chief Corporate Officer
1 September 2022