



Chain of Responsibility Policy

Chain of Responsibility (CoR) is a nationally legislated program of compliance and enforcement that aims to improve safety and reduce accidents across the road transport industry.

The "Chain of Responsibility" extends legal liability for certain road law offences to all parties who by their actions, inactions or demands exercise control or influence over the entire transport chain. All persons involved in consigning, packing, loading, driving, operating and receiving are covered by this legislation.

Rogers Transport will not knowingly ask or expect any employee or contractor to do anything that is unlawful or that will create a dangerous or potentially dangerous situation.

This policy applies to all Rogers Transport workplaces and other workplaces or situations where employees, contractors or subcontractors may be working or representing Rogers Transport.

Chain of Responsibility is relevant for all areas of Rogers Transport, particularly in the areas that deal with road transport, logistics or the warehousing and distribution supply chain network

The four (4) main elements of the Chain of Responsibility are:

Mass and Dimension Limits

Ensuring that trucks leave our sites within the mass carrying constraints and that the mass is distributed across the truck axles. Also ensuring dimension limits are adhered to.

Speed

Ensure that driver's routes are realistic and safe and that we are not imposing demands that may result in a driver putting themselves or others at risk.

Schedules need to consider the distance that needs to be covered, traffic conditions and delays at receiving sites.

Load Restraint

Ensuring that when our trucks are loaded that the load is adequately secured to the vehicle.

Driver Fatigue

Ensuring that drivers are well rested and are given adequate time to take their scheduled rest breaks. Taking into consideration the number of hours worked.

VEHICLES

Heavy Vehicle Definition: A vehicle is a heavy vehicle if it has a Gross Vehicle Mass (GVM) of more than 4.5 tonnes.

Regulated Heavy Vehicle Definition: A vehicle is a regulated heavy vehicle if it has a Gross Vehicle Mass (GVM) of more than 12 tonnes.

It is a requirement at Rogers Transport that any heavy vehicle consigned to do work for Rogers Transport has the following information verified prior to commencement and is maintained for the duration of that work:

- Vehicle Registration

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Issue Date: 10/01/2022	Approved by: Mauro Soto

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- Appropriate Insurance(s)
- Maintenance up to date
- Fit for purpose
- Appropriate load restraint for task
- Speed Limiter functional - (Regulated Heavy Vehicle)

In order to provide safe, reliable transport services, Rogers Transport understands, and is committed to maintaining safe, reliable and roadworthy vehicles.

This is achieved through a properly planned and executed maintenance program.

This maintenance program includes daily checks of vehicles by drivers, planned servicing, regular roadworthiness inspections, effective fault reporting and rectification, and designated responsibilities.

The procedures are outlined in the Maintenance Manual and are a true account of the maintenance practices of Rogers Transport.

DRIVERS

It is a requirement at Rogers Transport that any Driver engaged to do work for Rogers Transport has the following information verified prior to commencement and is maintained for the duration of that work:

- Appropriate Heavy Vehicle Driver's License
- Medically Fit to Drive
- Fully Inducted
- Trained in CoR requirements.

FATIGUE MANAGEMENT

Fatigue can affect a person's health, reduce performance and productivity, and increase the chance of a workplace accident or road crash.

Rogers Transport and all parties in the supply chain must take reasonable steps to ensure that any risks associated with fatigue are identified, minimised, controlled or eliminated.

Examples include but are not limited to:

- Drivers properly managing their work & rest and not driving if fatigued
- Ensuring trip schedules have sufficient flexibility and are reasonable
- Maintaining effective loading and queuing practices
- Ensuring that commercial arrangements do not incentivise the driver to break the law (e.g. driving excessive hours or speeding to meet deadlines)

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SCHEDULING

Schedulers must take all reasonable steps to ensure the schedule will not cause the vehicle to breach mass limits or cause the driver to exceed the legal speed limit.

Reasonable steps include but are not limited to;

- Consulting the driver or operator prior to finalising the schedule.
- Taking account of the average speed that can be travelled lawfully on scheduled routes.
- Allowing for traffic conditions or other delays in schedule.
- Contingency planning concerning schedule.

MASS LIMITS

Rogers Transport must ensure that any vehicle is loaded in line with the Mass Limits of that vehicle.

Rogers Transport will provide the driver or nominated representative, with all relevant mass information related to the load prior to loading, and in case of pre-loaded vehicles prior to departure.

The driver or nominated representative has the authority to request adjustments to the load if the driver is concerned with the weight of the load.

The gross mass of the load is required to be placed on the vehicle in line with legal axle mass limits.

As all vehicles are different and drivers know their vehicles best the driver is responsible to direct the loader to position the load according to his vehicle axle mass limits.

It is also imperative that mass and dimension limits are adhered to throughout the delivery cycle, i.e. as freight is removed or added to the vehicle in the field, etc.

SPEED MANAGEMENT

Rogers Transport will not pressure, direct or encourage at any time any driver to speed for any reason. Rogers Transport insists on safe work behaviour and speeding will not be tolerated.

Rogers Transport and its transport providers will ensure a robust approach to speed management that can incorporate but is not limited to the following controls:

- Regular consultation with drivers
- Reviewing of driving, work & trip records
- A program to report & monitor (GPS tracking where available or as directed) incidents of speeding, & related risks and hazards
- Training & Information for drivers, staff and parties in the chain of responsibility.
- Regular maintenance of vehicle components that relate to complying with speed limits (speed limiters, speedometer, engine management systems).

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- Remuneration early model that does not incentivise or penalise drivers for or late deliveries.

Rogers Transport Drivers shall:

- always drive at a speed appropriate to the conditions. They will also observe speed restrictions relevant to the vehicle configuration.
- not speed to meet timeslots or designated arrival times.
- when travelling on unfamiliar roads, adjust the speed of the vehicle such that they can stop suddenly in the case of deviations, culverts and other hazards.
- always follow posted signs that provide a guide to the condition and characteristics of the road.
- always reduce speed in wet conditions – drive slowly, even if this results in delays to delivery and pick up schedules.
- descend hills at sign posted truck speed and gear instructions, or in the gear they climbed the hill in.
- always observe the road work speed limits.
- take corners at or below the speed indicated on the advisory sign.
- always observe the speed limit in depots, parking lots, rest areas, customer's premises and work sites.

All vehicles have been fitted with a speed limiter to ensure that the vehicle does not exceed the maximum permitted speed of 100 km/h.

Load Restraint

The safe loading of heavy vehicles is vitally important in preventing injury to people and damage to property. There are also economic benefits to Rogers Transport if the load arrives intact and without damage.

Every load that leaves a Rogers Transport site or customer must be restrained in line with the National Transport Commissions Load Restraint Guide 2018.

The load must be restrained to withstand forces of at least:

- 80% of its weight in the forward direction
- 50% of its weight sideways and rearwards
- 20% of its weight vertically

Rogers Transport position on the type of load restraint for each load channel may differ. However, some standards are universally preferred.

- Certified load restraint curtains
- Certified headboards and sides on rigid vehicles
- Plastic angles not metal angles.
- 2500kg rated web strapping never ropes.

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BREACHING THE POLICY

The Policy sets standards of behaviour expected from everyone who performs work for Rogers Transport. Breaches of this policy may result in disciplinary action up to and including termination of employment. For contractors, it may lead to the immediate termination of a contract. It is expected that suppliers will enforce a similar set of standards with their employees.

Gary Rogers
Managing Director
Rogers Transport

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