



# Chain of Responsibility

## Consignees

### About the Chain of Responsibility (CoR)

Our road laws generally address the actions of drivers and operators, but breaches of these laws are often caused by other parties in the transport supply chain.

The aim of CoR for a heavy vehicle is to make sure everyone in the supply chain actively prevents breaches of the Heavy Vehicle National Law (HVNL). The CoR law also extends to preventing or reducing potential harm or loss (risks) to yourself and others. Managing (controlling) these risks ensures that you always recognise and carefully consider all potential dangers and satisfactorily reduce or avoid them before they occur.

### Who has a responsibility?

Under CoR laws, if you undertake specified functions that exercise, or have the capability of exercising, control or influence over *any* transport task, you are part of the chain of responsibility and have an obligation to ensure compliance with the HVNL.

### What if I have multiple transport tasks?

Everyone in the supply chain has a responsibility to ensure the safety of their transport tasks related to the vehicle. If you carry out *more than one task* in the supply chain, this responsibility will extend to all of the tasks that you carry out. You may therefore, be classified by *multiple roles* in the transport supply chain under the HVNL.

### Your responsibility as a consignee

As a 'party' in the supply chain, with influence over how and when goods are *received*, a consignee has an ongoing responsibility to prevent breaches of fatigue, and speed laws under the HVNL.

As a consignee, you also have an ongoing responsibility to prevent or reduce potential harm or loss (risks) to yourself and others, and to ensure that you don't ask, require or direct activities you know will breach the law.

### Am I carrying out a consignee's transport tasks?

Under the HVNL, you are generally classified as a consignee of goods when you are intended to receive goods after completion of their road transport. However, this does not include a person who merely unloads the goods. You will usually be named and identified as the consignee in the formal documentation for the road transport of the goods.

A consignee may also include such persons known as a customer, receiver, addressee, collector, payee, etc. You can use the *CoR checklist* to confirm whether you are classified as a consignor for road transport using a heavy vehicle under the HVNL.

### Your key responsibilities as a consignee

Some key responsibilities may include ensuring that:

- 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.
- operators carrying freight containers have a verified Container Weight Declaration.

### What are the possible penalties for a breach?

As a consignee, you could be held legally liable for breaches of the HVNL even though you have no direct role in driving or operating a heavy vehicle. If your actions, inactions or demands cause or contribute to an offence, you can be held legally accountable.

Penalties and sanctions can range from formal warnings to court imposed fines and penalties relating to the commercial benefit derived from offences.

## Safety systems and controls

All parties in the supply chain have a responsibility to prevent or reduce potential harm or loss (risks) by ensuring transport-related activities are safe. Under the HVNL, safety systems and controls (such as safe work practices, training and procedures) should be in place to prevent breaches of the HVNL, manage risk and maintain a safe road environment.

This means, as a 'party' in the supply chain, that you can proactively reduce risks related to your transport tasks, rather than only reacting when there is a possible breach of the law.

The following table lists some examples of the effective safety systems and controls you can implement as a consignee to ensure breaches of the HVNL do not occur and that every road user is safe.

### Safety systems and controls – Examples

#### Governance (administration) and review systems

- System of engagement and consultation with all other parties
- System to remedy breaches and take corrective action

#### Fatigue

##### Managing the fatigue of the driver:

- System to ensure the terms of the consignment will not result in, encourage, or provide an incentive to a relevant party to cause the driver to drive whilst fatigued

##### Fatigue management process:

- System to assess the fatigue of the driver
- System to report incidences of driver fatigue to driver's operator/employer
- System to review practices that may cause, encourage or lead to fatigued driving

##### Fatigue assurance procedures:

- System to ensure business practices will not cause the driver to drive whilst fatigued or breach their work/rest hours

#### Speed

##### Speeding assurance procedures:

- System to ensure terms of consignment will not cause the driver to exceed speed limit
- System to ensure demands are not made of the driver that may result in the driver exceeding the speed limit
- System to ensure driver's schedule will not cause the driver to exceed the speed limit

#### Mass, dimension, loading, speed and fatigue

##### Mass, dimension and loading process:

- System to train all parties in the chain regarding their contribution to the safety of the transport activity

##### Mass, dimension, loading assurance procedures:

- System to ensure accuracy of the load weights
- System to ensure compliance with applicable gross and axle weights
- System to ensure the accuracy of load positioning

The examples in the Safety systems and controls table represent *only a selection* of the possible safety systems and controls you can implement as a consignee to ensure breaches of the HVNL do not occur and that every road user is safe.



#### For more information

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