	<b>INGAL CIVIL PRODUCTS / INGAL EPS</b>	
	<b>No: 15.1.1.1</b>	<b>Rev: 1</b>
	<b>CHAIN OF RESPONSIBILITY</b>	

**PURPOSE:** The purpose of this procedure is to ensure freight that is received and dispatched from Ingal site/s does not create an adverse impact on other road users and that the freight is adequately restrained and within legal weight limits.

**OVERVIEW:**

Governments throughout Australia have introduced Chain of Responsibility (COR) laws. The key impact of COR laws is that all parties in a supply chain – not just the transport provider - are equally responsible for ensuring that reasonable steps are taken to properly manage their obligations. Under COR legislation, all parties in the supply chains can be implicated by their actions or inactions.

National Transport Commission (NTC) drafted model legislation which has been implemented by the States. The NTC stated:

"Chain of Responsibility (CoR) legislation extends the general liability for offences to road freight consignors, receivers, packers and loaders. Rather than pursue the 'soft target' on the roadside – truck drivers and operators – authorities can investigate along the supply chain and up and down the corporate chain of command. The days of 'all care and no responsibility' are over.

Breaches are often caused by the actions of others. Under CoR, complying with the law is a shared responsibility. Anybody – not just the driver – who has control over the transport task can be held responsible for breaches of road laws and may be legally liable. CoR is similar to the legal concept of 'duty of care' that underpins Occupational Health & Safety (OH&S) law."

Who are the parties in the supply chain?

Parties in the "Chain of Responsibility" (in addition to the driver) includes:


- **Scheduler:** Anyone who has influence or control over the delivery time
- **Consignee:** Person or company who orders and/or receives the goods
- **Consignor:** Person or company who dispatches the freight
- **Load Manager:** Person who supervises the activities of loaders or unloaders
- **Loader:** Person who loads the goods onto a vehicle
- **Unloader:** Person who unloads the goods off of a vehicle
- **Packer:** Person who packs the goods to be loaded onto a vehicle
- **Driver:** Person who transports the load
- **Operator:** Person who controls or directs operations of a vehicle or fleet
- Owner: Sole or joint owner of a vehicle.

Ingal has a moral & legal responsibility to comply with the COR laws. Ingal shall ensure that all suppliers and contract carriers to Ingal are aware of their "Chain of Responsibility" and are able to comply. Whilst this is Australian based legislation Ingal shall adopt this procedure for all our locations including suppliers (local & international) and customer collections.

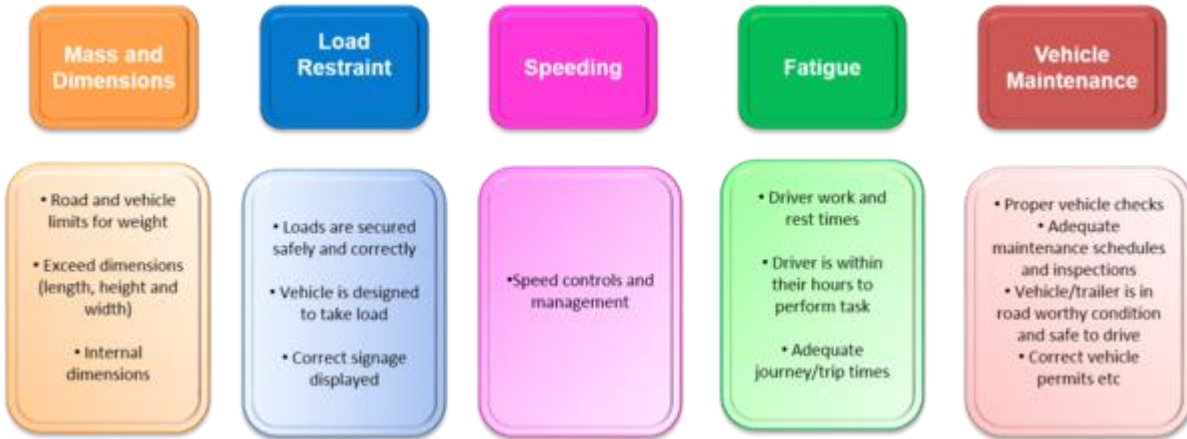
**COMPLIANCE:** It is the policy of Ingal Civil Products for receiving & distribution of its products to be done in the safest way possible for our loaders, receivers, contracted transporters, drivers, and the general public to ensure safety for all within the supply chain. In order to achieve this, the company will:

- Comply with all Chain of Responsibility legislation and regulations
- Train all staff in Chain of Responsibility legislation and requirements.
- Issue procedures for safe loading and unloading, packing of product, load restraints, etc
- Consult with suppliers, vehicle owners, transport business operators, customers, warehouse staff, employees, external agencies and or other groups as deemed necessary.
- Apply the principles of Goal Zero through systematic hazard identification and elimination, and assessment and control activities into all distribution and warehouse processes
- Provide advice and supervision through the induction of visitors and new staff
- Provide resources to meet this commitment to ensure the business achieves the objectives.
- Strictly enforce the following rules at each site:
  1. Sign in and sign out for drivers
  2. Use of PPE
  3. The principle of "Can't See, Can't Load"
  4. Prohibiting anyone being above deck height
  5. In no way require drivers to exceed speed limits, vehicle dimensions, mass limits or driving

Functional Group:	15	Volume:	1	Page 1 of 2
Release Date:	16 <sup>th</sup> Nov 2018			Document Sponsor: Managing Director

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hours.



<b>Authorisation</b>	
<p>_____</p> <p style="text-align: center;">Signature</p> <p style="text-align: center;">John Dignam Managing Director</p>	<p>_____</p> <p style="text-align: center;">Date</p>