

Wagalot Brands Pty Ltd
85B Clifton Grove
Carrum Downs Vic 3201
03 9775 1099
ACN 074403428



Chain of Responsibility Policy

Wagalot is committed to minimise the risk along the Chain of Responsibility associated with freight movements and make sure that the transport companies with which Wagalot cooperates have policies consistent with Chain of Responsibility legislations.

This policy applies to all persons working for or on behalf of Wagalot, in any capacity, including employees, directors, contractors, consultants and any other third-party representative.

Wagalot expects all who have (or seek to have) any business relationship, to familiarise themselves with Wagalot's Chain of Responsibility Policy and to act in a way that is consistent with its values.

Wagalot will only do business with transport organisations who fully comply with this policy, or those who are taking verifiable steps towards compliance.

Chain of Responsibility

The Chain of Responsibility is a concept used in the Heavy Vehicle National Law (HVNL) to place legal obligations on parties in the supply chain of a heavy vehicle.

The legal principle of the Chain of Responsibility is that any party in the chain who has the capacity to influence and control the transport activity is responsible for the safety of transport activities.

Drivers and operators have traditionally been the focus of road laws. However, breaches are often caused by the actions of others. Under Chain of Responsibility, or more commonly referred to as CoR, complying with transport laws is a shared responsibility and all parties in the road transport supply chain are responsible for preventing breaches.

This approach recognises the effects of the actions, inactions and demands of off-the-road parties in the transport chain.

This may be referenced at section 26A & 26B of the HVNL.

The primary reasons for Chain of Responsibility legislation are:

- to improve road safety for drivers of Heavy Vehicles and members of the general public;
- to limit the number and severity of Heavy Vehicle accidents/incidents and in doing so, reduce fatalities and the cost of damaged goods and equipment.
- to establish a uniform code against which compliance can be measured.

Parties and their Duties

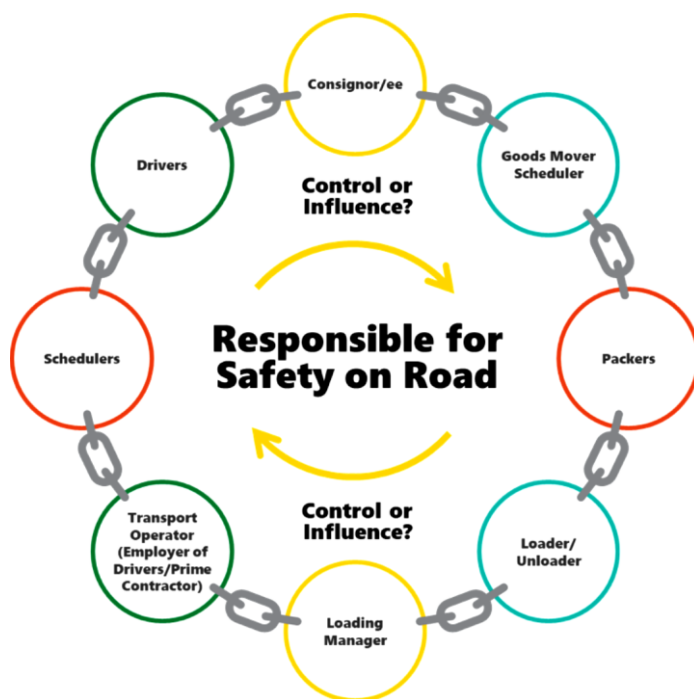
Each person, or party, will have different responsibilities, also referred to as a 'duty', depending on their role.

Chain of Responsibility involves anyone that controls or influences the transportation of goods, this even includes people that are not on the road or in the depot, such as the scheduler who is determining pick-up and delivery dates for various transportations.

Who is in The Chain?

Under the HVNL, a party may include any person who can influence or control the transport chain, such as, but not limited to:

- employers, prime contractors and company directors.
- consignors/senders and consignees/receivers of the goods for transport.
- operators or drivers (including an owner driver).
- schedulers of goods or allocators of drivers.



The Heavy Vehicle National Law

The National Heavy Vehicle Regulator (NHVR) administers one set of laws (the HVNL) for heavy vehicles over 4.5 tonnes gross vehicle mass. The HVNL consists of the Heavy Vehicle National Law and five sets of regulations.

The five HVNL Regulations are:

- Heavy Vehicle (Fatigue Management) National Regulation.
- Heavy Vehicle (General) National Regulation.
- Heavy Vehicle (Mass, Dimension and Loading) National Regulation.
- Heavy Vehicle (Registration) National Regulation.
- Heavy Vehicle (Vehicle Standards) National Regulation.

More information:

<https://www.nhvr.gov.au/law-policies/heavy-vehicle-national-law-and-regulations>