



TruckSafe

Operator Business Rules and Code of Conduct



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1.0 TRUCKSAFE OPERATOR BUSINESS RULES AND CODE OF CONDUCT

1.1 These documents and the TruckSafe Standards, specify the requirements for:

1.1.1 Applying to participate in the TruckSafe Industry Accreditation Program.

1.1.2 The terms and conditions for participation in the TruckSafe Program.

By signing the acceptance form and agreeing to pay the Program Fees as and when they fall due, your organisation agrees to be bound by:

- The key principles of this program of "Safety" and "Professionalism";
- The terms of the Business Rules, and
- The Code of Conduct and the TruckSafe standards.

1.2 Once the Acceptance and Application documents are signed, please return the originals along with your application fee to TruckSafe for review of your application. Copies of these forms will be taken and the original document returned to you upon acceptance.



2.0 TRUCKSAFE DECISION MAKING BODIES AND DEFINITIONS

2.1 The TruckSafe Board

The TruckSafe Board of Directors is an independent body that meets regularly to:

- Approve the development of the TruckSafe four Core Modules and Voluntary Modules.
- Set audit standards and guidelines,
- Approve sanction models and business rules,
- Evaluate auditor performance,
- Oversee the accreditation body (TIAC), and
- Report to the ATA Board of Management on a regular basis.

The Board can be made up of but is not limited to representatives from:

- A Chairperson appointed by the ATA
- Three operator representatives
- An ATA Representative
- Two distribution channel representatives
- An Insurance Representative
- A Community Representative

2.2 TruckSafe Industry Accreditation Council (TIAC)

The TruckSafe Industry Accreditation Council (TIAC) is an independent body that meets regularly for the purposes of:

- Approving applications for accreditation of operators,
- Reviewing and approving audit reports undertaken of the operator's systems,
- Assist in the reviewing of policy and principles of the TruckSafe Program to maintain and enhance the rigor and credibility of the program.

This Council is made up of representatives from:

- Industry
- Government
- Community

2.3 Australian Trucking Association Council & Board of Management

Both bodies review and approve recommendations from the TruckSafe Board of Directors.



2.4 TruckSafe Secretariat

The TruckSafe secretariat is responsible for the day-to-day administration and management of the Program.

2.5 TruckSafe Definitions

2.5.1 **The TruckSafe Board** refers to the independent body responsible for the operation, viability and strategic development of the TruckSafe program and products.

2.5.2 **TruckSafe Industry Accreditation Council (TIAC)** refers to the independent body involved in TruckSafe as described in 2.2.

2.5.3 **TruckSafe Program** refers to all of the accreditation documents relating to the accreditation process and includes: business rules and code of conduct, TruckSafe standards and help kit materials.

2.5.4 **ATA Council** refers to the members that make up the Australian Trucking Association (ATA) and who provide direction on ATA Policies.

2.5.5 **ATA Board of Management (BoM)** refers to the Directors of the ATA who are responsible for all ATA activities.

2.5.6 **TruckSafe Secretariat** refers to the salaried staff and contractors of the ATA responsible for daily management of the TruckSafe Program.

2.5.7 **Core Provider** refers to ATA member organisations authorised to deliver ATA programs.

2.5.8 **Operator** refers to an adult individual, partnership or business entity involved in a trucking operation.

2.5.9 **Accredited Operators** refers to those trucking companies who have successfully achieved their TruckSafe accreditation.

2.5.10 **External Auditor** refers to an independent qualified auditor authorised to conduct entry and compliance audits on behalf of TruckSafe. Such auditors must be qualified and registered with RABQSA as a Heavy Vehicle Auditor under the NHVAA scheme.

2.5.11 **TruckSafe Logo** refers to the registered trademark of the ATA that relates to the TruckSafe Program and can be displayed as outlined in Section 13.

2.5.12 **TruckSafe Vehicle Label** refers to the label or sticker that identifies the TruckSafe accredited operator, as outlined in 13.1.1 and 13.1.2.



2.5.13 **Applicant** refers to the operator making an application for participation in the TruckSafe Program

2.5.14 **Road Transport Law** refers to all law relating to road transport Australia wide.

2.5.15 **TruckSafe Fee** refers to the fees applicable for membership of the TruckSafe program.

3.0 PURPOSE

The purpose of this document is to set out the rules and requirements for operating under the TruckSafe Accreditation Program.

4.0 HOW THE RULES WILL BE AMENDED

The TruckSafe Board of Directors in its sole discretion may amend these rules from time to time. When this occurs, amendments will be forwarded to all TruckSafe accredited operators, along with instructions on how to update documentation.

5.0 INTRODUCTION

5.1 The TruckSafe Accreditation Program is a voluntary program built around four core modules in the areas of:

- Management,
- Maintenance,
- Training,
- Work Place and Driver Health;

And the additional voluntary modules in the areas of:

- Mass Management,
- Fatigue Management.

TruckSafe Accreditation is verified through an external audit process leading to certification by the "TruckSafe Industry Accreditation Council" (TIAC).

5.2 Ongoing compliance to these standards is required to maintain accreditation. This is achieved by Operators conducting internal reviews, quarterly compliance statements as well as successful completion of ongoing external audits.

5.3 Any accreditation of the Operator in other schemes does not exempt participants in the TruckSafe Program from the requirements of the TruckSafe Program or any Road Transport Law.



6.0 ENTRY TO THE PROGRAM

6.1 An Operator may apply for accreditation to the program.

6.2 Other types of entry may include a division of an Operator. An applicant, who is a natural person, must supply the TIAC appropriate proof of identity (POI).

6.3 Applicants must complete and sign the acceptance form and the prescribed application forms and use of trademark form.

6.4 An applicant must nominate the vehicles to be covered under the accreditation, in the equipment details section. This shall include the number and identity of the powered vehicles as well as other pieces of equipment to be included in the TruckSafe Program. Any changes to those details (either through purchase or disposal) must be forwarded to the TruckSafe secretariat within 14 days of the change taking place. This includes the modification of vehicles.

6.5 Applicants must pay a one off Entry Fee, this includes the cost of the Industry Accreditation Kit, Application Fee and 2 x Audits (Entry Audit and 12 months). An Annual Fee will apply at 12 months after entry and annually thereafter. This will replace the current annual Administration fee and the biannual Audit Fee.

6.6 Applicants who successfully complete an entry audit and are subsequently approved by the TIAC are referred to as "Accredited Operators" and are issued with an accreditation letter including an accreditation number, accreditation certificate and ID label/s in accordance with the rules of the program. Accredited Operators are also eligible to display the TruckSafe logo.

6.7 All vehicles included in the application for membership to TruckSafe would normally be vehicles owned by the Operator or division making the application.

In cases where vehicles operate as Operator vehicles, but may be owned by another entity, proof must be supplied to the TIAC to demonstrate that the Operator making the application has full and total control and accepts total responsibility for the following:

- Maintenance of vehicles being carried out in the same way as Operator vehicles.
- Drivers receive appropriate training as required for in the TruckSafe Standards.
- Drivers undergo the TruckSafe medical as required for all Operator drivers.
- Such vehicles are included in all TruckSafe Audits and are managed in accordance with the Business Rules Agreement and Code of Conduct.

6.8 In cases of an application for membership to TruckSafe, where the Operator does not operate powered vehicles, but does operate a fleet of trailing equipment, the Operator must be able to meet the requirements of section 6.7.



7.0 TRUCKSAFE FEE STRUCTURE

The current TruckSafe Fee Structure is displayed on the TruckSafe website:

<http://www.trucksafe.com.au>

The TruckSafe Board reserves the right to amend the TruckSafe schedule of fees at any time. Where an amendment is made all Operators and service providers of the TruckSafe program shall be made aware prior to the implementation of the change.

8.0 CRITERIA FOR ASSESSING APPLICATIONS FOR ACCREDITATION

8.1 The TIAC have the responsibility of ensuring that the integrity of the TruckSafe Accreditation Program is maintained at all times by ensuring that the audit process, including assessment of audit reports and any applications for accreditation, are reviewed and appropriately scrutinised.

8.2 The TIAC will only accredit an Operator if in the opinion of the TIAC, both the following conditions have been met:

- The Operator has appropriate systems in place to meet the TruckSafe Standards, and
- The Operator has agreed to, and complies with, the Business Rules and Code of Conduct.

8.3 In assessing an application for accreditation, the TIAC may use any or all of the following criteria, in deciding whether to approve accreditation, or to approve accreditation, subject to conditions outlined in section 12, or not to approve accreditation:

- External audit report on compliance to the TruckSafe Standards.
- Secretariat analysis of auditors report.
- Operator's recent past history of compliance to Road Transport Law.
- Information obtained from state transport agencies (where applicable).
- Complaints received by the TIAC about the Operator prior to entering the TruckSafe Program.
- Any other information considered by the TIAC to be relevant.

8.4 The TIAC also reserves the right to request the Operator to supply additional information before approving accreditation where, the TIAC has concerns over the Operator's ongoing ability to meet the TruckSafe Standards, conditions of the Business Rules Agreement and Code of Conduct.



9.0 AUDITS

9.1 There are 4 possible types of audits under the TruckSafe program:

Entry Audit
Compliance Audit
Triggered Audit
Random Audit

- **Entry Audit** is the initial audit that is required for a Operator to be accepted as an Accredited Operator under the Program. This audit verifies that a minimum of four weeks records have been kept, training has been conducted and all nominated vehicles have been certified roadworthy by a person qualified and experienced in the inspection and certification of heavy vehicles for roadworthiness. This audit also examines the underlying management controls, including documented policy/procedures and record management systems. It is designed to ensure adequate documented procedures are in place to effectively and consistently meet the required standards and acceptance criteria of the TruckSafe program.
- **Compliance Audits** occur at varying intervals after the entry audit where accreditation is granted. This function is to examine and measure the level of compliance and continuous improvement over a given period of time, normally the period of time since the last audit.
- **Triggered Audits** are audits conducted due to a complaint or other extenuating circumstances. This audit may be a full audit or may only concentrate on a specific standard, criteria or area of the business. These audits may be conducted on minimal or no notice.
- **Random Audits** are similar to a triggered audit and are a means of ensuring and enhancing credibility of the scheme. Where a Operator is subjected to a random audit, advance notice of an audit will be provided.

9.2 Entry Audit

9.2.1 To successfully gain accreditation, an internal review (self audit) must be conducted by the Operator seeking accreditation. Following this the Operator shall request TruckSafe to conduct an entry audit by an external auditor.

9.2.2 Appointment of auditors to conduct any TruckSafe audit is at the discretion of the TruckSafe Secretariat.

9.2.3 Prior to the entry audit being conducted, the Operator must ensure the requirements have been met as set out in the TruckSafe entry audit requirements (see 9.1 (a)).



9.2.4 Training in the areas of vehicle daily checks and fault reporting must also be conducted prior to entry audit. Records must be kept as specified in the Training Standard.

9.2.5 The TIAC reserves the right to use a range of information as detailed in 8.1 in addition to the external audit report in reviewing an accreditation application. If a Operator fails to meet the TIAC criteria for approving accreditation, conditional accreditation may be imposed on the Operator as outlined in section 12.

9.2.6 In addition to the above, the TIAC must be satisfied that the nominated schedule of equipment has been certified roadworthy by a person qualified in the inspection and certification of heavy vehicles for roadworthiness in the state or territory in which the vehicle/s is/are registered.

9.2.7 Upon completion of a successful Entry Audit and TIAC approval accreditation is given.

9.3 Compliance Audit

9.3.1 To maintain accreditation, compliance to the standards and acceptance criteria must be maintained.

9.3.2 A compliance audit may also be in the form of a triggered audit.

9.3.3 The Operator must undergo an initial compliance audit at the TIAC's discretion or at a period not exceeding six months from the initial accreditation date.

A second compliance audit is required at the TIAC's discretion or at a period not exceeding 2 years after the initial compliance audit. After that, an operator is required to undergo further compliance audits at the TIAC's discretion or at a period not exceeding 2 Years from the date of the previous compliance audit.

9.3.4 A compliance audit assesses the effectiveness of the Operator's system by examining and measuring the level of compliance achieved over a given period.

Note: TruckSafe will make all efforts to align the audit dates of other schemes the Operator may also be involved with.

9.3.5 The TIAC may also take into account any information that comes available about the Operator's history of compliance including but not limited to:

- Compliance with Road Transport Law,
- Complaints received about a Operator applying for accreditation.



Note: Costs for the 2 yearly scheduled single site audits will be included in the annual fee. Extra audits requested by the Operator will be at their expense (including travel costs). All fees need to be paid prior to any audits taking place. Non payment of fees may result in suspension of accreditation.

9.3.6 If, after review of the compliance audit report, the TIAC considers an accredited Operator's performance is not satisfactory, the TIAC may decide to:

1. Vary the conditions of accreditation,
2. Terminate or suspend the member's accreditation.

If this course of action is taken the accredited Operator shall be advised of the reasons why and will be provided 28 days to show cause why accreditation should not be terminated or suspended as described in sections 14, 15 and 16.

9.4 Triggered Audits

9.4.1 A triggered audit can be conducted following a complaint or as a result of other circumstances that are brought to the attention of the TIAC as described in section 15 of this agreement.

9.4.2 If, at the conclusion of the triggered audit, the Operator is found not to be complying with the TruckSafe standards and acceptance criteria, or is in contravention of this agreement, sanctions may be applied as described in section 16 of this agreement.

9.4.3 A triggered audit may be conducted on part or all of the TruckSafe standards as directed by the TIAC.

9.4.4 If a Operator is found to have not complied with the TruckSafe Standards, Acceptance criteria, Business Rules Agreement or Code of Conduct during the triggered audit, the cost of this and subsequent audits will be at the Operator's expense.

Note: if an Operator's system is found to be compliant to the standards of TruckSafe after a triggered audit, TruckSafe will meet the auditor's costs.

9.4.5 If, after review of the triggered audit, the TIAC considers an accredited Operator's performance is not satisfactory, the TIAC may decide to terminate or suspend the Operator's accreditation. If this course of action is taken the accredited Operator shall be advised of the reasons why and be provided 28 days to show cause why accreditation should not be terminated or suspended as described under the complaints process in section 15.



9.5 Random Audits

9.5.1 At the request of the TIAC, a random audit may be conducted at any time, for any reason after accreditation has been granted. This audit can be conducted provided a minimum of 3 days notice is given to the Operator and is at no cost to the Operator.

9.5.2 If at the conclusion of the random audit the Operator is found not to be complying with the TruckSafe standards or acceptance criteria, or is in contravention of this agreement, sanctions may be applied as described in section 16 of this agreement.

9.5.3 A random audit may be conducted on the entire or any part of the TruckSafe standards as directed by the TIAC.

9.5.4 If, after review of the random audit, the TIAC considers an accredited Operator's performance is not satisfactory, the TIAC may decide to terminate or suspend the member's accreditation. If this course of action is taken the accredited Operator shall be advised of the reasons why and be provided 28 days to show cause why accreditation should not be terminated or suspended as described under the sanctions process in section 16.

10 RANDOM COMPLIANCE CHECKS

On-road behaviour and on-road performance may be assessed via an exchange of information with an authority and lead to investigations (where applicable). In addition, provisions under this program allow for random on-road spot checks of vehicles, systems or records at depots as appropriate by members of the TIAC, the TruckSafe secretariat or any TruckSafe approved auditor.

11 COMPLIANCE STATEMENTS

As a part of the accreditation standards, accredited Operators are to complete a quarterly compliance statement and retain it as a record. The TIAC reserves the right to request copies of statements be forwarded to the TIAC. Such requests must be actioned without delay.

12 CONDITIONAL ACCREDITATION

12.1 Where the TIAC has concerns about a Operator's ability to meet the ongoing requirements of the TruckSafe Standards or acceptance criteria, it may decide to accept the application for accreditation subject to any or all of the following conditions being met within a nominated time frame as set by the TIAC.



- a) Increased surveillance of the Operator during the conditional period in the following ways:
 - Random Compliance checks
 - Random audit
 - Compliance audits
 - Triggered audits
- b) Require the Operator to send the TIAC quarterly compliance statements.
- c) Request further information from the Operator to verify the standards are being met.
- d) Request further information be obtained by the Operator from state transport agencies and/or the relevant state police department to verify on road performance and on road behavior record.
- e) Require a random audit be conducted within a certain period of time at no additional cost to the Operator.
- f) Restrict use of TruckSafe logo and ID Labels until the conditional period has expired or until the TIAC is satisfied the Operator can meet the TruckSafe Standards, acceptance criteria and terms of the Business Rules Agreement and Code of Conduct.
- g) Decide to refuse conditional accreditation to the TruckSafe Program at any stage during conditional accreditation and terminate the Operator's application for accreditation. All monies paid up to that date are ineligible for refund.
- h) Any other condition considered by the TIAC to be appropriate.

13 IDENTIFICATION OF ACCREDITED VEHICLES

13.1 All accredited Operators can display the TruckSafe Identification (ID) labels on all vehicles (hauling and trailing) covered under the scope of the Operator's accreditation. The labels are to remain legible and are to be affixed to the vehicle in the following locations:

- Powered vehicles (e.g. trucks and prime movers) Right Hand (RH) side quarter glass or window or in some other prominent position on the drivers side of the cabin.
- Other vehicles (e.g. trailers and dollies) – as close as possible to the Number Plate at the rear of the vehicle.

13.2 The TruckSafe logo may also be displayed on vehicles, stationery, uniforms and promotional advertising material.



Note: The TruckSafe logo is a registered trademark and unauthorised use, or misuse, is prohibited.

13.3 Accredited Operators may only display the TruckSafe vehicle labels as supplied and authorised by the TIAC or the TruckSafe secretariat. Unauthorised use of the TruckSafe trademark constitutes an infringement of trademark and may result in legal action.

13.4 If accreditation is terminated or suspended for any reason, ALL use of the TruckSafe logo or ID label must cease immediately. Upon termination or suspension the Operator must provide written advice that all identification items, including vehicle ID labels and reference on stationary etc, have been removed from use and or destroyed. The Operator must return the accreditation certificate and the letter of accreditation to the TruckSafe secretariat.

13.5 An accredited Operator is required to be able to account for all official vehicle ID labels issued. Operators falsely claiming accreditation through the use of the logo or other means may be subject to legal action. Accredited Operators must inform the TruckSafe secretariat immediately when they become aware of any unauthorised use of the TruckSafe logos, ID labels or name.

14 MAINTAINING ACCREDITATION

14.1 The maintenance of accreditation is dependent upon the accredited Operator's history of compliance, not only with the terms and conditions of the program, but also with all aspects of Road Transport Law.

14.2 Performance is monitored by:

- Compliance Audits
- Complaint investigation
- Random Compliance Checks
- Random Audits
- Triggered Audits
- Exchange of information between road authorities and TruckSafe, the TIAC and TruckSafe secretariat (where applicable).

15 COMPLAINT INVESTIGATION

15.1 In order to maintain accreditation, the Operator consents to the TIAC using information reported to it for the purpose of substantiating a complaint that has been made. The information will not be used by the TIAC to identify any individual and is limited to substantiating complaints against the registered owner of the vehicle(s).

15.2 Where information received suggests that there is reasonable suspicion that a Operator is acting contrary to the TruckSafe standards or this Agreement or the



Code of Conduct, the TIAC may direct, at its discretion, a triggered audit to be conducted.

15.3 The TIAC has the right to investigate complaints received, however it reserves the right not to investigate or respond to mischievous or anonymous complaints.

15.4 Without in any way limiting its discretion, the TIAC may take any or all of the following actions:

- Investigate complaints without informing the Operator.
- Request an explanation from a Operator to substantiate or refute a complaint.
- Request the Operator show cause why a partial or full Triggered Audit should not be conducted.
- Request the Operator show cause why accreditation conditions should not be altered.
- Alter accreditation conditions (i.e. period between compliance audits)
- Request the Operator show cause why accreditation should not be suspended or terminated.
- Immediate termination.

15.5 If, in the opinion of the TIAC, the accredited Operator fails to show just cause, then the TIAC will advise the Operator within 14 days that accreditation is terminated or suspended.

16 SANCTIONS

16.1 When determining the sanction to apply to a substantiated non-compliance, consideration will be given to the severity of the case and any mitigating circumstances.

16.2 Sanctions that may be imposed on an accredited Operator may include any or all of the following:

- Counselling.
- Written warning notice.
- Notice to take remedial action within a specified period.
- Variation on terms or conditions of accreditation.
- Require the Operator to send to the TIAC quarterly compliance statements.
- Request further information from the Operator to verify the standards are being met.
- Request further information be obtained by the Operator, from state transport agencies and/or the relevant state police department to verify on road performance and on road behavior record (where applicable)
- Require a random audit be conducted within a certain period of time at no additional cost to the Operator



- Restrict use of the TruckSafe logo and ID Labels until a conditional period has expired or until the TIAC is satisfied the Operator can meet the TruckSafe Standards, acceptance criteria, terms of the Business Rules Agreement and Code of Conduct.
- Decide to refuse continued membership to the TruckSafe Program at any stage during conditional accreditation and terminate the Operator's application for accreditation. All monies paid up to that date are not eligible for refund.
- Show cause why accreditation should not be suspended.
- Show cause why accreditation should not be cancelled.
- Immediate suspension or cancellation of accreditation.

16.3 All show cause notices must be responded to within 28 days from date of postage.

16.4 The TIAC will consider all information provided and make a decision.

16.5 The Operator will be notified in writing of the TIAC's decision within 14 days of receiving the Operator's reply to a show cause notice. The Operator has the right of appeal to the TruckSafe Board who in turn will report its findings back to the TIAC.

16.6 Any sanction imposed by the TIAC is in addition to any penalties incurred for the breach of Road Transport Law.

16.7 Providing false or misleading information may be in breach of law and may be grounds for cancellation of accreditation.

17 TERMINATIONS or SUSPENSION

17.1 Termination or suspension can result from the following circumstances:

- Failure to meet the TruckSafe Standards or acceptance criteria at either compliance, triggered or random audit.
- Failure to meet random compliance checks or requirements.
- Contravention of Road Transport Law, but not limited to, any State or Territory motor traffic legislation.
- Breach of any of the terms of this Agreement or the Code of Conduct.

17.2 The Operator acknowledges that upon termination or suspension of TruckSafe accreditation, the TIAC reserves the right to notify state and federal government departments and road transport authorities.

17.3 This may be done in writing or by public notice of the suspension or proposed termination.



Note: While an Operator is suspended from the accreditation program, whether the suspension is a result of a request by the Operator for voluntary suspension or the result of a TIAC imposed sanction, the Operator's status within the database will be maintained and will therefore continue to be charged annual fees during the period of suspension.

18 APPEALS

If an accredited Operator wishes to contest a decision made by the TIAC, in reference to sections 15, 16 and 17 they must lodge an appeal to the TruckSafe Board within 28 days of notification from the TIAC. Sanctions will remain in place until the TIAC is satisfied with the Operator's response and course of action.

19 EXIT

19.1 An accredited Operator may leave the program or give up membership at any time.

This shall require the Operator to:

- Advise the TruckSafe secretariat in writing that they wish to do so.
- Destroy/remove all identification items within 14 days and advise the TruckSafe secretariat accordingly.

19.2 Any Operator electing to withdraw from the scheme at any time after signing this agreement is **not** entitled to a refund of fees paid.

19.3 Where a Operator requires to exit from the program the Operator remains liable for all outstanding fees and charges up to and including the date of receipt of written notification of withdrawal to TruckSafe and shall remain liable until all debts are cleared.

ATTACHMENT A



Roadworthiness

1. All vehicles operated by the accredited operator must be maintained in a safe and roadworthy condition, as outlined in the TruckSafe standards and vehicle standards regulations.

Regulations

2. All vehicles are to be maintained in compliance with the appropriate Australian Design Rules (ADR).
3. No driver shall be required to drive an unsafe vehicle at any time.

Driver Health

4. All drivers are to participate in the health screening program, as detailed in the standards.
5. Drivers identified as 'Not Fit to Drive' must not be allowed to continue driving.
6. Drivers identified as 'Not Fit to Drive' should be given, where possible, alternative duties and afforded support and assistance with their rehabilitation.

Training

7. The accredited operator must maintain a commitment to ongoing training, as outlined in the standards.

Management

8. The accredited operator must conduct all business in a safe, professional and legal manner.

9. The accredited operator must ensure its relevant state's occupational health and safety requirements are met and maintained as required by law.
10. Drivers must be afforded sufficient time to conduct trips in a legal, compliant and safe manner.
11. Vehicle speed limiters shall be maintained to the legal requirement as specified by the ADR and must in no way be tampered with.
12. Vehicles shall not, in any manner, be knowingly overloaded.
13. Prime contractors must not, by their actions or requirements, force or in any way induce subcontractors to break the law.

Driver Specific

14. Drivers must at all times obey road transport laws.
15. Drivers must obey the applicable 'driving hours' legislation specific to their state/s of operation and take all reasonable steps to manage their fatigue. They should not drive with high levels of fatigue.
16. Drivers must practice and maintain safe load restraint practices.
17. As the ambassadors of the road transport industry, drivers shall operate their vehicles in a safe and professional manner, with consideration for all other road users.
18. Drivers agree to notify their employer or operator immediately should the status or conditions of their driver's license change in any way.
19. Drivers must notify their employer if they are not fit for duty prior to commencing their shift.



TruckSafe is the trucking industry's business and safety management solution. For more information contact TruckSafe on 02 6253 6900 or at www.trucksafe.com.au



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