

Near Miss & Incident Identification Statement

ABOUT THE CHAIN OF RESPONSIBILITY (CoR) INCIDENTS

The Heavy Vehicle National Law (also known as CoR) extends the general liability for offences to road freight consignors, consignees, packers and loaders, through a prime duty model. Rather than pursue individual truck drivers on the roadside, authorities can investigate along the supply chain and up and down the corporate chain of command. This includes other functions such as Executives, loading managers, and any other party which may form part of the transport task if they control an element that may inflict a risk to the transport task, as they fall within the bounds of acting for or on behalf of a consignor/consignee.

Parties in the Chain of Responsibility must build a culture of reporting near misses and incidents. This includes having robust incident reporting systems and procedures in place to ensure compliance with the Heavy Vehicle National Law.

Under the guidance of the Heavy Vehicle National Law, a near miss is not an incident avoided but an incident in and of itself.

SCOPE

This policy forms part of the Green Earth Logistics HVNL and CoR compliance strategy. It applies to Green Earth Logistics Workers ensuring they are externally trained and understand the CoR requirements for the transport tasks they conduct within our organisation.

INCIDENT REPORTING AND DEFINITION STRUCTURE

Definition of a near miss

A near miss is an unplanned event that did not result in an injury, illness, damage or regulatory breach but had the potential to do so. Only a fortunate break in the chain of events has prevented the injury, fatality, damage or regulatory breach from occurring.

Definition of an incident

An incident is an unplanned event that did result in an injury, illness, damage or regulatory breach. An element in the chain of events has given rise to an injury, fatality, damage or regulatory breach to occur.

POLICY

In the unfortunate event of an incident or near miss occurring, It is the policy of Green Earth Logistics that all workers report the incident into a risk management reporting system within a business day to avoid the loss of information critical to how the incident occurred.

REPORTING AN INCIDENT THAT HAS OCCURRED

1. All workers and contractors of Green Earth Logistics must alert and report the incidence of a near miss or incident at the earliest opportunity.
2. The particulars of the incident must be clearly articulated to Green Earth Logistics, which may include;
 - a. The person reporting the incident;
 - b. The person involved in the incident;
 - c. The place in which the incident occurred;
 - d. How the incident may have occurred;
 - e. Witnesses to the incident that occurred;
 - f. Vehicles involved in the incident and their registration details;
 - g. Any medical personnel involved at the incident or assisting post-incident; and
 - h. Any insurance details that are required for the purposes of the incident.
3. The participants will be required to assist in the development of the root cause of the incident to help ensure an incident of the same or similar nature does not occur in the future.

External risk management providers may be used to assist Green Earth Logistics with its reporting and compliance structure. This is to strengthen Green Earth Logistics' ability to prevent incidents in its operational activities.

RESPONSIBILITIES

1. It is the responsibility of employees and/or contractors (including owner-drivers) to comply with this policy.
2. Office-based staff should ensure that any potential near miss or incident is recorded.

Doc No.	Issue Date:	Version	Revision Date:	Writer:	Authorised by:	Page
INS-d-03	1/02/2023	V1	3/02/2023	Compliance Team	GM	1 of 1
Reason for Revision:						

Uncontrolled when printed – Document printed 1/02/2023 12:49 PM

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