



**Accolade
Wines**

Heavy Vehicle Chain of Responsibility Code of Conduct

Vintage 2018



Accolade
Wines

Accolade Wines Australia Limited
ABN 86 008 273 907

Chain of Responsibility

Accolade Wines is committed to working with the wine industry, police forces and the National Heavy Vehicle Regulator to proactively engage in the practical management of heavy vehicle Mass, Speed, Fatigue, Dimension, Load Restraint and Roadworthiness in relation to the National Heavy Vehicle Law and Chain of Responsibility (CoR).

To support this common goal, and as a key member of the supply chain, Accolade Wines has adopted this Code of Conduct in support of its Chain of Responsibility Management Standard.



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1. Introduction

All parties identified in the Accolade Wines Chain of Responsibility Standard are obliged to take all reasonable steps to prevent a breach of the National Heavy Vehicle Law (HVNL). The HVNL details the action, inaction or demands that can influence breaches of road transport laws and it specifies the roles and responsibilities of:

- Consignors (the Grower who sends grapes to Accolade Wines)
- Consignee (Accolade Wines who receives the grapes)
- Packers
- Loaders (Harvesters)
- Loading Managers
- Heavy Vehicle Operator (Carrier)
- Schedulers
- Managers/Directors
- Responsible Persons (Corporate entities, Drivers)

All parties are liable for the conduct of their employees, subcontractors and agents. Executive Officers (Directors and managers) may be held liable for any breaches committed by their corporation.

All parties involved (directly or indirectly) may be guilty of an offence if they engage in conduct that results in or is likely to result in inducing or rewarding a breach of the following offences.

- Heavy Vehicle Mass, Dimension and Load Restraint safety management
- Speed, and Fatigue safety management
- Roadworthiness safety management

Accolade Wines as consignee has a responsibility to comply with the Heavy Vehicle National Law Chain of Responsibilities and will take active steps to meet its road safety and compliance duties. These steps include (but are not limited to) ensuring CoR non-conformances/ breaches are:

- investigated and corrective action taken to prevent recurrence
- not encouraged or rewarded (directly or indirectly)
- managed appropriately
- notified to all relevant parties in accordance with this Code of Conduct.

The police and the National Heavy Vehicle Regulator (NHVR) have the power to request and seize grape weighbridge records and other documents relating to speed and fatigue HVNL breaches, to assist in establishing if an offence (or multiple offences) has been committed. Further action may be taken including: improvement notices, prosecutions, resultant fines, court imposed sanctions, unfair commercial benefits and prohibition orders, registration suspension and cancellations. Heavy penalties apply for breaches of the HVNL which apply to individuals, directors and corporations—see www.nhvr.gov.au for more information. These penalties will increase in 2018 to include individual fines to \$300,000 and/or 5 years in gaol with corporate fines to \$3,000,000 (per offence).



This **Code of Conduct** aims to communicate the active steps that Accolade Wines is taking to mitigate the risk of a breach of the HVNL (CoR), also the resultant actions that will be taken when a breach has been detected by Accolade Wines. **Any party unsure of their duties under the HVNL and their CoR duties should seek independent advice specific to their situation role and duties.**

Accolade Wines will employ CoR compliance experts to assist in its risk assessments during the 2018 vintage. The SAPOL Heavy Vehicle Investigations Unit, the NHVR and other state police and road agencies have been advised of Accolade Wines' vintage operations and may attend to conduct compliance checks and road safety assurance in respective states. Accolade Wines welcomes police and regulator safety monitoring and feedback.



THOSE INVOLVED IN THE CHAIN OF RESPONSIBILITY AND THEIR ROLES

Party/Role	Description
Consignors (the Grower who sends grapes to Accolade Wines)	A person named as 'consignor' on transport documentation, or if there is no such person identified, the person who engages a heavy vehicle's operator (directly or indirectly) or has possession of or control over the goods immediately before they are transported by road, or the person who loads or imports goods.
Prime Contractor (Grower)	A person who engages someone to drive a heavy vehicle under a contract. For example, a logistics business that engages a subcontractor to transport goods.
Heavy Vehicle Transport Operator	A person who is responsible for controlling or directing the use of a heavy vehicle, for example a manager of the business that has control over or directs where and when a heavy vehicle travels.
Driver	A driver of a heavy vehicle. Includes a person who is sharing the task of driving during the journey, a person driving under instruction and a person instructing a driver who is under instruction.
Registered Operator	The registered operator in relation to a heavy vehicle is the person recorded in the registrable heavy vehicles register as the person responsible for the heavy vehicle
Scheduler (Grower, Harvester or Accolade Wines)	Any person who schedules transport of any goods or passengers by heavy vehicle, or the work and rest times of drivers. This may extend to include any person who dictates the scheduling (e.g. pick-up, delivery or transit time).
Packer	A person who puts goods into packaging, or assembles packaged goods into outer packaging (even if the packaging is already on a heavy vehicle), or supervises/manages/controls such an activity.
Loader Grower and/or Harvester)	A person who loads goods into a heavy vehicle or container, or loads a container onto a heavy vehicle.
Loading Manager (Grower, Harvester, Accolade Wines)	A person who controls, manages or supervises (directly or indirectly) the loading or unloading of heavy vehicles at a regular loading/unloading premises, or is responsible for the operations of such premises, or has been assigned such responsibilities.
Unloader (Operator, Accolade Wines)	A person who unloads goods out of a heavy vehicle or container, or unloads a container from a heavy vehicle.
Consignee (Accolade Wines who receives the grapes)	A person named as 'consignee' on transport documentation, or who actually receives the goods after their road transport (but does not include a person who merely unloads the goods).
Managers/ Directors	A person who undertakes specified functions that exercise, or have the capability of exercising, control or influence over any business practice of entity or corporation relating to the transport task.



2. Vehicle Mass Safety Management

2.1 'Legal Mass Limits' and 'Higher Mass Limits'

All vehicles entering an Accolade Wines site must declare their '**Legal Allowable Mass Limit**' in tonnes on the accompanying Accolade Wines Grape Delivery Advice (GDA) docket. From the 2019 vintage, the Legal Allowable Mass Limit must also be clearly and legibly displayed on both sides of each heavy vehicle in the combination.

Please Note

Owners of heavy vehicles have been asked to complete an Accolade Wines 'Transport Operator Form'. This data will be used to develop systems to streamline compliance checking once the vehicle arrives at the winery. Failure to provide the information will result in delays at the weighbridge while the information is collected.

Any vehicle claiming Concessional Mass Limits (CML) or Higher Mass Limits (HML) must be currently accredited under the National Heavy Vehicle Accreditation Scheme (NHVAS) satisfying all requirements of the scheme and must display an accreditation label.

Declaring a false and misleading Allowable Mass Limit to Accolade Wines as a responsible person is an offence and offences under the Act will be reported to the regulator. Failure to correctly declare a Heavy Vehicle's Allowable Mass Limit constitutes a 'Substantial' breach of the Accolade Wines CoR Code of Conduct, resulting in the appropriate action being taken.

NOTE: To assist in monitoring compliance, drivers claiming concessional or higher mass limits may be required to provide site representatives with the Operator's (Carrier's) accreditation number and validation. Failure to provide validation of current membership to the scheme will result in the vehicle being treated as operating at General Mass Limits (GML).

2.2 Overloading of Heavy Vehicles

All vehicles entering Accolade Wines' sites will be monitored. Where vehicles are loaded in excess of their 'Legal Allowable Mass Limit' an offence under the Heavy Vehicle (Mass, Dimension and Loading) National Regulation has occurred.

All breaches will be recorded in Accolade Wines' incident reporting system. For a Mass Breach the following will be recorded: mass breach risk category; the gross mass of the vehicle combination in breach; the heavy vehicle registration; names of the Operator (Carrier), Driver, Loader (if known), Harvester (if known), Consignor (Grower); confirmation that a formal Notice has been sent to identified parties.



In the event of an 'Allowable Mass Limit' breach being detected, the following will occur:

MINOR Risk Mass Breaches (overloaded 0.01% to 4.99%):

A warning and notification policy will apply to the following parties:

- Consignor (Grower)
- Loader (Harvester) - if known
- Loading Manager
- Operator (Carrier)
- Driver

A maximum of only three warnings will be given for detected Minor Mass breaches. The Driver, Operator (Carrier) and Consignor (Grower) will be issued with a formal Notice stating the breach is 'Minor'. After the issue of three formal Notices, the heavy vehicle is banned for the remainder of vintage. Application to have the ban lifted for Minor breaches may be reviewed by the Chief Viticulturist.

SUBSTANTIAL Risk Mass Breaches (overloaded 5% to 19.99%):

A warning and notification policy will apply to the following:

- Consignor (Grower)
- Loader (Harvester) - if known
- Loading Manager
- Operator (Carrier)
- Driver

The Heavy Vehicle will be unloaded. The Driver, Operator (Carrier) and Consignor (Grower) will be issued with a formal Notice stating the breach is 'Substantial'. No warnings will be given for detected substantial breaches of mass limits. The heavy vehicle is banned for the remainder of vintage. Application to have the ban lifted for Substantial breaches may be reviewed by the Chief Viticulturist.

SEVERE Risk Mass Breaches (overloaded 20% or greater):

A notification policy will apply to the following:

- Consignor (Grower)
- Loader (Harvester) - if known
- Loading Manager
- Operator (Carrier)
- Driver

The Heavy Vehicle will be unloaded. The Driver, Operator (Carrier) and Consignor (Grower) will be issued with a formal Notice banning the heavy vehicle for the remainder of that vintage. The NHVR may be notified. No application will be accepted for re-instatement of the heavy vehicle for the current vintage by Accolade Wines.



3. Load Restraint Safety Management

It is the responsibility of the Consignor (Grower), Loader (Harvester), Loading Manager, Operator (Carrier), Driver and others having a duty in the Chain to take reasonable steps to ensure loads are appropriately restrained and are within the allowable dimension limits. A useful guide for load restraint is the 'Load Restraint Guide, Second Edition 2004':

[www.ntc.gov.au/Media/Reports/\(E62BE286-4870-ED95-1914-1A70F3250782\).pdf](http://www.ntc.gov.au/Media/Reports/(E62BE286-4870-ED95-1914-1A70F3250782).pdf)

All Consignors (Growers) and other parties have a role and responsibility to ensure contracted parties, including Loaders (Harvesters), Loading Managers and Operators (Carriers), have procedures in place to ensure loading, load restraint and dimension compliance is adhered to under the HVNL. It is the Consignor's (Growers), Loader's (Harvester), Loading Manager's, Operator's (Carriers) and Driver's responsibility to ensure loads are appropriately restrained as per recommended guidelines before leaving any place to commence a journey on a road. Before leaving any place, Consignors (Growers), Loaders (Harvester), Loading Managers and Drivers are required to oversee and inspect loads, securing them appropriately.

Staff at each site will carry out random checks or audits to ensure load restraint guidelines are being adhered to. It is recognised that site staff are not experts in the load restraint and hence compliance monitoring will be limited to:

- Secure fixing of individual bins
- Straps, fasteners, gates or webbing in good condition
- No evidence of grape or liquid spillage over the side of the bins, tipper sides or through the tipper tailgates.

Note: Accolade Wines will employ CoR compliance experts to assist in these risk assessments at its grape receipt locations. The NHVR, police and state regulators may also be present during vintage in South Australia and in other jurisdictions.

Where suspected breaches have occurred, evidence will be taken and a discussion with the driver will follow to clarify the highlighted issue.

All breaches will be recorded in Accolade Wines' incident reporting system. For a Load Restraint Breach the following will be recorded: load restraint breach risk category; the issue (for example, juice was leaking from the tailgate); the heavy vehicle registration; names of the Operator (Carrier), Driver, Loader (if known), Harvester (if known), Consignor (Grower); confirmation that a formal Notice has been sent to identified parties.



In the event of a 'Load Restraint' breach being detected, the following will occur:

MINOR Risk Load Restraint Breach

A warning and notification policy will apply to the following parties:

- Operator (Carrier)
- Driver
- Loader (Harvester) - if known
- Consignor (Grower)

A contravention of a loading requirement applying to a heavy vehicle is a minor risk breach if:

1. the subject matter of the contravention does not involve a loss or shifting of the load; and,
2. had the subject matter of the contravention involved a loss or shifting of the load, the loss or shifting of the load would not have been likely to have involved:
 - (i) an appreciable safety risk; or
 - (ii) an appreciable risk of damage to road infrastructure; or
 - (iii) an appreciable risk of causing an adverse effect on public amenity.

A maximum of only three warnings will be given for detected Minor Load Restraint breaches. The Driver, Operator (Carrier), Loader (Harvester) [if known] and Consignor (Grower) will be issued with a formal Notice stating the breach is 'Minor'. After the issue of three formal Notices the heavy vehicle is banned for the remainder of that vintage. Application to have the ban lifted for Minor breaches will require submission of evidence showing rectification, and these applications may be reviewed by the Chief Viticulturist.

SUBSTANTIAL Risk Load Restraint Breach

A contravention of a loading requirement applying to a heavy vehicle is a substantial risk breach if the subject matter of the contravention involves a loss or shifting of the load that does not involve:

1. an appreciable safety risk; or
2. an appreciable risk of:
 - (i) damage to road infrastructure; or
 - (ii) causing an adverse effect on public amenity.

A contravention of a loading requirement applying to a heavy vehicle is also a substantial risk breach if:

1. the subject matter of the contravention does not involve a loss or shifting of the load; and
2. had the subject matter of the contravention involved a loss or shifting of the load, the loss or shifting of the load would have been likely to have involved:
 - (i) an appreciable safety risk; or
 - (ii) an appreciable risk of:
 - (a) damage to road infrastructure; or
 - (b) causing an adverse effect on public amenity.

The Driver, Operator (Carrier), Loader (Harvester) [if known] and Consignor (Grower) will be issued with a formal Notice stating the breach is 'Substantial'. No warnings will be given for detected Substantial breaches of Load Restraint requirements. The heavy vehicle is banned for the remainder of vintage. Application to have the ban lifted for Substantial breaches will require submission of evidence showing rectification, and these applications may be reviewed by the Chief Viticulturist.



SEVERE Risk Load Restraint Breach

A contravention of a loading requirement applying to a heavy vehicle is a severe risk breach if the subject matter of the contravention involves a loss or shifting of the vehicle's load that involves:

1. an appreciable safety risk; or
2. an appreciable risk of:
 - (i) damage to road infrastructure; or
 - (ii) causing an adverse effect on public amenity

The Heavy Vehicle will be unloaded. The Driver, Consignor (Grower), Loader (Harvester) [if known] and Operator (Carrier) will be issued a formal Notice banning the heavy vehicle for the remainder of vintage. The NHVR may be notified. Applications for re-instatement may be reviewed by the Chief Viticulturist and will only be accepted for review if sufficient and satisfactory evidence is supplied detailing rectifications and corrective action taken to prevent further breaches (for example, replacement of tailgate seals if faulty seals were the cause of a juice leak).

Leaking juice from the tailgate or other areas will be classed as a SEVERE Risk Load Restraint Breach



4. Dimension Safety Management

Dimension offences are determined as follows:

- For unladen vehicles and combinations, breaches of dimension limits (breach is not caused by a load) are individual offences. They are not categorised offences.
- For laden vehicles and combinations, breaches of dimension limits that are caused by the load are categorised, in the following table.

In the event of an 'Allowable Dimension Limit' breach being detected, the following will occur:

MINOR Risk Dimension Breach

A contravention of a dimension requirement applying to a heavy vehicle is a minor risk breach if the subject matter of the contravention is less than the substantial risk breach lower limit for the requirement.

- **Overall width**
Category Applies to overall width offences where the breach is caused by the load
Minor Risk Breach = Up to 39mm over the maximum permissible width limit.
- **Projecting loads**
Category Applies to loads that project from one or both sides of a vehicle where the breach is caused by the load
Minor Risk Breach = Up to 39mm over the maximum permissible width/projection limit
- **Overall height**
Category Applies to the overall height breaches where the breach is caused by the load
Minor Risk Breach = Up to 149mm over the maximum permissible height limit
- **Overall length**
Category Applies to overall length breaches where the breach is caused by the load
Minor Risk Breach. = Up to 349mm over the maximum permissible length limit
- **Rear overhang**
Category Applies to rear overhang breaches where the breach is caused by the load
Minor Risk Breach. = Up to 349mm over the maximum permissible rear overhang limit

A maximum of only three warnings will be given for detected Minor Dimension breaches. The Driver, Operator (Carrier), Loader (Harvester) [if known] and Consignor (Grower) will be issued with a formal Notice stating the breach is 'Minor'. After the issue of three formal Notices the heavy vehicle is banned for the remainder of vintage. Application to have the ban lifted for Minor breaches may be reviewed by the Chief Viticulturist.



SUBSTANTIAL Risk Dimension Breach

A contravention of a dimension requirement applying to a heavy vehicle is a Substantial Risk breach if the subject matter of the contravention is more than the Minor Risk Breach limit and less than the Severe Risk Breach lower limit for the requirement.

- **Overall width**
Category Applies to overall width offences where the breach is caused by the load
Substantial 40mm up to 79mm over the maximum permissible width limit
- **Projecting loads**
Category Applies to loads that project from one or both sides of a vehicle where the breach is caused by the load
Substantial 40mm up to 79mm over the maximum permissible width/projection limit
- **Overall height**
Category Applies to the overall height breaches where the breach is caused by the load
Substantial 150mm up to 299mm over the maximum permissible height limit
- **Overall length**
Category Applies to overall length breaches where the breach is caused by the load
Substantial 350mm up to 599mm over the maximum permissible length limit
- **Rear overhang**
Category Applies to rear overhang breaches where the breach is caused by the load
Substantial 350mm up to 599mm over the maximum permissible rear overhang limit

The Driver, Operator (Carrier), Loader (Harvester if known) and Consignor (Grower) will be issued with a formal Notice stating the breach is 'Substantial'. No warnings will be given for detected Substantial breaches of Dimension limits. The heavy vehicle is banned for the remainder of vintage. Application to have the ban lifted for substantial breaches may be reviewed by the Chief Viticulturist.

SEVERE Risk Dimension Breach

A contravention of a dimension requirement applying to a heavy vehicle is a Severe Risk breach if the subject matter of the contravention is more than the Substantial Risk Breach limit for the requirement.

- **Overall width**
Category Applies to overall width offences where the breach is caused by the load
Severe 80mm or more over the maximum permissible width limit
- **Projecting loads**
Category Applies to loads that project from one or both sides of a vehicle where the breach is caused by the load
Severe 80mm or more over the maximum permissible width/projection limit
- **Overall height**
Category Applies to the overall height breaches where the breach is caused by the load
Severe 300mm or more over the maximum permissible height limit
- **Overall length**
Category Applies to overall length breaches where the breach is caused by the load
Severe 600mm or more over the maximum permissible length limit
- **Rear overhang**
Category Applies to rear overhang breaches where the breach is caused by the load
Severe 600mm or more over the maximum permissible rear overhang limit



The heavy vehicle's load must be adjusted or be unloaded. The Driver, Loader (if known), Operator (Carrier) and Consignor (Grower) will be issued a formal Notice of heavy vehicle BAN for remainder of vintage. NHVR may be notified. No application will be accepted for re-instatement of the heavy vehicle for the current vintage by Accolade Wines.

Dangerous projections taken to be contravention of dimension requirement

1. If a heavy vehicle's load projects in a way that is dangerous to persons or property even if all dimension requirements, and all warning and other requirements prescribed by the national regulations, are met:
2. The projection of the load is taken to be—
 - (a) contravention of a dimension requirement; and
 - (b) is a minor risk breach of that requirement unless: (3) below applies.
3. The projection of the load is taken to be—
 - (a) contravention of a dimension requirement; and
 - (b) is a substantial risk breach of that requirement if the contravention happens—
at *night*; or (ii) *in hazardous weather conditions* causing reduced visibility.

The heavy vehicle's load must be adjusted or be unloaded. The Driver, Operator (Carrier), Loader (if known) and Consignor (Grower) will be issued a formal Notice banning the heavy vehicle for the remainder of that vintage. NHVR may be notified. No application will be accepted for re-instatement of the heavy vehicle for the current vintage by Accolade Wines.



5. Speed and Fatigue Safety Management

A Consignor (Grower) could be held legally responsible where by an expressed or implied condition of employment of someone requires them to breach speed limits or operating hours. In completing a job, Consignee (Accolade) will not (directly or indirectly) require nor intend to reward a vehicle transporting a load to or from a site to breach or exceed:

- Speed limits
- Safe operating speeds
- Driver operating hours

The Consignee (Accolade) will take due consideration of these factors when liaising with all CoR parties when scheduling grapes to be delivered.

Where the potential for a breach is identified, it is the responsibility of the Driver and Operator (Carrier) to notify the Consignee (Accolade) at the earliest possible convenience. A representative of the Consignee (Accolade) will then work with all parties involved to ensure that a safe alternative is put in place that ensures a breach does not occur.

Heavy Vehicle Transport companies (Operators) must have trained and competent persons to manage and administer fatigue management of drivers. Additionally, it is expected that a process be in place to manage the use of drugs, alcohol and prescription drugs in the workplace, and that this be appropriately managed and documented. Depending on the relevant scheme or process/system employed, it is expected that appropriate and correct documentation will be maintained by the Operator or relevant Record Keeper to satisfy CoR requirements.

The Consignee (Accolade) will routinely monitor for signs of fatigue in drivers coming on to site. Where a Driver is deemed by a site representative to be affected by fatigue to the point of placing the Driver and others at risk, the Driver through their employer will be required to rest until adequately recovered. The vehicle will not be unloaded until appropriate rest has been obtained and the Driver able to safely perform their duties or the Driver is replaced.

Where any compliance monitoring processes identify any speeding, scheduling discrepancy or fatigue incident or where any speeding, scheduling discrepancy or fatigue incident is otherwise notified or becomes known to Accolade Wines or any Subcontractor, this must be recorded in Accolade Wines' incident reporting system.

Accolade Wines as Consignor and Loading Manager at its wineries has a responsibility to manage driver speed and fatigue. Accolade Wines as the Loading Manager of goods (grapes) in heavy vehicles must take all reasonable steps to ensure the arrangements for unloading goods from fatigue-regulated heavy vehicles at the winery will not cause the driver of a fatigue-regulated heavy vehicle to:

- (a) drive while impaired by fatigue; or
- (b) drive while in breach of the driver's work and rest hours option; or
- (c) drive in breach of another law to avoid driving while impaired by fatigue or while in breach of the driver's work and rest hours option.

Apart from other fatigue management duties, it is essential that unloading of goods (grapes) happens at the agreed booked time slot, not before and not after.



1. Accolade Wines as a loading manager for goods in a fatigue-regulated heavy vehicle, or a person acting under the loading manager's supervision or control:
 - (a) Will advise the vehicle's driver, either directly or indirectly, of when the unloading of goods (grapes) from the vehicle is to start, and the loading manager or person becomes aware the unloading will, or is likely to, start more than 30 minutes late; or
 - (b) will advise the vehicle's driver, either directly or indirectly, of when the unloading of goods from the vehicle is to finish, when the loading manager or person becomes aware the unloading will, or is likely to, finish more than 30 minutes late; or
 - (c) is unable to advise the vehicle's driver of when the loading of goods onto or unloading of goods from the vehicle is to start.
 - (d) is unable to advise the vehicle's driver of when the loading of goods onto or unloading of goods from the vehicle is to finish.
2. The loading manager must take all reasonable steps to ensure the driver is able to rest while waiting for the goods to be unloaded from the fatigue-regulated heavy vehicle.

If arriving early at the winery

It is essential that Accolade Wines and its supply chain partners adhere to booked unloading time slots and do not attempt to enter the Accolade Wines winery early to be unloaded. Early arrivals create a fatigue management risk for other heavy vehicle drivers and also obtain an unfair commercial advantage over others.

A heavy vehicle must not arrive at the winery more than 20 minutes prior to its booked delivery time. If a heavy vehicle does arrive more than 20 minutes early, the arrival will be recorded as a fatigue risk in Accolade Wines' incident reporting system. In addition, the heavy vehicle may not be unloaded and may be turned away. Accolade Wines – in its absolute discretion – may choose to unload a vehicle that has arrived early.

If arriving late at the winery

If any heavy vehicle is reasonably expected by the Consignor (Grower), Loader (Harvester), Operator or Driver to arrive late at the Accolade Wines winery or has been delayed for any reason, the Consignor (Grower), Loader (Harvester), Operator or Driver must inform Accolade Wines or a person acting under the loading manager's supervision or control of the delay and expected time of arrival. All parties must ensure the fatigue of the driver can be managed, and that reasonable steps are taken to unload the vehicle.

Overall Fatigue and Speed Management Requirements

For any detected Speed or Fatigue incident, Accolade Wines will issue a formal Notice to the Driver, Operator (Carrier) and Consignor (Grower). Evidence of steps taken, or countermeasures employed to eliminate further instances will be required to be produced to the Chief Viticulturist. Ongoing failure by any party in the CoR to take reasonable steps to manage the risks relating to speeding and driver fatigue will result in a ban for the remainder of the Vintage. No applications will be accepted by Accolade Wines to have the ban lifted during the 2018 Vintage.



6. Heavy Vehicle Roadworthiness, Safety and Maintenance Management

Unsafe or poorly maintained and operated heavy vehicles pose a greater risk of accident and injury. Poor maintenance and resulting break downs can also place added stress on parties in the Chain of Responsibility in relation to other CoR compliance elements, such as mass (taking increased loads on subsequent journeys to make up for journeys cancelled due to mechanical breakdown), speed and fatigue (seeking to 'make up' for journeys lost due to mechanical breakdown).

Any heavy vehicle/combination used to carry road cargo must be safe and meet all relevant heavy vehicle standards and Australian design rules and be maintained in a roadworthy state. Those responsible for a heavy vehicle must ensure that proper and routine inspections are carried out and any necessary maintenance and repairs are conducted.

Where any of the above compliance monitoring processes identify any discrepancy or maintenance, roadworthiness or heavy vehicle standards incident or where any discrepancy or maintenance, roadworthiness or heavy vehicle standards incident is otherwise notified or becomes known to Accolade Wines or any subcontractor, this must be reported in Accolade Wines CoR incident reporting system.

If Accolade Wines is informed by any means that any heavy vehicle has been identified as being unsafe or has been found to be non-compliant with Safety and Standards requirements, a formal Notice will be issued to the Driver, Operator (Carrier) and Consignor (Grower). The heavy vehicle will be immediately banned from operations until the heavy vehicle is made safe and any non-compliance is rectified. Evidence must be provided to the Chief Viticulturist to validate that the heavy vehicle is safe and roadworthy before it can return.



7.0 Consignee Responsibilities

As a part of CoR and Safety Legislation, Accolade Wines is required to minimise the safety risk to the community by ensuring heavy vehicles that arrive at and leave its sites are safe. Accolade Wines will be enforcing this Code of Conduct to ensure the reporting of any non-compliance and resulting corrective actions improves safety and compliance with our CoR Duties and the Heavy Vehicle National Law.

7.1 Review

Accolade Wines will review and notify updates to the schedule prior to 1 January each year, or as required to meet any legislative changes.

Alex Sas
Chief Viticulturist, Accolade Wines

7 February, 2018