



Safety Risk Management and the Industry Code of Practice

Article contributed by **ALICE EDWARDS**, Project Engineer - CICA

In the March issue, we talked about the basics of the Chain of Responsibility Law (CoR), the four components of the Safety Management System (SMS) and the Industry Code of Practice.

As discussed previously, the best way for crane companies to comply with the CoR law requirements is to have Safety Management Systems and controls in place. Depending on the size of the company,

not all four components are required for a company's SMS. Crane owners should develop their own SMS based on their business operation. When implementing your SMS, it is suggested that you use a phased approach, rather than try to put all the components and elements in place at once. The following table provides guidance on the sequence for establishing SMS elements.

IMPLEMENTATION SCHEDULE - SMS ELEMENTS¹	P1	P2	P3	P4
Safety Policy and Documentation				
Management commitment	✓			
Safety responsibilities	✓			
Key safety personnel	✓			
Documentation (SMS manual and procedures)		✓		
Third party interactions		✓		
Safety Risk Management				
Hazard identification and reporting	✓			
Risk assessment and mitigation/treatment	✓			
Risk monitoring and review	✓			
Incident reporting	✓			
Safety Assurance				
Internal safety investigations		✓		
Safety performance monitoring and measurement			✓	
Change management			✓	
Continuous improvement				✓
Safety Promotion and Training				
Safety training and education		✓		
Safety promotion		✓		
Safety communication		✓		
Positive safety culture				✓

Table 1 Implementation Schedule

Working Safely

Safety Risk Management is the core part of your SMS and should be implemented in the first phase when you build your SMS. Safety Risk Management refers to the architecture (principles, framework and process) for managing risks effectively, and it includes the following parts:

- Hazard identification
- Risk assessment and treatment
- Risk monitoring and review
- Incident reporting

The Industry Code of Practice published by the National Heavy Vehicle Regulator (NHVR) establishes the higher order risks and the features of management systems or business practices to assist crane owners and crane companies in building their SMS, especially the Safety Risk Management part of the SMS.

The Master Code² is a Registered Industry Code of Practice which applies to all types of heavy vehicles and loads covered by the HVNL law. It identifies the types of risk for the four core responsibilities of CoR for all types of transport activities:

- Speed
- Fatigue
- Mass, Dimension and Loading
- Vehicle Standards

The Master Code is structured to identify and address the risks associated with each activity and responsibility that is covered by HVNL, against the role of each party in the CoR.

In addition to the Master Code, to assess risks and control measures that are specific to the crane industry and crane operations,



the Crane Industry Council of Australia (CICA) developed a Registered Industry Code of Practice (The Crane Code) for the industry. The Crane Code adopted similar formats as the Master Code and focusses particularly on:

- Roadworthiness
- Mass and Dimension Configuration
- Load Security
- Road Travel Competency

The Crane Code also provides clarifications on unique operating situations for transport activities within the crane industry and the risks and control measures identified in the Master Code that are not applicable for the crane industry, which includes:

- Fatigue
- Mobile Crane Loading/Unloading other Vehicles

Both Codes are structured as:

- What is the Risk? - The general risks relevant to the crane industry when operating the cranes or crane supporting vehicles on the road
- What does the law say? - A summary of the relevant parts of the duties under the HVNL
- Why do it? - The risks to be managed by each party in the supply chain

What you can do? - The suggested controls identified for each type of risk available to each party in the supply chain.

The Master Code and The Crane Code are both developed by industry associations with input from industry experts, business owners and crane crews with firsthand experiences on driving the heavy vehicle on the road. Risk identified in the Codes are based on:

- How work is organised for the crane transport activities, including routine and non-routine activities and situations
- Previous coronial inquests, incidents or near misses that occurred within the crane industry (i.e. road travel competency requirements)
- Industry experiences from various crane operators.

The control measures specified in the Codes aim at balancing the costs and efforts of implementation against the benefits derived, with regard to legal, regulatory, and other requirements such as social responsibility and the protection of the natural environment.

In the event of legal proceedings, complying with the Registered Industry Code of Practice will not afford a defence as such. However, the contents of the Codes will be a way of admitting evidence of what is known about risks and controls



and could be used by a court to determine what is reasonably practicable in the circumstances to which the Code relates (section 632A of the HVNL). CoR parties who use the Codes to develop and apply risk-based systems in their everyday business practices will improve the safety and legal compliance of their activities and contribute to continuous improvement in best practice within their industry³.

The Crane Code has been submitted by CICA to the NHVR, and has now been uploaded to the NHVR site (<https://www.nhvr.gov.au/safety-accreditation-compliance/industry-codes-of-practice/registers>) for industry stakeholders to review and provide feedback. Feedback must be submitted by 25 June 2019. ■

Please contact Alice Edwards: projeng@cica.com.au for a copy of the Draft Crane Code.

1. Frequently asked questions about Safety Management Systems (SMS). NHVR www.nhvr.gov.au/safety-accreditation-compliance/safety-management-systems/faqs

2. Master Code. NHVR www.nhvr.gov.au/files/ricp-master-code.pdf

3. Acknowledgement of use of National Heavy Vehicle Regulator (NHVR) Registered Industry Codes of Practice Introduction, Fact Sheet 1 and Guidelines content throughout the Master Code.