



# **DAVID SCOTT-SMITH CMILT**

AREA MANAGER



# Load Securing

Raising Awareness



# The Regulations

## Section 40 A (d) of the Road Traffic Act 1988

A person is guilty of an offence if he uses, or causes or permits another to use a motor vehicle or trailer on the road when:

(d) The weight, position or distribution of its load, or the manner in which it is secured, is such that the use of the motor vehicle or trailer involves a danger or injury to any person.

## Regulation 100 of the Road Vehicles (Construction and Use) Regulations 1986.

The load carried by a motor vehicle or trailer shall at all times be so secured, if necessary by physical restraint other than its own weight, and be in such a position that neither danger nor nuisance is likely to be caused to any person or property by reason of the load or any part thereof falling or being blown from the vehicle or by reason of any other movement of the load or any part thereof in relation to the vehicle.



# The Tyre Supply Chain





# Can't Get Quicker Than A Phut Phut Fitter



# Not to Eggxagerate The Point





# Trombone Phut Phut





# GB Operator- Highly Regulated

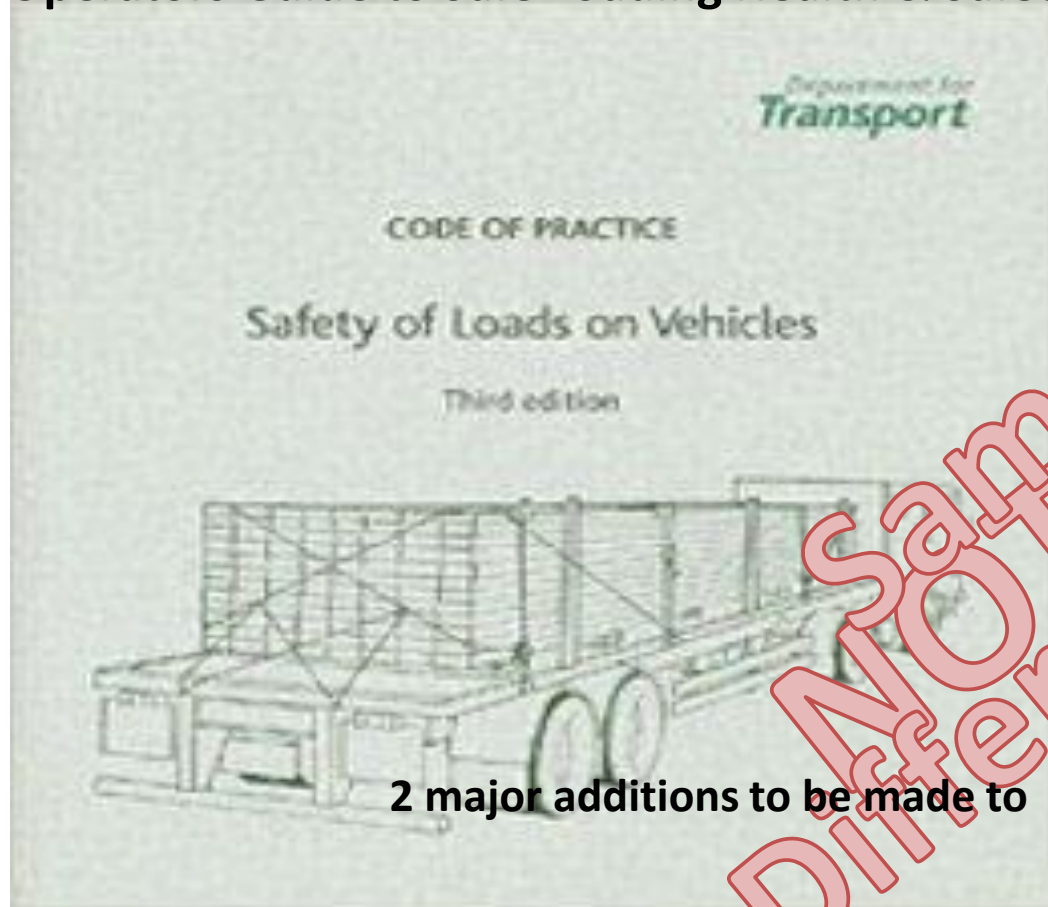






# So What's Changed?

Department of Transport Code of Practice Safety of Load on Vehicles 1972  
Operators Guide to Safe Loading Health & Safety Laboratory



2 major additions to be made to your transport library

# Curtainsiders

Can I use internal straps in a Curtainsider?



Loads carried in standard curtain-sided vehicles should be secured appropriately, without using the curtains as part of the securing system

Internal straps can only be used when:

- Individual pallets weigh less than 400kgs
- Pallets are not double stacked
- The load is firmly secured to the pallet
- The complete load is a positive/full fit



# Curtainsiders

Loads greater than 400kg should be restrained using one ratchet strap across two pallets from rave to rave of the bed of the vehicle





# EN 12642 XL Rated Curtains



## Positive fit

The load must be placed front to back with a gap of no more than 80mm between the load and the sides

The load must be stable & secured to the pallet

The weight of the load must not exceed 50% of the rated payload of the vehicle



# Load Securing Update

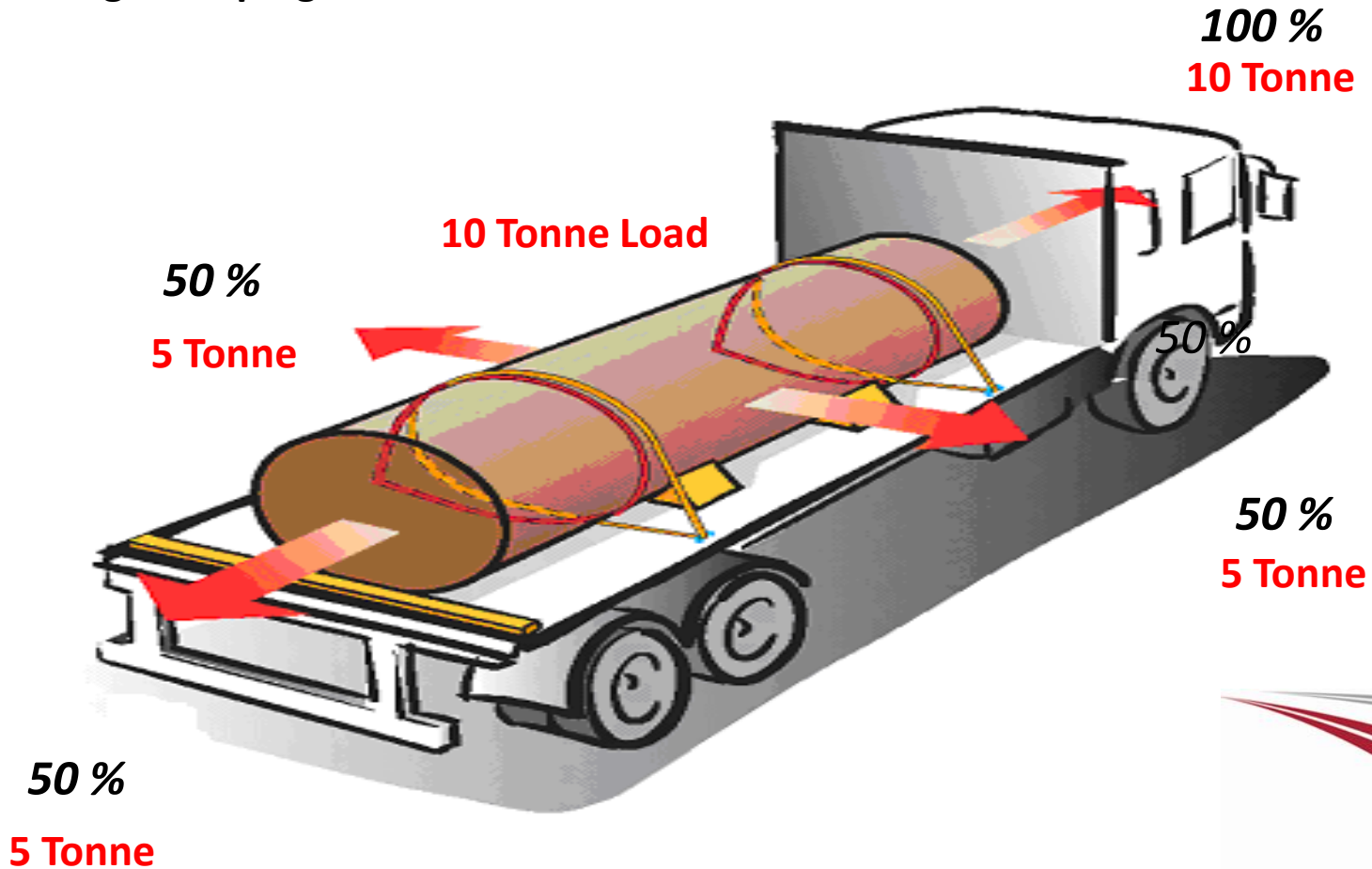
## EN 12642 XL Rated Curtains

For a vehicle rated at 24 tonnes = 24 Plts @ 500kgs



# What's Needed

Safe Loading – Keeping it Secure





# Five Simple Questions

**1** Can the load slide or topple forward or back

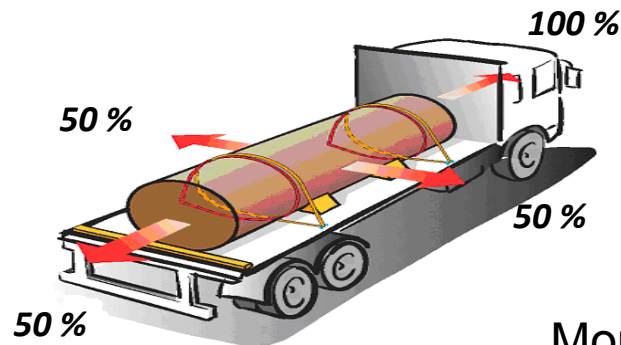
**2** Can the load slide or topple of the side

**3** Is the load unstable

**4** Is the load securing equipment unsuitable or in a poor condition

**5** Is there anything loose that might fall off

=NO





# Load Securing Update

## Considerations when loading:



**Type of Cargo**

**Type of vehicle**

**Method of restraint**

**Method of loading**

**Unloading**

**Written load assessment**





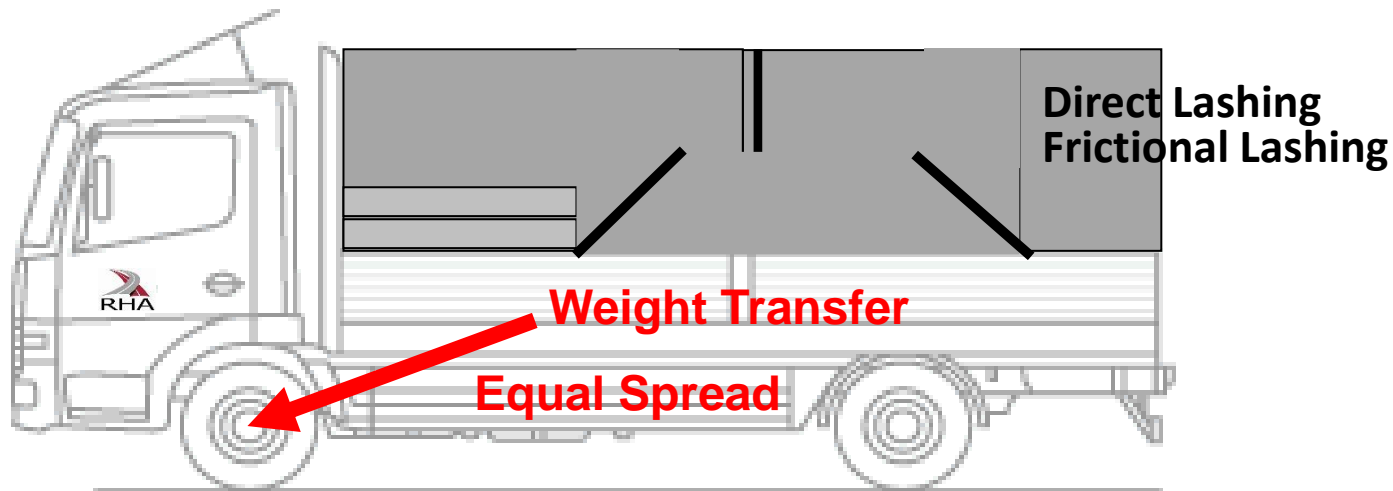


# Weight Shift & Diminishing Loads

As a driver on a multidrop delivery run takes off cargo from the rear of the truck, the remaining weight is transferred forward.

Weight should be redistributed accordingly after each delivery and consider baulking out the headboard

Loads must be restrained correctly



**Overloaded = Legal Compliance**



# Load Securing Update

Freedom of Information Request August 2013

*2012*

*No of Defects*

**153**

*No of Prohibitions*

**150**

*2013*

*No of Defects*

**1496**

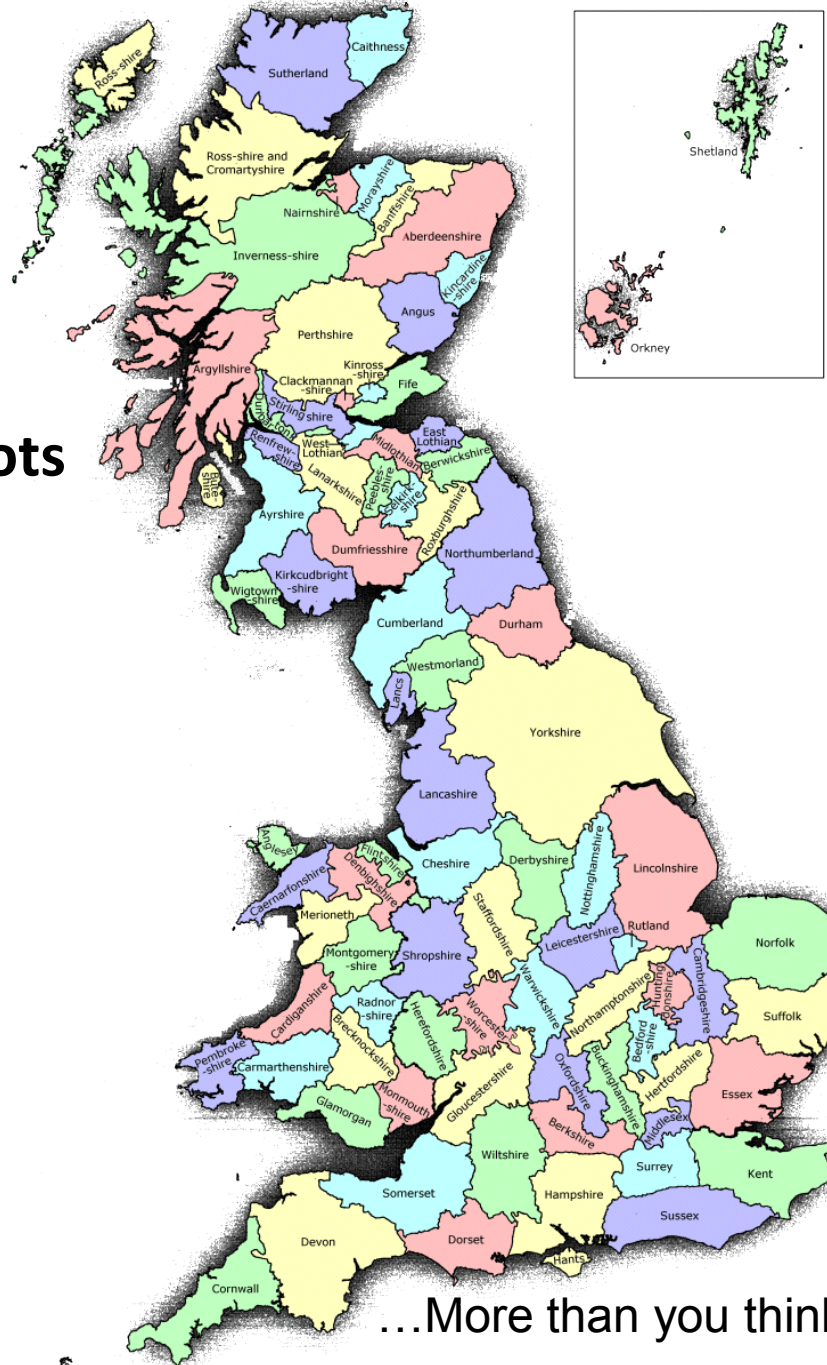
*No of Prohibitions*

**1457**



The Counties of Great Britain

# Top 5 Enforcement Hotspots





# Load Securing Update

## Detected Defects Breakdown by Vehicle Type

**2013**

<b>Vehicle Type</b>	<b>No of Defects</b>	<b>No of Prohibitions</b>
<b>Drawbar Tlr</b>	<b>51</b>	<b>4</b>
<b>HGV Artic</b>	<b>35</b>	<b>7</b>
<b>HGV Plant</b>	<b>1</b>	<b>1</b>
<b>HGV Rigid</b>	<b>1</b>	<b>1</b>
<b>HGV Rigid &lt;12000kg</b>	<b>459</b>	<b>445</b>
<b>HGV Rigid &gt;12000kg</b>	<b>472</b>	<b>458</b>
<b>Non testable tlr</b>	<b>18</b>	<b>18</b>
<b>Semi tlr</b>	<b>459</b>	<b>450</b>
<b>Totals</b>	<b>1495</b>	<b>1457</b>

# Load security matrix

The key purpose of load security training is to help VOSA examiners respond appropriately to different load and security types. The priority is to deal with loads that are demonstrably not secure and therefore present a real danger to road users. This matrix is only intended as guidance and will not cover every eventuality. Other factors – such as the speed of the vehicle – will be taken into account.

		DEFECT CATEGORY		
		1	2	3
LOAD TYPE	A	PROHIBIT	PROHIBIT	ADVISE
	B	PROHIBIT	PROHIBIT	ADVISE
	C	PROHIBIT	ADVISE	ADVISE

DEFECT CATEGORY		
Category 1	Category 2	Category 3
No load securing	>30cm gap between load and vehicle headboard	Lashings on ropehooks
>1m gap between front of load and vehicle headboard	Unsheeted load in bulk tipper or skip	Minor damage to headboard not affecting structural integrity
Unstable load affecting vehicle stability or likely to topple from vehicle	Inadequate load securing leading to likely risk of harm	Unsuitable load securing
Severe structural damage to headboard or gaps in headboard that would allow load penetration	Unsuitable stacking of load items likely to lead to risk of harm	Poor condition of securing equipment
Items loaded over height of headboard	Height of load likely to affect vehicle stability	Unsuitable vehicle for load

LOAD TYPE		
Type A	Type B	Type C
Metal pipes, sheet or bar Reinforced concrete Bricks, stone or concrete Vehicles (including scrap) Plant machinery Reels (steel, wire or paper) Kegs and barrels Stacked loaded skips Empty skips stacked > 3 high Metal castings Glass Containers/work cabins	Timber FIBCs/bulk powder Roll cages Bagged aggregate Empty skips stacked 3 high Heavy palletised goods	Clothing Wood chip Waste paper Coal bags Bulk material (in tipper) Packaging material Single loaded skips Empty skips < 3 high Light palletised goods



## Load and Securing Risk Assessment Guidance

Question				
Vehicle and load securing equipment suitability				
		Yes	No	N/A
1	Is the vehicle/trailer suitable for the load to be carried?	✓		
2	Does the vehicle/trailer have the correct securing equipment supplied or fitted?	✓		
3	Is the securing equipment in good and sound condition and suitable for the goods carried?	✓		
4	Is it a full load?			
5	Can the load be loaded against the headboard – Is the headboard in sound condition and strong enough to resist movement of the load? *			✓
6	Will the goods extend above the headboard? *	✓		
7	Is the load of a multi –drop/collection nature? **		✓	
8	Will the load be stacked? ***	✓		
Notes	*Consider temporary blocking, secondary headboard or alternative means of preventing forward movement. **Action will need to be taken to prevent directional movement of part loads. ***Is the base row being loaded stable and level? Additional lashing will be required.			
Securing the load				
		Yes	No	N/A
9	Can the load be secured from ground level with suitable ratchet straps or equivalent?	✓		
10	Has the load been planned – heaviest stable items at the bottom?	✓		
11	If using pallets are the pallets in a good condition and suitable for the goods loaded on them?	✓		
12	If goods are on pallets are they adequately secured to the pallet? (shrink-wrapped, banded or other suitable material)		✓	
13	Are pallets paired in height to assist top over straps – are top heavy or unstable goods/pallets secured adequately? *		✓	
14	Is there a need to gain access to the loading bed to secure/ position the load? **		✓	
15	Does the load securing method comply with the DfT documented CoP? Which stipulates loads must be secured to prevent the total weight of the load moving forward and half of the weight of the load moving backwards and sideways. More information <a href="#">here</a> :	✓		
Notes	*Pairing pallets will assist with securing goods to the vehicle deck – unstable goods/ pallets will require additional blocking. **Is the vehicle supplied with an access ladder and suitable hand holds? Alternatively, is a platform provided to gain safe entry/exit from the vehicle? Refer companies SSOW for working at height.			
Is the load secured safely?				
		Yes	No	
16	Can the load slide or topple forward or back?		✓	
17	Can the load slide or topple off the side?		✓	
18	Is the load unstable?		✓	
19	Is load securing equipment damaged or worn?		✓	
20	Is there anything loose that might fall off?		✓	
Notes	If the answer is yes to any of the questions 16 – 20 reassess the load-securing requirements or securing equipment.			

***To reduce the risk to the driver and others***



**Any Questions?**

