



Load Restraint Policy

Date issued:
10.5.2019

Supersedes:
New

Document Number:
LT-318

Page 1 of 2

1. Objective:

This document recognises the importance of correct load restraint to ensure the prevention of injury to people and damage to property. The primary objective of load restraint is that the load on a heavy vehicle or combination is not placed in a way that makes the vehicle unstable or unsafe and is secured so it is unlikely to fall or dislodge from the vehicle.

2. Scope:

This policy applies to all persons within the Chain of Responsibility that are responsible for the loading/unloading of product onto vehicles and includes:

- Loaders/Unloaders
- Drivers
- Yard and Warehouse Staff
- Managers and Supervisors

Drivers remain primarily responsible for securing their load, including conducting a final load restraint compliance check before departure.

3. The Law

Rules on load restraint- You are legally responsible for restraining your load so that: -

- It does not come off your vehicle under normal driving conditions, including heavy braking and minor collisions.
- If it comes off, this is evidence you have breached the law. - It does not negatively affect the stability of the vehicle, which can cause the vehicle to roll over or swerve uncontrollably and cause an accident.
- It does not stick out of the vehicle in a way that could injure people, damage property or obstruct others' paths.
- You must pick up any fallen load if it is safe to do so, or arrange for someone to retrieve it

3. Loading

Before loading a vehicle, the driver and any person responsible for loading the vehicle, the consignor/consignee and any person responsible for loading the freight container, must ensure a loading plan is prepared and implemented. If the planned load cannot be loaded onto the heavy vehicle or into a freight container in compliance with the *Load Restraint Guide* and approved load restraint system, it must not be loaded.

Before any vehicle departs on any journey, every loaded vehicle should be inspected to verify that the load restraints applied to any load conform to the requirements of the Load Restraint Guide and any approved load restraint system.

Any party in the Chain, must ensure that the implementation of its load restraint management program is routinely monitored and any non-conformance events are investigated and remedied and that it conducts at least an annual re-assessment of the risks of non-compliance with load restraint requirements and the control measures implemented as part of its load restraint management program.

4: Restraining the load

Leocatas Transport position on the type of load restraint for each load may differ on the configuration of the load, however certain criteria will include:

- Certified load restraint curtains
- Gates
- Angles
- Corflute
- Ply
- Correctly rated web straps

The load must be restrained to withstand forces of at least:

- 80% of its weight in the forward direction
- 50% of its weight sideways/rearwards
- 20% of its weight vertically
- 50% of its weight laterally – Refer Diagram A Page 2 of this policy

Load Restraint Policy

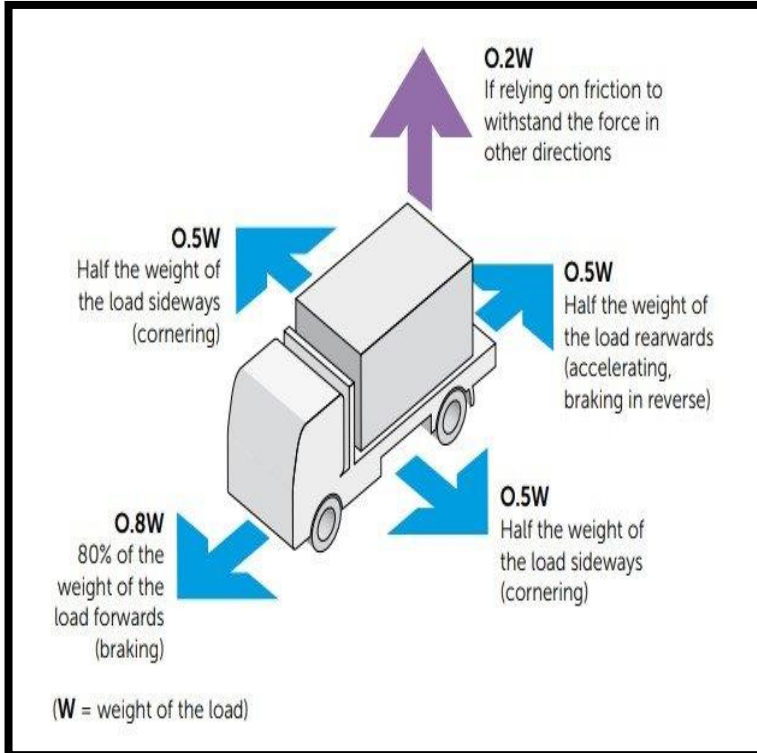
Date issued:
10.5.2019

Supersedes:
New

Document Number:
LT-318

Page 2 of 2

Diagram A: Performance Standards for Load Restraint



Key Elements of a Load Restraint System

- 1: Understand your load
- 2: Choose suitable vehicle for load/size
- 3: Use restraint system suitable for load
- 4: Position load to maintain vehicle stability, steering and braking
- 5: Check vehicle structures and restraint equipment in good working order & strong enough to restrain load.
- 6: Make sure load is stabilized
- 7: Understand safe work practices when loading and unloading
- 8: Make sure enough restraint is used to keep yourself & others safe
- 9: Allow for changes in vehicle stability, steering & braking when driving a loaded vehicle
- 10: Check the load and restraints regularly during the journey

5. Documentation:

Under the company Mass Management accreditation all loads are required to be weighed off either by using the trailer weight gauges or over the warehouse weighbridge and details of axle weights documented onto Mass Management Record to ensure loads are within prescribed weights and dimensions. Vehicle and trailer gauges are to be verified monthly against weighbridge docket and re-calibrated if required. *(All drivers have been instructed on this system at time of induction).*

6. Definitions:

COR – Chain of Responsibility

Mass – Mass Management system for ensuring prescribed weights and dimensions are adhered to

7: Further Information:

Any individual requiring further information regarding the content of this policy can contact the Operations staff for further information.

8. Version History:

Version Number & Date	Revision Description
V1 10.5.2019	New policy

9. Policy Review

This policy will be reviewed every 2 years or earlier dependent on any legislation or company system changes.

12. References

Load Restraint Guide 2018

Loading & Unloading Procedure LT 36 -V3 -22.3.2019

10. Authorisation:

Policy Authorised by Leocata Executive Management Team.