

# LOAD RESTRAINT

- **Risk identification – What could happen?**
- **Risk assessment – What is the likelihood it may happen?**
- **Risk control – What can we do about it, or do we prevent it?**

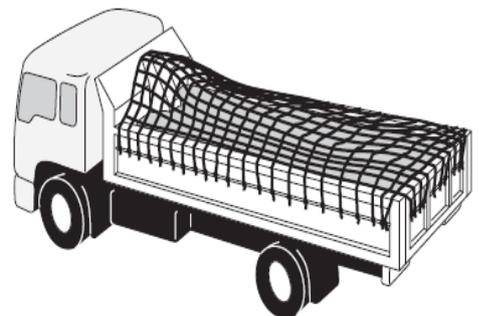
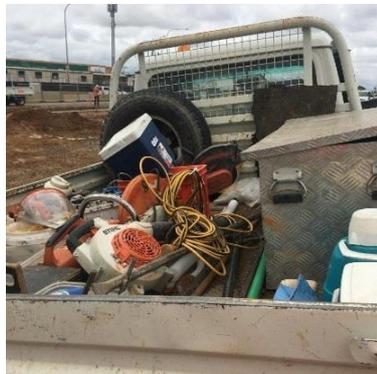
Under the [Heavy Vehicle National Law \(HVNL\)](#), everyone in the supply chain has an obligation to ensure breaches of road transport laws do not occur. Duty holders need to make sure that their action or inaction does not contribute to or encourage breaches of the HVNL. If a party's actions, inactions or demands cause or contribute to an offence, they can be held legally accountable.

In making a 'reasonable steps' claim a person also has to prove:

- *they took all reasonable steps to prevent the breach; or*
- *there was no reasonable steps they could have taken to prevent the breach.*

## CHAIN OF RESPONSIBILITY

- Compliance and Enforcement (C&E) legislation (also known as “**Chain of Responsibility**”) requires that appropriate **load restraint** equipment and training are provided and that **loads** are correctly **restrained** to the “g” forces specified by law. Under C & E legislation, all parties in the supply **chain** have **responsibility**.
  - Vehicles shall not be loaded in a way which exceeds mass or dimension limits.
  - Loads shall be appropriately restrained with appropriate restraint equipment (see the [Load restraint guide](#) for more information).
  - Goods carried on your behalf must be appropriately secured and positioned to ensure they remain stable for the entire journey.
  - Person Conducting a Business or Undertaking (PCBU) must conduct training to develop staff awareness of business policies and procedures and their obligations; such as fatigue management, speed compliance, loading and unloading.
  - Ensure staff are not just aware of their obligations, but are actively engaged in implementing practices.
  - Workers should know their vehicle's mass – For example keep weighbridge docket, use on-board scales to check weights, and keep any loading documentation that shows the weight of load, and ensuring that vehicle does not exceed legal dimensions.
  - Check load to ensure it is properly restrained – even if you are not the person who loaded the vehicle.
  - Check the condition of restraining equipment (chains, ropes, webbing, straps etc) for signs of wear.



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## WHO IS RESPONSIBLE?

If you exercise control or influence over the transport task you can be held legally liable for your actions, inactions or demands if they have caused or contributed to a breach. The law requires **YOU** to take all reasonable steps to prevent your conduct from causing or contributing to a breach. In addition, the law also prohibits you from:

- ❖ Making demands that you know or ought to know would cause a breach,
- ❖ Coercing, inducing or encouraging breaches, and
- ❖ Passing on false or misleading information that could cause a breach.

## Periodic thorough inspection

- Less obvious wear and damage can also significantly weaken the equipment. This can only be identified through a more rigorous examination. Routine thorough inspection of the equipment, at least every 12 months, should be conducted as part of the servicing of the vehicle itself and should be in accordance with a written procedure.
- More vulnerable equipment, such as webbing used in a harsh environment may need thorough inspection more frequently. The inspection procedure should include the criteria for determining if the equipment is safe and fit for service.
- A competent person should conduct the inspection, testing and any repair or maintenance required.

## Ropes, straps and nets for securing loads

- Rope intended for transport use (Transport Fiber Rope complying with AS/NZS 4345) is acceptable for securing loads. However some rope commonly used in light vehicle applications (i.e. Telstra Rope) may not be suitable for this purpose as its load capacity will be unknown and it may not be possible to determine with any certainty if it is capable of restraining the load in question. Also some rope types are not well suited to holding load securing knots as they are prone to slippage. Be aware though that rope is only suitable for certain types of light loads due to the limited tension that can be applied by it.



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## TIE DOWN LOADS

- Tie-down is load restraint using friction. The pre-tension in a tie-down lashing gives the same effect as holding the load with a 'giant' G-clamp. The friction stops the load moving. If the load does not shift, it is not the strength of the lashing that determines the holding ability of a tie-down lashing. It is determined by the amount of tension in the lashing from initially tightening the knot, or operating the ratchet, winch or dog, in conjunction with the amount of friction present. Tie-down should not be used on slippery loads because too many lashings are needed.

