



# Load Restraint Procedure

## 1. Purpose

To ensure that all workers who operate load carrying vehicles have been trained in load restraint principles and practices.

## 2. Scope

This document applies to all workplaces and workers of ANC who participate in operating load-carrying vehicles.

## 3. Definitions

### ANC

*All land, property, buildings, warehouses, structures, installations, aircraft or vehicles owned by, controlled by or under contract or lease to ANC.*

### Worker

*Any person who carries out work for ANC. This includes employees, contract carriers, volunteers, trainees/apprentices, work experience students and labour hire companies.*

### Load Restraint

*Any load carrying vehicle must be loaded and driven in such a way as to prevent danger to any person, or damage to any property.*

## 4. Responsibilities

### Managers and Supervisors

- Ensuring and encouraging compliance with this procedure;
- Conduct safety checks and complete safety audits in accordance with this procedure; and
- Ensuring appropriate training is conducted;

### Workers

- Adhering to this procedure; and
- Participating in any assurance program designed to test and verify the effectiveness of this procedure.

## 5. Procedure

- The load is required to be placed in a way that it does not become unstable, unsafe, move or fall off the vehicle;
- Ensure the load is positioned to maintain adequate stability, steering and braking and not overloading tyres and axels;
- **RATED** Load binder straps (also known as ratchet straps or webbing straps) are to be utilised for all tie downs;
- Rated straps provide maximum clamping force when the strap is closest to a 90-degree angle to the load. At a 45 degree angle each straps' clamping force will deteriorate.
- Ropes should be avoided as a load restraint solution
- Loads must be restrained in all vehicles, NEVER rely on gates, Pantech bodies or ute sides;
- Make sure that the vehicle's load space and loading deck are suitable for the type and size of the load;

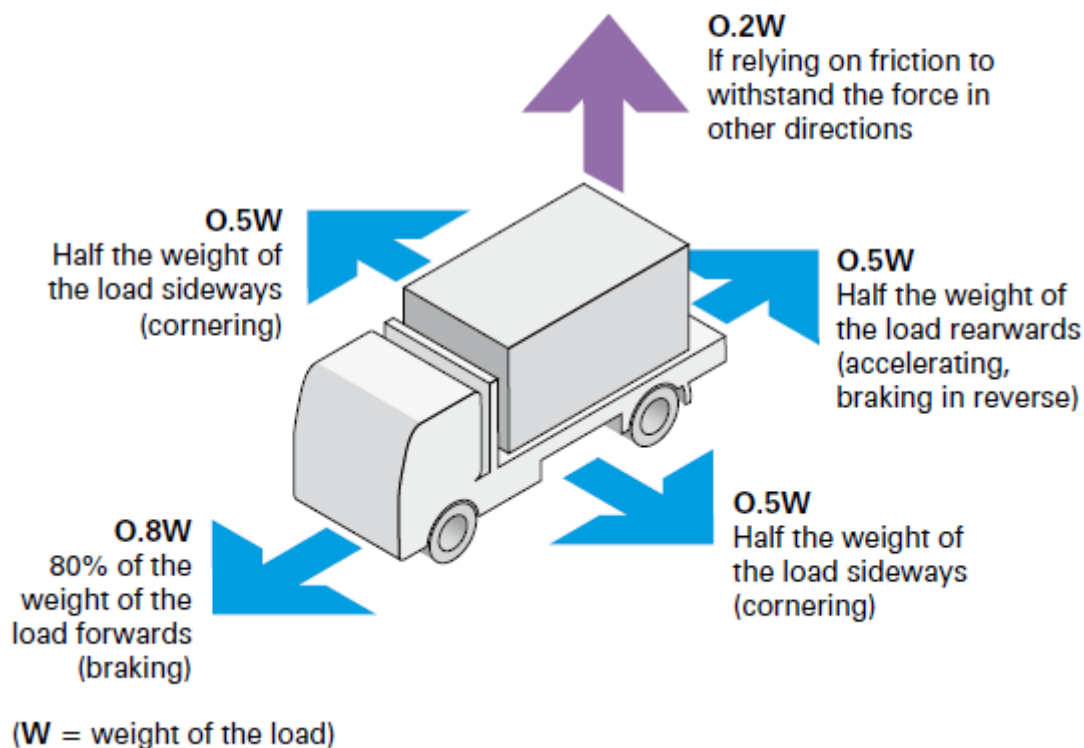
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## Procedure Continued-

- Check the weight of the load to be carried;
- Ensure the load restraint equipment is in good condition, replace any straps that are ripped, fraying or broken;
- A load that is restrained so it doesn't shift is required to withstand forces of at least:
  - 80% of its weight in the forward direction;
  - 50% of its weight sideways and rearwards; and
  - An additional 20% of its weight vertically

## The law sets out Performance Standards for load restraint

- The Performance Standards set out the minimum amount of force a restraint system must be able to withstand in each direction. For heavy vehicles, these forces are:

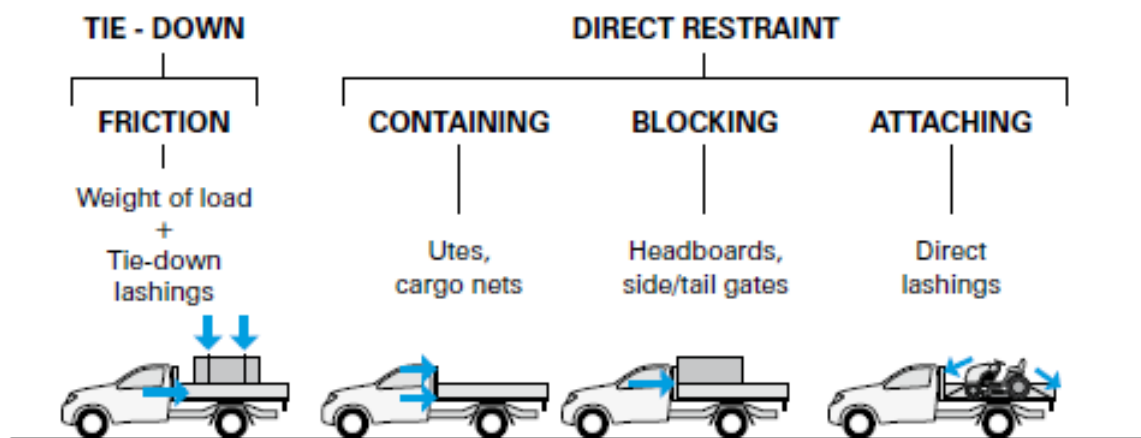


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## Procedure Continued-

- Where the load is general freight comprising of different load types (boxes, bags, rope, drums etc.) it is often easier to contain the load than tie-down every item. It is preferable to ensure that movement of loads is prevented. In cases where movement has been allowed for, the movement must not cause vehicles to become unstable or the load to dislodge;
- Utes- Cargo nets **MUST** be used to restrain loose freight when there is no cargo barrier between the cabin of the vehicle and the cargo area; and
- Octopus/Ocky/Bungee straps **MUST NOT** be used to restrain loads in vehicles;

*Figure 1. Restraint Methods*



**i** A combination of methods can be used to achieve a safe and secure restraint.

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## 5.1. Overhang

Each state has different rules relating to load overhang, see the below table as a guide.

### MAXIMUM LENGTH OF PROJECTIONS STICKING OUT OF THE VEHICLE

Projection direction	How length is calculated	Maximum	Notes
<b>Sideways</b>	From the edge of the vehicle to the end of the projection	150 mm from the outermost part of the vehicle on either side	Total width including projections must not exceed 2.5 metres
<b>Rear overhang</b>	From the rear axle to the end of the projection	Either 60% of the wheelbase or 3.7 metres – whichever is lesser	Wheelbase is the distance between the vehicle's two axles. Applicable in all States and Territories except Western Australia (see rear projection).
<b>Rear overhang – single axle group trailer</b>	From the rear axle to the end of the projection	Either the front load carrying area (measured from axle to front of trailer), or 3.7 metres – whichever is lesser	
<b>Rear</b>	From the end of the vehicle	1.2 metres	Applicable in Western Australia only.
<b>Forward</b>	From the front of the vehicle	1.2 metres	

## 5.2. Training

- Workers who participate in operating load-carrying vehicles are required to complete ANC's CoR induction annually.

## 6. Related Documents

- ANC Work Health and Safety Policy
- ANC CoR Policy
- ANC CoR Procedure
- ANC CoR Induction

## 7. References

- Relevant Work Health and Safety Act
- Relevant Work Health and Safety Regulation
- Heavy Vehicle National Law (HVNL)
- Load Restraint Guide 2018
- Light Vehicle Load Restraint Guide 2018

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