



# Safe and sound

A practical guide on how to load trucks so that they are safe and comply with the law

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### Why has this document been produced?

When you get questions and complaints from members at RHA regional council and other meetings and a steady stream of telephone calls on one subject, you know there is a problem in the industry. As always, the RHA is here to respond and to help members.

The problem has been a changing climate of enforcement of regulations governing how loads are secured on vehicles. The RHA has taken a leading role in working to ensure a haulier-friendly transition that also satisfies the requirements of enforcement bodies. We have produced a number of online guides, which have been recommended by the enforcement authorities. These are useful directly for hauliers and used in training courses. We felt also that a printed guide – also available online – would be a useful addition for members.

Ray Engley, RHA head of technical services, has been deeply involved in this issue for more than three years. Here, he draws together the key elements of the issue and guidance based on dealing with specific load-securing queries from more than 200 members. Often, those queries have involved problematic customers of haulage companies.

We offer this document as a valuable, practical guide to the issue as of September 2014. We welcome comment and we will develop the guide as appropriate. Email: [r.engley@rha.uk.net](mailto:r.engley@rha.uk.net)

### Same rules, different attitudes

Load securing has become an issue of major concern to regulators and enforcement bodies across Europe over the past two-to-three years and that has had significant consequences for the way the rules are enforced in Britain.

The reason is that we are still causing death, injury and long traffic delays through poor loading practices. The loads fall off vehicles in depots and warehouses – particularly curtainsiders vehicles – and from all manner of haulage vehicles on the road.

The industry needs to improve its record. Most of the incidents that take place off-road go unreported and are “invisible”. Those which occur on the road create massive tail-backs, generate huge frustration among all road-users – including other truck drivers – and tarnish the reputation of the industry as a whole. Against this background, it will be appreciated that the need to secure loads correctly has to be addressed and enforced in a logical and sensible manner.

Some loading practices have been shockingly poor. Curtainsiders in particular mask poor practices. But the past two years have shown that a large number of basically sound operators needed to revisit what they did in the area of load-securing in order to meet their legal obligations. Those obligations have not changed – but the enforcement climate behind them has.



***“A lorry has shed its load on the...”***

*Incidents such as this threaten the lives of other road-users and generate massive and costly delays.*

A question frequently and repeatedly asked by operators over the past couple of years is: “When did it become a requirement for loads to be secured on vehicles?” The easy and simple answer is **always**. Under existing legislation there is an obligation and requirement for **haulage companies, those that load the truck or trailer and those who are**

**responsible for health and safety on the site** to ensure road vehicles are loaded in a secure and safe manner.

Before the days of curtainsiders, it was a given with platform vehicles (flatbeds) that loads were a) correctly secured on the vehicle, and then b) sheeted to protect the product against the elements. That was the way the industry worked.

Curtainsiders brought massive benefits but also what we can now see as bad habits. It became common practice to load and close the curtains in the mistaken belief the curtains would not only protect the load content but also secure it, even if the load was heavy. This misconception has become too common throughout the industry.

Until very recently, the question of enforcing the rules surrounding load-securing was generally only considered in the event that there was evidence the load had moved during transit – if indeed loads were ever checked that frequently. Out of sight, out of mind appears to have been applied.

One consequence of this misconception is that manufacturers, consignors and customers have in stages reduced the packaging of their goods without regard to haulage requirements. This may be saving them money in one part of the business but has made it more difficult to secure loads effectively without damaging the goods.

Customers and consignors load vehicles, apparently in the belief that their responsibility ends once the load leaves their premises. They are wrong and many of them may well have a shock coming.

## Regulatory chapter and verse

**Aspects of secure loading law which hauliers and their customers need to be aware of include:**

### ■ 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 a 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 of injury to any person.

*In other words, if you load a trailer and ask a transport supplier to drive it away, you have committed an offence if the loading is not done properly.*

### ■ Regulation 100 of the Road Vehicles (Construction and Use) Regulations 1986 – SI 1986 No 1078: “Maintenance and use of vehicle so as not to be a danger, etc.”

■ 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.

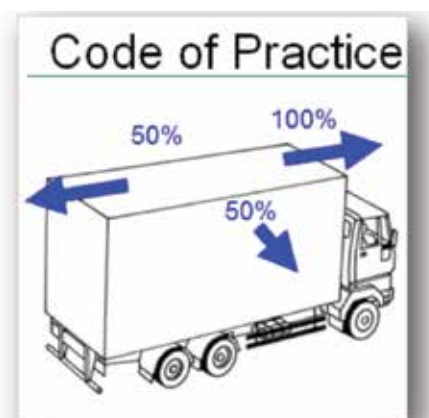
■ No motor vehicle or trailer shall be used for any purpose for which it is so unsuitable as to cause or be likely to cause danger or nuisance to any person in or on the vehicle or trailer or on a road.

The RHA pressed, successfully, for the responsibility of the loader to be given equal prominence to that of the haulier, when the Health and Safety Laboratory produced extensively revised guidance in 2012 and 2013. We now anticipate close enforcement working from 2015 between the DVSA at the roadside and HSE at distribution centres.

## Five simple questions on secure loading

It is important for all concerned with secure loading to understand the principles of why loads shift. This has been demonstrated by questions to the RHA such as why things have to be secured in curtainsiders; or why consignments cannot be loaded above the headboard; or how to secure large bulk bags (FIBCs).

Consider what RHA members are required to demonstrate when securing loads. The easiest way is to refer to the Department for Transport's Code of Practice, which requires that the combined strength of the load restraint system must be sufficient to withstand a force not less than the total weight of the load forward, so as to prevent a) the load moving under severe braking, and b) half of the weight of the load backwards and sideways – i.e. a 26-tonne load would be secured in a manner to prevent 26 tonnes moving forward (use of the headboard or similar) and 13 tonnes to the rear and the sides.



Source: DVSA

**DVSA roadside enforcement officers ask themselves five simple questions when reviewing the suitability of any load restraint in use, which are:**

- Can the load slide or topple forward or back?
- Can the load slide or topple off the side?
- Is the load unstable?
- Is the load securing equipment suitable or in a poor condition?
- Is there anything loose that might fall off?

It is strongly recommended that members apply this simple, five-point test to all loads carried as a basic risk assessment exercise when considering suitable means of load restraint. The securing of loads will then decline as an issue, we believe.

Members need to demonstrate that they are fully aware of the types of loads being carried and that they have taken adequate steps to prevent movement of the load. This is relevant to all loads but particularly important with part loads, multi-tiered loads and heavy loads of all types.

## Why do loads shift?

**It is important for everyone concerned with the loading of vehicles to understand the basic principles of why loads shift.**



- An unsecured item on a vehicle is not part of the vehicle.
- The item and vehicle will move independently of each other just as a driver or passenger in a car or lorry will move independently if they **fail to put their seatbelt on**.
- Load security relies on ensuring that the load and the vehicle do not move independently of each other.

*It is an offence to fail to secure a person against sudden movement.*

Assuming that the grey square represents a load on a truck and the blue area a truck bed:

The weight of the grey square is represented by 'W', which has an equal and opposing reaction force 'R'.

In this case, the force 'R' is represented by the bed of the trailer. If the bed wasn't strong enough, the load would fall through it.

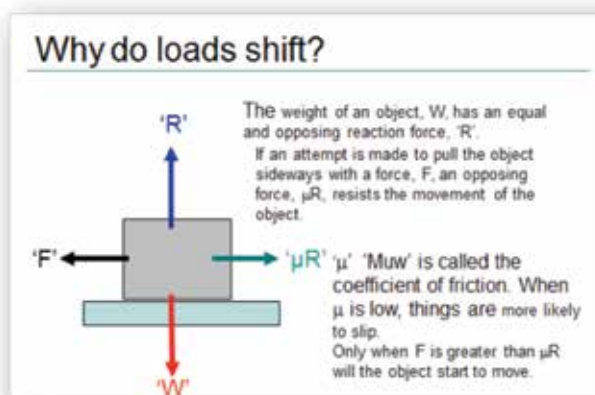
Friction exists between the bed of the trailer and the load, which is called 'μ' (pronounced 'Muw').

In order for the load to move, a force ('F') equal to 'R' (or 'W' which is the same) multiplied by the coefficient of friction must be applied

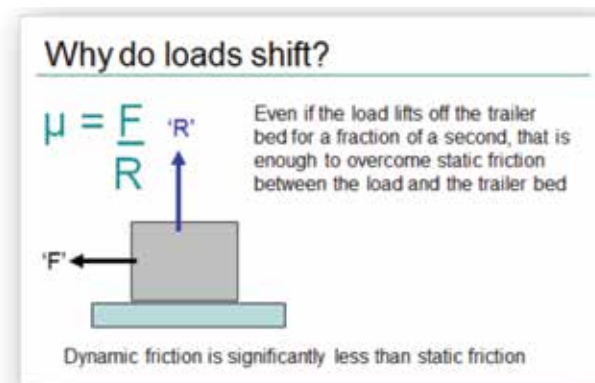
So, if the load weighed 1,000kg and the 'μ' was 0.8, a force of 800kg would be needed to move the load. ( $1,000 \times 0.8 = 800$ )

The formula for calculating 'μ' is by dividing the force trying to move the object 'F' by the force opposing the weight 'R' (which will be the same as 'W') in the previous diagram.

**Many people appear to believe that the weight of a load will keep it in place. The significance of the diagrams and explanations above is that they show why that belief is a dangerous misconception which can lead to serious accidents.**



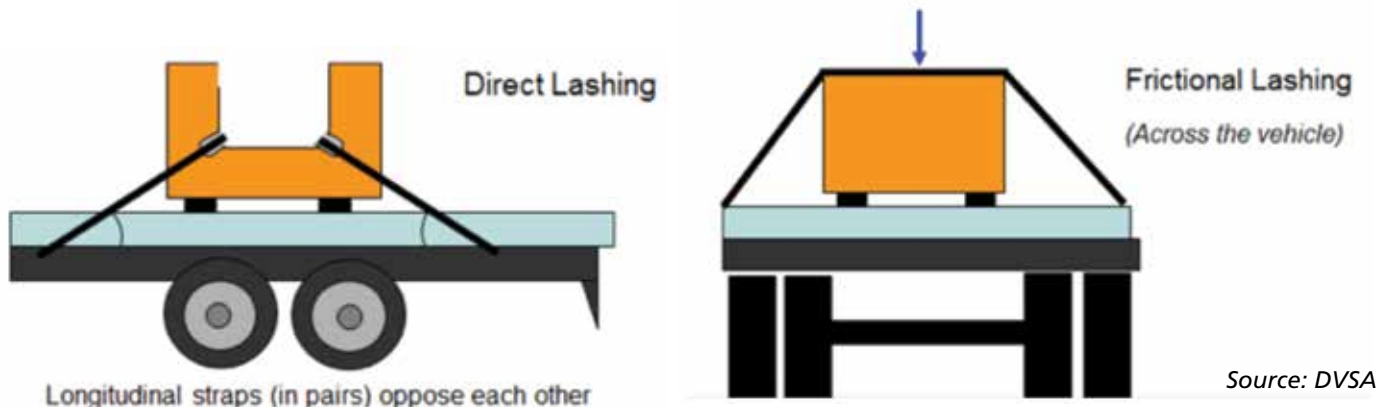
Source: DVSA



Source: DVSA

## Some principles of load securing

In some cases it may be necessary to include friction mats to increase 'μ' between the relevant surfaces. Additionally, it should be remembered that the shallower the angle of the lashing the less downforce that will be exerted onto the load. It may be beneficial to consider additional spacers on top of the load to increase lashing angles and consequently down force.



This is an example of direct lashing. The straps should be as close to horizontal as possible.

Relies on the lashings being as vertical as possible increasing the down force on the load and the friction between the load and bed of the vehicle.


## Categorising the dangers

**Why do loads shift?**

On the road, loads tend to shift when the vehicle is braking, or when the vehicle is turning

Main 'hotspots' for load shift are:

- Roundabouts
- Slip roads
- Long (fast) corners
- Under braking
- Swerving to avoid obstacles



The 'perfect storm' for load shift is changing direction while braking. Loads can shift even at low speed but speed is a factor.

Source: DVSA

The DVSA has categorised loads according to their perceived danger, using a traffic light system – red, amber and green.

As a rule of thumb, we can say that loads they consider to be inadequately secured will result in the issuing of:

- A prohibition and fixed penalty notice for **red** category loads.
- A prohibition and fixed penalty notice for **amber** category loads.
- A recommendation but no penalty for a **green** category load.

This is not a hard-and-fast rule. Muw, weight and other issues will be taken into account. The RHA agrees that the DVSA's categorisations are broadly appropriate. DVSA policy is to issue a Fixed Penalty Notice (FPN) with all prohibitions.

## DVSA guide to traffic light assessments based on risk

### RED 'A'

**Load Types**

**Type A: Greatest Risk**

- Metal pipes, sheets or bars
- Reinforced concrete
- Bricks, stone or concrete
- Vehicles (including scrap vehicles)
- Plant machinery
- Reels (steel, wire or paper)
- Kegs & Barrels
- Stacked, loaded skips
- Empty skips stacked > 3 high
- Metal castings
- Glass
- Container & work cabins

### AMBER 'B'

**Load Types**

**Type B: at Risk**

- Timber
- Flexible Intermediate Bulk Containers (FIBC)
- Roll cages
- Bagged aggregate
- Empty skips 3 high
- Heavy palletised goods (over 400kg)

### GREEN 'C'

**Load Types**

**Type C: Low Risk**

- Clothing
- Wood chip
- Waste paper
- Coal bags
- Bulk material (in tipper)
- Single load skips
- Empty skips less than 3 high
- Light palletised goods (less than 400kg)

Source DVSA

# RHA members' frequently asked questions answered

The load on a truck should not become a load on the mind of the haulier or his driver. But the issue of secure loading has generated a large number of questions from RHA members – many of whom have been having difficulties with their customers and drivers.

Members have on occasion raised legitimate queries about individual decisions and judgements by the DVSA and police officers at the roadside. The enforcement authorities have also been striving to ensure that their several hundred officers enforce on a consistent and appropriate basis nationwide.

## Members should be aware of the following terms and their meaning:

- Full-fit: The loading area is fully loaded from the front to the rear.
- Light palletised load: Each pallet with a load which does not exceed c.400kg.

Here we offer a selection of queries:

## Load securing in curtainsiders

### Question 1

#### Can internal straps be used? I am told internal straps are illegal.

Yes, they can be used for lighter loads.

- Internal straps are adequate for **full-fit** light palletised loads (up to 400kg/pallet) provided the goods are adequately secured to the pallets and not stacked.
- Internal straps are also useful for retaining and can be used for retaining part loads to **prevent fore and aft** movement on loads of all weights.



*A light load with a difference. None of the pallet stacks exceed c.400kg, so internal straps are appropriate.*

### Question 2

#### My vehicle has reinforced curtains. Surely that is sufficient load securing?

Unless the vehicle/trailer is built to BS EN 12642 XL standard where the body and curtains have been constructed to form part of the vehicle's load-securing system, **curtains are not considered to be load-securing**. Not only that, but additionally the vehicle will need to be fully loaded not only from front to back (full-fit) but usually with a gap of no more than 80mm between the load and the sides. If the load is multi-stacked or part loaded, additional securing will also be required.



*Example of the type of marking denoting BS EN 12642 XL standard.*

### Question 3

**We cannot – or my customer will not allow us to – secure loads because ratchet straps damage the goods or packaging. (This is a common and challenging query.)**

Unless the goods fall into the light-load category, they will need to be secured. Failure to do so, if detected, would result in a prohibition and also a fixed penalty. The solution is to secure these types of goods by suspended or other nets/sheeting systems; or hammock strapping. These solutions spread the containment pressure over a wider area of the goods, alleviating the concentrated pressure of ratchet straps.



*Example of the type of load that requires adequate and suitable securing.*

### Question 4

**We collect sealed standing trailers from our customers' premises and we are aware the goods have not been secured adequately. What should we do?**

Your customers/consignors need to be aware they are as liable for the safety of the load as you are; and are likely to face prosecution in the event of an incident. Please refer further to the briefing note on customers' responsibilities – appendix 1.

### Question 5

**Our customers will not let us secure the load on their site and tell us to complete the work off of their premises.**

The companies who fail to provide safe and adequate facilities for securing their loads on your vehicle cannot negate their responsibilities or liabilities by knowingly encouraging potentially unsafe practices outside their gate and are likely to face prosecution in the event of an incident. Please refer to the customers' briefing note – appendix 1.

This issue has arisen repeatedly in relation to working from height. While the practice of drivers getting onto the load area of trucks and trailers should be avoided where practical, in some circumstances it is necessary and can be done safely within a controlled area with risk-assessed working practices.

### Question 6

**We operate double-decked trailers. Securing loads on the upper/top deck would mean working at height, which we are keen to avoid on grounds of practicality and safety.**

The RHA and members of one of the pallet networks have been working with the DVSA and HSL to formulate a system that would be acceptable to both the operating industry in terms of cost and efficiency and to enforcement bodies at the roadside and on-site. We have proposed a top deck containment design concept for this type of vehicle which can be applied to new-build trailers and, with slight modifications, be retrofitted to existing trailers. See appendices 2 & 3.



*Double-deck trailer (top deck containment) concept trailer.*

## Question 7

### Can the DVSA ask for the curtains to be opened?

Generally, unless there were obvious signs of load movement, this request would not normally be made, the DVSA advises. However, the DVSA reserves the right to ask for curtains to be opened because they may be acting on intelligence received or from comments by the driver at the roadside.

### What course of action would DVSA take if a driver refused to open his curtains?

If there was obvious load movement a prohibition and FPN would be issued anyway. Other than that, the DVSA would speak to the employer seeking cooperation: if refused a report would be sent to the Traffic Commissioner.

## Loading short of the headboard or above the headboard

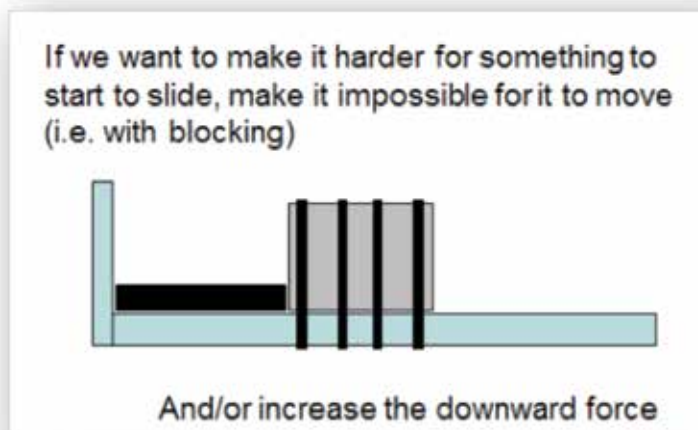
### Question 8

### We cannot load to the headboard due to weight distribution – what should we do to remain legal?

### We have received a prohibition for loading above the headboard and have been told we cannot load above the headboard in future. What should we do?

When having to load a distance back from the headboard, steps should be taken to create an arrangement that means the goods are nonetheless still up against something with the function of a headboard. This can be done by means of “blocking” or fitting a temporary headboard. Make up for any lack of headboard strength by increasing the length-wise and/or lateral lashings: the further back the load, the greater the danger.

Loading above the headboard is perfectly acceptable provided that adequate steps have been taken to stop the load toppling or moving forward in the event of heavy braking. If you are going to continually load above the existing headboard height you may consider fitting a higher headboard to make load-securing easier.



*Loads back from the headboard must have alternative measures to keep them secure.*

*Source DVSA*



Examples of loads above the headboard which require additional securing, more than is shown in the pictures. Additional lashing is required – both top-over lashing to increase downward loading plus additional lashing/support across the front of the load to prevent forward movement, possibly a temporary headboard or heavy-duty hammock/sail sheet.





*This load is shown with additional securing. An additional hammock strap and cross-strap was fitted after the vehicle had been stopped at roadside. This arrangement was adequate to restrain a load of this weight and to allow the truck to carry on.*

## Securing FIBCs (large bulk bags)

### Question 9

**We carry fertiliser bulk bags on flats and in curtainsiders. We have never lost a bag and they never move but we have been told we need to do something. What should we do?**

**The bags of fertiliser we carry are live loads. As soon as you use a ratchet strap it becomes loose. What would you recommend we do?**

All open and closed bags on flatbed vehicles should be adequately sheeted to prevent spillage from open bags and correctly roped and sheeted. Once fly-sheeted, apply ratchet straps to pull the sheet down around the bags.

Bags carried in a curtainsider should be secured by the use of edge-boards and ratchet straps every second row, with a sling strap around the rear row of bags as a minimum. Alternatively, use a sheet or net.



*Not secured in a curtainsider – unacceptable.*



*A suitable alternative system for load-securing.*



*Good example of the art of roping and sheeting...*



*... a bad example – and totally unacceptable.*

## Question 10

### Should I do a risk assessment?

An assessment of risk should be made for every load. In some cases, this can be done quickly or instantly by the driver. For regular loads, we recommend to hauliers that they document their risk assessment. This has the benefit of ensuring that the assessment is properly made and of being able to demonstrate that to the DVSA, the police, or the HSE. Making and recording risk assessments is a key practice for the industry to adopt more than it currently does.

## Question 11

### What does my driver need to know?

A truck driver is empowered by his employer, and has a legal obligation, to ensure that his load is safe and secure. He must be afforded the time and access to make that judgement and have adequate knowledge. We are, after all, a professional industry.

In practical terms, that will depend on the circumstances and what the driver is dealing with. But the driver is empowered to reject a load and he should use that power, in consultation with his employer. Again, practical considerations will be important – but in this context, the legal responsibility of the loader, which will be brought to bear increasingly, is important.

For regular loads, it may be worthwhile that the employer gives the driver a copy of the risk assessment.

There are a number of excellent and appropriate Driver CPC courses available on the subject, from RHA Training and others.

**This document has covered the most commonly asked questions posed by members. The answers may not cover your particular issue but there is a wealth of information available that should be able to assist you.**

**See more online: [www.rha.uk.net](http://www.rha.uk.net) (search secure loading)**

## Appendix 1

### Load Securing

**Load securing has now become a prominent issue in the UK due to the continuing number of “load to road” incidents and the continuing loss of life and injuries suffered in the UK from falling and moving loads. The latest figures for 2012 are:**

STATS 19 reports: 7 fatalities, 56 serious injuries, 283 slight injuries

Freight Stats (hit by falling objects): 5 fatalities, 219 major injuries, more than 3 days off work 955.

■ **Regulation 40 A (d) of the Road Traffic Act 1988 introduced by the Road Traffic Act 1991 states:** A person is guilty of an offence if he uses, or causes or permits another to use, a motor vehicle or trailer on a road when:

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 of injury to any person.

■ **Regulation 100 of the Road Vehicles (Construction and Use) Regulations 1986 – SI 1986 No 1078:** “Maintenance and use of vehicle so as not to be a danger, etc.”

(1) A motor vehicle, every trailer drawn thereby and all parts and accessories of such vehicle and trailer shall at all times be in such condition, and the number of passengers carried by such vehicle or trailer, the manner in which any passengers are carried in or on such vehicle or trailer, and the weight, distribution, packing and adjustment of the load of such vehicle or trailer shall at all times be such that no danger is caused or is likely to be caused to any person in or on the vehicle or trailer or on a road. Provided that the provisions of this Regulation with regard to the number of passengers carried shall not apply to a vehicle to which the Public Services Vehicles (Carrying Capacity) Regulations 1984 apply.

(2) 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 points to bear in mind here are that any person is guilty if permitting. This includes the consignor, operator, warehouse personnel and driver.**

The Code of Practice states that loads should be secured in such a way that the full weight of the load should be prevented from moving forward, with half the weight of the load prevented from moving backwards and to the sides. Nothing has changed in legislation. The only difference is that both the DVSA and the HSE are enforcing the existing rules, and vehicles operating without adequate load-securing will be subject to prohibition and FPN if loads are found to be unsecured at roadside, which ultimately could lead to prosecution and loss of the operator's O'Licence if he fails to comply.

The DVSA has agreed that pallet goods will be deemed as light loads <400kgs/pallet and heavy from 400kgs up. All goods should be affixed to pallets and, where practical and safe to do so, loaded against the vehicle headboard. Heavy pallets additionally need to be firmly lashed to the vehicle bed: light pallets provided they are a full-fit load can be retained by internal straps. Stacked loads in either category will need to be adequately secured.

Curtains on standard curtainsiders are not suitable for load retention and need to be disregarded when considering load securing.

**There are five simple rules to load security:**

1. Can the load slide or topple forward or back?
2. Can the load slide or topple off the side?
3. Is the load unstable?
4. Is load-securing equipment damaged or worn?
5. Is there anything loose that might fall off?

## Appendix 2

# Guidance for Existing Double-Deck Trailers

**Load restraint: everyone has a role and a responsibility!**

**This guidance should be viewed as the minimum requirements to secure loads on existing double-deck trailers.**

## Strapping

All trailers must be fitted with **side/centre load-securing straps** and maintained in a good condition. The recommendation is that trailers are equipped with 13 to 16 pairs of straps depending on the load and that these straps are used at all times.

Ensure that all vehicles are additionally equipped with an adequate number of **load-securing ratchet straps** to secure freight to the bed of the neck and lower deck – i.e. machines, heavy pallets > 400kgs, high pallets, etc.

Light pallets (<400kgs) only on the top deck and not stacked.

**Risk Assessment** of the transport operation is a legal requirement (HSWA). If the same/very similar load is being carried at all times, a generic risk assessment and system of work may be perfectly sufficient. Specific risk assessments/systems of work must then be considered for use with unusual/different loads.

Spaces between the headboard and gaps in the load or to the rear should be filled – e.g. empty pallets, false headboards, etc., to prevent pallet movement backwards or forwards. Alternatively, cross-strapping could be considered to stop any forward and rearward movement.

It is recommended that hubs regularly monitor the effectiveness of the load-securing methods employed on trailers and advise individual members where and when trailers are identified as having insecure loads.

## Double-Deck Load Safety Check Sheet – Enclosed Top Deck

		Yes	No	N/A
1	Has all freight been secured to the pallet prior to loading with banding, shrink-wrap or other suitable material?			
2	Are all pallets loaded up to the headboard and to the rear of the trailer?			
3	Is there any requirement for a secondary headboard or supporting strap to be fitted?			
4	Are all top-heavy or unstable pallets securely strapped to the trailer bed?			
5	Are there pallets weighing more than 400kgs on the top deck? If yes re-load!			
6	Is the trailer fitted with the recommended 13 – 16 pairs of straps?			
7	Do all ratchet straps meet the approved EU standard and are they in good condition?			
8	Do all suspended straps comply with BS EN 12195 standard?			
	If so do the straps have labels stating this?			
9	Are there any bulges in the curtains? *			
10	Have you completed all documents?			
11	Are pallets paired to assist top over straps if required? (Try to pair pallets of similar heights)			
<p>NB: If the answer to any of the above questions is no additional action will be required to ensure the vehicle/load is safe for travelling.</p> <p>* The exception is question 9 if yes review how the vehicle is loaded and take necessary action before travelling.</p>				

Assessment completed by.....

(Print Name) .....

Dated .....

## 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	<p>*Consider temporary blocking, secondary headboard or alternative means of preventing forward movement.</p> <p>**Action will need to be taken to prevent directional movement of part loads.</p> <p>***Is the base row being loaded stable and level? Additional lashing will be required.</p>			
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="http://www.rha.uk.net/docs/safety_loads_on_vehicles%2021jan2012.pdf">http://www.rha.uk.net/docs/safety_loads_on_vehicles%2021jan2012.pdf</a>			
Notes	<p>*Pairing pallets will assist with securing goods to the vehicle deck – unstable goods/pallets will require additional blocking.</p> <p>**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 Safe System of Work (SSOW) for working at height.</p>			
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.			

# Risk Assessment Load Securing General Haulage

What are the hazards?	Load make-up	Action required
Uniform light pallet load up to 400kgs	Full <input type="checkbox"/> Part Load <input type="checkbox"/>	Full-fit load – use of hanging straps. Part loads – further action must be taken to prevent movement of pallets on the vehicle.
Uniform heavy pallet load of more than 400kgs	Full <input type="checkbox"/> Part Load <input type="checkbox"/>	All goods must be secured to the bed of the vehicle with ratchet straps or equivalent system – where part loads are carried forward and rearward movement must also be prevented.
Stacked loads	Full <input type="checkbox"/> Part Load <input type="checkbox"/>	When stacking goods/pallets ensure the lower row provides a level stable platform for the row above. The load must be stable without restraints.
Cannot load up to the headboard	—	Alternative means of preventing forward movement must be considered – i.e. additional blocking, temporary headboard, sling lashings or additional top over frictional lashings.
Loading above the headboard	—	Loading above the headboard is permitted but steps must be taken to demonstrate the load is prevented from moving forward by means of blocking or temporary headboard extension or sling lashings. The weight of the load will dictate which means need to be considered.
Multi-drop/ collection loads	—	The same rules will apply as for part loads. Steps will need to be taken to prevent directional movement of goods/pallets with a diminishing and/or changing load.
Correctly securing loads from ground level?	Full <input type="checkbox"/> Part Load <input type="checkbox"/>	Where a suitable securing method is not provided as part of the vehicle fabrication a review of how the goods will be strapped needs to be considered.
Securing pallets of varying heights	Full <input type="checkbox"/> Part Load <input type="checkbox"/>	Where goods of varying height are carried – where possible pair pallets of similar height to ensure straps are equally tensioned across the width of the trailer.
Can the load slide or topple forward or back?	Full <input type="checkbox"/> Part Load <input type="checkbox"/>	<b>Yes</b> – review, repack, reload and re-secure with suitable equipment, use of headboard, etc.
Can the load slide or topple off the side?	Full <input type="checkbox"/> Part Load <input type="checkbox"/>	<b>Yes</b> – source suitable retention equipment, consider use of sideboards/bars, repack or reload.
Is the load unstable?	Full <input type="checkbox"/> Part Load <input type="checkbox"/>	<b>Yes</b> – do not move the vehicle. Seek immediate assistance and reload in a correct/safe manner.
Is load securing equipment damaged or worn?	Full <input type="checkbox"/> Part Load <input type="checkbox"/>	<b>Yes</b> – do not use. Source and replace with suitable alternative equipment.
Is there anything loose that might fall off?	Full <input type="checkbox"/> Part Load <input type="checkbox"/>	<b>Yes</b> – review/reassess the load and securing equipment. Repack or reload if necessary.

Further action required	By whom	Date
Review based on customer and safety needs and the type of securing equipment required.	Transport Manager or equivalent with driver/loaders input.	
As above	As above	
Review the need to place boarding or suitable alternative material between the layers. Load the heaviest stable items on the bottom row and ensure the bottom items are strong enough to <b>withstand the weight imposed without collapse or movement.</b>	As above	
As above	As above	
*If loads are frequently carried above a conventional headboard height consideration should be given to fabricating a suitable higher headboard assembly.	As above	
Goods will need to be secured to the bed of the vehicle – review the type of securing equipment required. Consideration to individual axle weights will need to be considered when securing loads in these particular operations.	As above	
If there is a need to access the vehicle refer to the company's SSOW for working at height. Alternatively, consider telescopic pole for placing straps in place.**	As above	
In the case of individual high or unstable pallets additional blocking and securing may be necessary to prevent toppling of cargo.	As above	
—	As above	
—	As above	
—	As above	
—	As above	
—	As above	

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