

# North American Cargo Securement Standard

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- **Joint Canada/United States Initiative**
  - began in 1993 with co-operative research effort
  - development of “standard” spanned 1996 - 1999
  - implementation of new regulations nearing completion
- **Goals: Improved highway safety and harmonized regulations**
- **Unique Approach**
  - open process for government and industry co-operation

# Performance Based Regulation

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## What is adequate cargo securement?

### **Guiding Principle:**

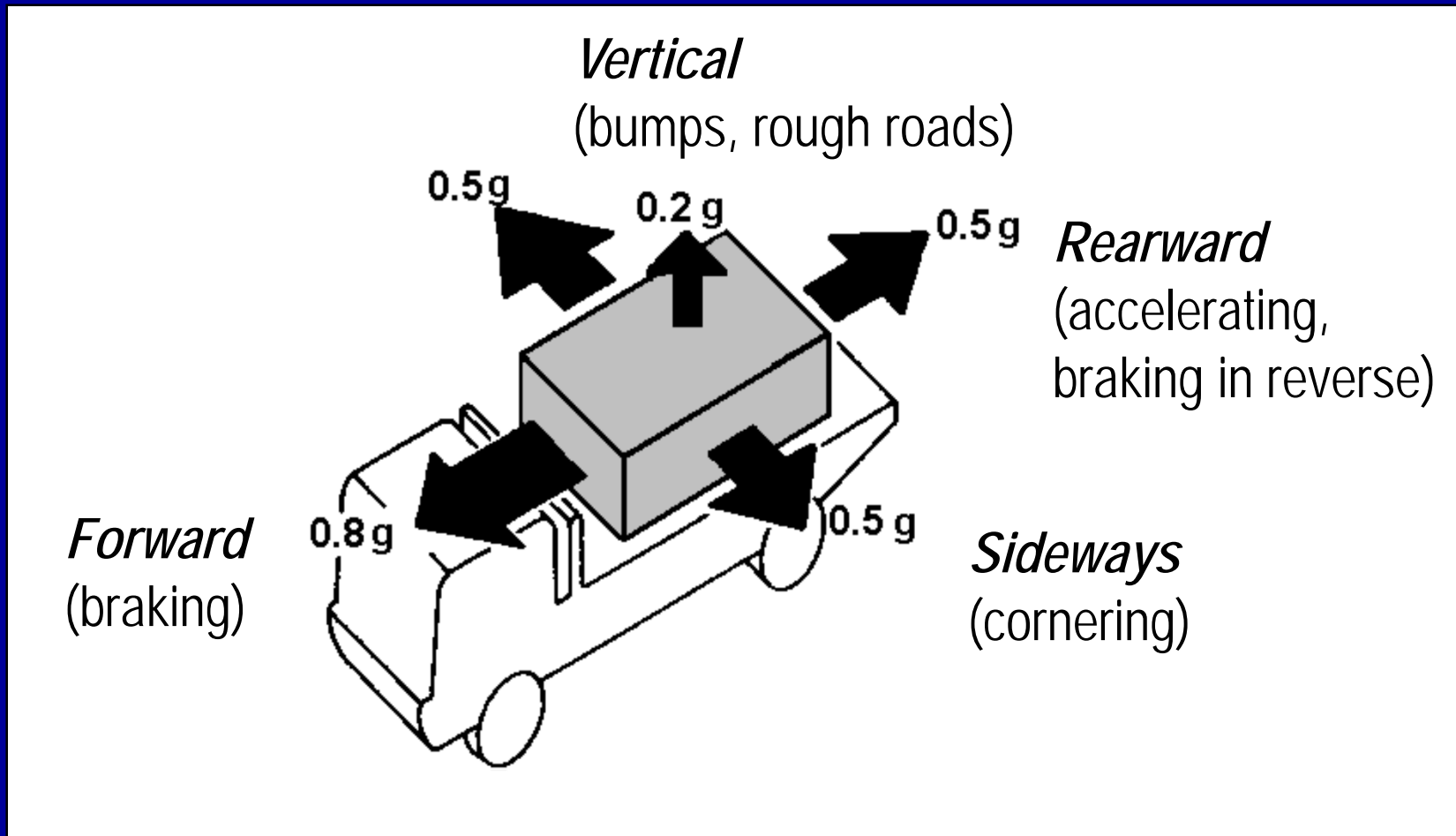
- public safety requires that cargo being transported on the highway system must remain on or within the transporting vehicle under all conditions which could reasonably be expected to occur in normal driving and when a driver is responding to emergency situations, short of a crash.

# Performance Criteria

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- What are the performance capabilities of modern freight vehicles?
- What forces is the cargo subjected to?
  - accelerating
  - braking
  - turning
  - vibration

# Performance Criteria



# Performance Criteria - Implications

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- the cargo securement system must be capable of resisting the forces which would occur with the “performance criteria”
  - **vehicle structures and attachments** must be strong enough to supply the necessary restraining forces
    - ~ *bulkheads, walls, floors, anchor points etc*
  - the **securing equipment** must be strong enough to supply the necessary restraining forces
    - ~ *tiedowns, chains, ratchets, binders, etc*

# North American Standard

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## **Provides template for regulations by jurisdictions:**

- **General Provisions and Requirements**
- **Specific Securement Requirements by Commodity Type**
- **Definitions**
- **Referenced Standards**

# Specific Commodities

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- **Logs**
- **Dressed Lumber**
- **Metal Coils**
- **Paper Rolls**
- **Concrete Pipe**
- **Intermodal Containers**
- **Automobiles, Light Trucks & Vans**
- **Heavy Vehicles, Equipment & Machinery**
- **Crushed Vehicles**
- **Roll-on/Roll-off Containers**
- **Large Boulders**

# Implementation - United States

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- **rulemaking completed in September 2002**
  - new regulations came into effect on December 26, 2002
  - new regulations become mandatory in January 2004



# Implementation - Canada

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- **Draft regulation being prepared by CCMTA**
  - expected to be completed in November 2003
  - objective to prepare regulation which can be adopted uniformly across Canada
    - ideally by reference to National Safety Code Standard 10
  - implementation of new regulations is required in 10 provinces and 3 territories
- **Target date for Canadian implementation July 1, 2004**

# Ongoing North American Coordination

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**North American Cargo Securement Standard**  
(Model Regulation - January 2003)

**Training Program**

**United States**

FMCSA Regulations

**Canada**

National Safety Code Std 10

Provincial and Territorial  
Regulations