

Cargo Securement Regulations



National Safety Code Amendments September 2010

National Safety Code Standard 10: Cargo Securement

- Council of Ministers approved new standard in 2004:
 - based on collaboration with United States on North American Cargo Securement Standard
 - Performance based approach to regulation

NSC Standard 10: September 2004

- Standard included two provisions scheduled to be introduced on January 1, 2010:
 - Requirement to use tiedowns marked with Working Load Limit
 - Requirement to use automatic tiedown tensioning devices for securement of logs loaded crosswise

Tiedowns

- National Safety Code Standard 10 Part 1, Division 3, Section 11 (4) states:
“On and after January 1, 2010, a person shall not use a tiedown or a component of a tiedown to secure cargo to a vehicle unless it is marked by the manufacturer with respect to its working load limit.”



NSC Standard 10 Amendments

- The amendments address three objectives:
 - changes required to complete implementation of a provision in the 2004 edition to eliminate default Working Load Limits for tiedowns by January 1, 2010
 - changes to address concerns raised by stakeholders through CVSA Public Forum
 - editorial changes to clarify requirements and improve safety
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Elimination of Default Working Load Limits for Tiedowns

- In September 2004 NSC Standard 10 included plan to eliminate default WLL for unmarked tiedowns:

Section 11 (4)

On and after January 1, 2010, a person shall not use a tiedown or a component of a tiedown to secure cargo to a vehicle unless it is marked by the manufacturer with respect to its working load limit.

- Transition plan introduced in January 2010 to provide educational period through January 2011
 - Full compliance required by January 2011
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NSC Amendments – Unmarked Tiedowns

- Housekeeping changes required to complete implementation:
 - Changes/corrections to references in the text
 - Elimination of default Working Load Limit tables
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NSC Amendments:

Issues Raised in CVSA Public Forum

- Logs: Securement of Utility Poles on Specialized Trailers
 - Dressed Lumber: Clarification of requirement for “belly wrapping” with multiple tires of bundles
 - Paper Rolls: inclusion of changes proposed by Forest Industry:
 - Jumbo paper rolls on cradles
 - Modifications for split loads
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NSC Amendments:
Address Issues Raised in CVSA Public Forum

- Light Vehicles: Prohibition on stacking of light vehicles (non flattened or crushed)



NSC Amendments:
Issues Raised in CVSA Public Forum

- Flattened or Crushed Vehicles: change to allow use of section of web strap on end of chain or wire rope tiedown for tensioning
 - *91(2) .. synthetic webbing may be used to connect wire rope or chain to anchor points on the transporting vehicle where the webbing is no more than 15 cm above the deck of the vehicle and must not come in contact with the flattened or crushed vehicles.*



Heavy Vehicles

Current:

Accessory equipment on a heavy vehicle, including a hydraulic shovel, shall be completely lowered and secured to the vehicle.

Change:

*Accessory equipment on a heavy vehicle, including a hydraulic shovel, shall be completely lowered and secured to the vehicle **unless:***

- ❑ *the accessory equipment can only move vertically;*
 - ❑ *accessory equipment that can pivot, tilt or move sideways is blocked or immobilized by the transport vehicle's structure or by a blocking or securement mechanism built into the transported vehicle.*
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Status & Process

- Amendments approved by Council of Ministers in late September
 - Provinces and territories to prepare for regulatory changes:
 - ❑ Stakeholder consultation is required in many provinces
 - ❑ Adoption by reference
 - Implementation plan and timing under development by CCMTA
 - ❑ Coordinated introduction of any changes across Canada
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