

**Greetings all.**

Today's topic is – Load Restraint and Chain of Responsibility (CoR).

Many incidents have occurred where loads have fallen from vehicles and hit other road users. Trucks have rolled over due to their loads moving during cornering. Unrestrained or badly restrained loads are dangerous! So it is important that we restrain loads correctly for safety reasons. And there are also legal consequences for others - *not just the person who tied the load down* - if we get it wrong.

**What is CHAIN OF RESPONSIBILITY?**

(Quote from the NHVR web site)

*If you consign, pack, load or receive goods as part of your business, you could be held legally liable for breaches of the Heavy Vehicle National Law (HVNL) even though you have no direct role in driving or operating a heavy vehicle. In addition, corporate entities, directors, partners and managers are accountable for the actions of people under their control. This is the 'chain of responsibility' (CoR).*

In the crane industry much is written about job planning and operating your crane safely. We all get involved in preparing Safe Work Method Statements and Hazard Risk Assessments for the job we are about to do on site. But we also need to consider getting to and from the site safely.



*This mini crawler fell off the back of truck in the UK*

Individual cranes often carry equipment needed to use and set the crane up safely, such as outrigger packing, slings and extra hooks as an example. All this equipment must be properly

secured on the crane to prevent it from falling off during travel.

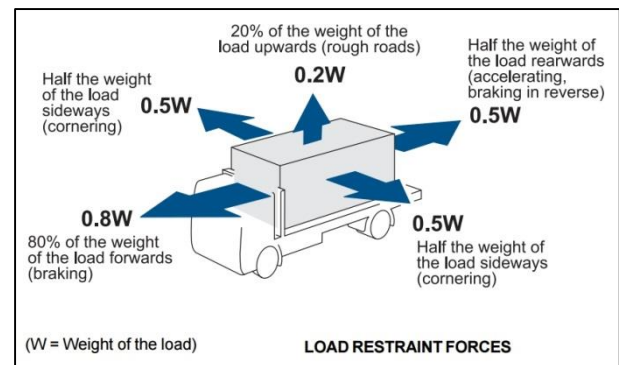
We also need to consider support vehicles that carry these items and other needed items like counterweights and fly jibs etc.

Legally, there is a responsibility to ensure these loads are correctly restrained. The chain of responsibility applies.

If as part of your job you are required to load and restrain loads on a vehicle, you need to ask a few questions:

- Have I been trained in how to do it correctly by a competent person?
- Do we have approved restraints that are designed for and suited to the loads we are trying to restrain?
- Are our vehicles well set up to carry the loads we carry safely?

How confident are you that your trucks are safely loaded and the loads restrained adequately?



*The load restraint system will meet the Regulation Performance Standards if the load doesn't shift when subjected to the forces shown above.*

For more information check out the "Load Restraint Guide 2004". It is the current reference document and available for free download from the National Transport Commission at <http://www.ntc.gov.au/>

Information about "Chain of Responsibility" is available from the National Heavy Vehicle Regulator at [www.nhvr.gov.au](http://www.nhvr.gov.au)

**Cheers and stay safe.** [www.cica.com.au](http://www.cica.com.au)