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## **Load Securement Standard**

### **1.0 PURPOSE**

This standard supports the Motor Vehicle Safety Policy and compliance with applicable legal and other requirements. Cargo transported by vehicle shall be contained, immobilized or secured so that it cannot: leak, spill, blow off, fall from, fall through, or otherwise be dislodged from a vehicle, or shift upon or within the vehicle to such an extent that the vehicle's stability or maneuverability is adversely affected.

### **2.0 DEFINITIONS**

#### **2.1 Aggregate Working Load Limit**

The working load limits or restraining capacity of all devices used to secure an article of cargo on a vehicle.

#### **2.2 Anchor Point**

Part of the structure, fitting or attachment on a vehicle or article of cargo to which a tie-down is attached.

#### **2.3 Cargo**

All articles, or material carried by a vehicle, including those used in the operation of the vehicle.

#### **2.4 Blocking**

A structure, device, or another substantial article placed against or around an article of cargo to prevent its horizontal movement.

#### **2.5 Bracing**

A structure, device or another substantial article placed against an article of cargo to prevent it from tipping and may also prevent it from shifting.

#### **2.6 Edge Protector**

A device put on the exposed edge of an article of cargo to protect a tie down or the article from damage, or to distribute tie down forces over a greater area.

#### **2.7 Strapping**

Tensioned strips of material that are clamped or crimped back on themselves.

#### **2.8 Third Party**

Third party standards are standards developed from outside agencies such as Canadian Standards Association (CSA) and represent a consensus of best practice across industry.

#### **2.9 Tie Down**

A combination of securing devices that forms an assembly attaching articles of cargo to, or restrains articles of cargo on a vehicle or trailer, and is attached to anchor point(s).

#### **2.10 Transport**

The carriage of cargo by a vehicle while on any public roadway.



### **2.11 Working Load Limit (WLL)**

The maximum load that may be applied to a component of a load securement system during normal service, usually assigned by the manufacturer of the component.

## **3.0 METHOD/PRACTICE**

All cargo transported in the course of SaskPower's operations shall be adequately contained, immobilized or secured.

### **3.1 Tie Downs**

- All tie downs and tie down components will be manufacturer marked to indicate the working load limit.
- When chain is used as a tie down component the working load limit shall be determined by the grade and size of chain.
- All tie downs shall be connected to approved anchor points.

## **4.0 TRAINING/AWARENESS REQUIREMENTS AND MATERIAL**

SaskPower Division shall:

- Identify employees who require awareness on load securement.
- Develop and provide information on:
  - a) Hazards of improper load securement.
  - b) Use of vehicle/trailer specific anchor points.
  - c) Load securement techniques, equipment and tools.
  - d) Procedures and practices for load securement.

## **5.0 REFERENCES**

- Canada
  - National Safety code 10 (NSC)
- SaskPower (located on SafetyNet)
  - Operation and Maintenance of Vehicles over 5000 kg Standard
- Third Party
  - North American Cargo Securement Standard