

## Attachment 1

# National Safety Code Standard 10 Proposed Amendments 2013

# NSC Standard 10: Proposed Amendments

## 1. Interpretation Section – Definitions: Light Vehicle

Current	Proposed Amendment
<b>Interpretation Section – Definition:</b> “light vehicle” means (i) an automobile, truck or van that weighs 4 500 kilograms or less, or (ii) a piece of equipment or machinery that operates on wheels or tracks and weighs 4 500 kilograms or less;	<b>Interpretation Section - Definition:</b> “light vehicle” means an automobile, truck or van that weighs 4 500 kilograms or less

**Notes:**

Addresses issue arising from NSC Standard 10 definition which unintentionally causes small equipment (eg. lawnmowers) and special purpose vehicles (eg. golf carts) to be considered “light vehicles”, with unreasonable and unnecessary consequences for loading and securement when being transported. Change will harmonize requirements with US, and is supported by CVSA Cargo Securement Public Forum and FMCSA

**Assessment:**

No major objections were received to this proposal.

# NSC Standard 10: Proposed Amendments

## 2. Division 2 – General Performance Criteria: Friction Mats

Current	Proposed Amendment
<p><b>Section 12 (9)</b></p> <p><b>A friction mat which is not marked by the manufacturer with a working load limit is assumed to provide resistance to horizontal movement equal to 50% of the weight of the cargo resting on the mat.</b></p>	<p><b>Section 12 (9)</b></p> <p><b>To be considered part of a cargo securement system, a friction mat must be marked by its manufacturer with the maximum usable friction resistance (in g's) the mat will provide in restraining cargo against horizontal and lateral movement.</b></p>

**Notes:**

Eliminates default Working Load Limit for unmarked friction mats, as supported by CVSA Cargo Securement Public Forum and FMCSA.

**Assessment:**

No major objections were received to this proposal.

The Canadian Trucking Alliance proposed that implementation of this requirement be introduced in January 2014 to allow the current inventory of unmarked friction mats to be consumed.

# NSC Standard 10: Proposed Amendments

## 3. Division 3 – Metal Coils: Rows of Metal Coils with Eyes Crosswise

Current	Proposed Amendment
<p><b>Section 50: Coils Transported with Eyes Crosswise</b></p> <p>Coils transported with eyes crosswise by a vehicle or an intermodal container with anchor points</p> <p>50(1) This section applies to coils transported with the eyes crosswise.</p> <p>(2) Each coil shall be immobilized with timbers, chocks or wedges, a cradle or other device that</p> <p>(a) prevents the coil from rolling,</p> <p>(b) supports the coil off the deck, and</p> <p>(c) is not capable of becoming unfastened or loose while the vehicle is on a highway.</p> <p>(3) Where timbers, chocks or wedges are used to secure a coil, they shall be held in place by coil bunks or similar devices to prevent the blocking device from coming loose.</p> <p>(4) Each coil shall be secured with</p> <p>(a) at least 1 tiedown through its eye, restricting against forward movement, and where practical, making an angle of not more than 45 degrees with the deck when viewed from the side, and</p> <p>(b) at least one tiedown through its eye, restricting against rearward movement, and where practical, making an angle of not more than 45 degrees with the deck when viewed from the side.</p>	<p><b>Section 50: Coils and Rows of Coils Transported with Eyes Crosswise</b></p> <p>Coils transported with eyes crosswise by a vehicle or an intermodal container with anchor points</p> <p>50(1) This section applies to coils transported with the eyes crosswise and to transverse rows of coils loaded side by side and having approximately the same outside diameters</p> <p>(2) Each coil or transverse row of coils shall be immobilized with timbers, chocks or wedges, a cradle or other device that</p> <p>(a) prevents the coil from rolling,</p> <p>(b) supports the coil off the deck, and</p> <p>(c) is not capable of becoming unfastened or loose while the vehicle is on a highway.</p> <p>(3) Where timbers, chocks or wedges are used to secure a coil, they shall be held in place by coil bunks or similar devices to prevent the blocking device from coming loose.</p> <p>(4) Each coil or transverse row of coils shall be secured with</p> <p>(a) at least 1 tiedown through its eye, restricting against forward movement, and where practical, making an angle of not more than 45 degrees with the deck when viewed from the side, and</p> <p>(b) at least one tiedown through its eye, restricting against rearward movement, and where practical, making an angle of not more than 45 degrees with the deck when viewed from the side.</p> <p>(c) If coils are loaded to contact each other in the longitudinal direction and relative motion between the coils and between coils and the vehicle is prevented by tiedowns</p> <p style="margin-left: 20px;">i. Only the foremost and rearmost coils or rows of coils must be immobilized per Section 50(2)</p> <p style="margin-left: 20px;">ii. A single tiedown restraining against forward motion may be used to secure any coil except the rearmost one, which must be restrained against rearward motion</p>

## NSC Standard 10: Proposed Amendments

### 3. Division 3 – Metal Coils: Rows of Metal Coils with Eyes Crosswise

***Notes:***

Proposed by FMCSA to address an evident oversight in the Model Regulation and Canadian and US regulations – the Standard does not address securement of rows of metal coils with eyes crosswise, whereas this was addressed in previous regulations.

**Assessment:**

No objections were received to this proposal.

# NSC Standard 10: Proposed Amendments

## 4. Division 6 – Intermodal Containers

Current	Proposed Amendment
<p><b>Section 84</b></p> <p><b>84(1)</b> This section applies to the transportation of an intermodal container on a container chassis vehicle</p> <p><b>(2)</b> Despite section 22, an intermodal container shall be secured to the container chassis with integral locking devices.</p> <p><b>(3)</b> The integral locking devices used shall restrain each lower corner of the intermodal container from moving</p> <ul style="list-style-type: none"><li><b>(a)</b> more than 1.27 centimetres forward,</li><li><b>(b)</b> more than 1.27 centimetres rearward,</li><li><b>(c)</b> more than 1.27 centimetres to the right,</li><li><b>(d)</b> more than 1.27 centimetres to the left, and</li><li><b>(e)</b> more than 2.54 centimetres vertically.</li></ul> <p><b>(4)</b> The front and the rear of the intermodal container shall be independently secured.</p>	<p><b>Section 84</b></p> <p><b>84(1)</b> This section applies to the transportation of an intermodal container on a container chassis vehicle</p> <p><b>(2)</b> Despite section 22, an intermodal container shall be secured to the container chassis with integral locking devices.</p> <p><b>(3)</b> The integral locking devices used shall restrain each lower corner of the intermodal container.</p> <p><b>(4)</b> The front and the rear of the intermodal container shall be independently secured.</p>

**Notes:**

Addresses conflict discovered between regulatory specification and current designs of integral locking devices on intermodal containers. Change is supported by CVSA Cargo Securement Public Forum and FMCSA.

**Assessment:**

No objections were received to this proposal.