

**National Safety Code Standard 10 – Cargo Securement
Changes Approved September 2010**

First Edition – September 2004 Original Text	Revision September 2010 New Text
<p>Section 3(3) The driver of a vehicle shall re-inspect the vehicle’s cargo and the cargo securement system used and make necessary adjustments to the cargo or cargo securement system as necessary, including adding more securing devices, at the earliest of the time: (a) there is a change of duty status of the driver, (b) the vehicle has been driven for 3 hours; or (c) the vehicle has been driven for 240 kilometres</p>	<p>Section 3(3) The driver of a vehicle shall regularly re-inspect the vehicle’s cargo and the cargo securement systems used and make adjustments to the cargo or cargo securement system as necessary, including adding more securing devices, at intervals based on whichever of the following occurs first: (a) there is a change of duty status of the driver, (b) the vehicle has been driven for 3 hours; or (c) the vehicle has been driven for 240 kilometres</p>
<p>Section 4(3) A securing device or integral locking device used to secure cargo to a vehicle shall itself be secured in a manner that prevents it from becoming unfastened while the vehicle is on a highway.</p>	<p>Section 4(3) A securing device, integral locking device, movable structure or blocking device used to secure cargo to a vehicle shall itself be secured in a manner that prevents it from becoming unfastened while the vehicle is on a highway</p>
<p>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.</p>	<p>Section 11(4) 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.</p>
<p>Section 12 12(1) This section applies to securing devices used to secure cargo to a vehicle that are not marked by the manufacturer with a working load limit. (2) Chain has a working load limit equal to that of the same size of Grade 3 Proof Coil under Part 3 section 1. (3) Synthetic webbing that is not marked by its manufacturer has the working load limit under Part 3 section 2 based on its width. (4) Wire rope has the working load limit under Part 3 section 3 based on its diameter. (5) Manila rope has the working load limit under Part 3 section 4 based on its diameter.</p>	<p>Section 12 12(1) Deleted September 2010 (2) Deleted September 2010 (3) Deleted September 2010. (4) Deleted September 2010. (5) Deleted September 2010</p>

<p>(6) Polypropylene fibre rope, polyester fibre rope, nylon rope and double braided nylon rope has the working load limit under Part 3 section 5 based on its diameter.</p> <p>(7) Synthetic cordage that is not marked or labelled to identify its composition has the working load limit under Part 3 section 5 based on its diameter.</p> <p>(8) Steel strapping has the working load limit under Part 3 section 6 based on its width.</p> <p>(9) 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.</p> <p>(10) A tiedown or a component of a tiedown that is not referred to in subsections (2) to (9) has a working load limit equal to the working load limit of the lowest grade or classification assigned under Part 3</p>	<p>(6) <i>Deleted September 2010.</i></p> <p>(7) <i>Deleted September 2010.</i></p> <p>(8) <i>Deleted September 2010.</i></p> <p>(9) 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.</p> <p>(10) <i>Deleted September 2010.</i></p>
<p>Section 28(1) 28(1) This Division applies to the transportation of logs that</p> <ul style="list-style-type: none"> (a) are not unitized, or (b) are part of a cargo that has more than 4 processed logs. <p>(2) This Division does not apply to firewood, stumps, log debris or logs that are transported in a vehicle or container that is enclosed on all sides and strong enough to contain them.</p>	<p>Section 28(1) 28(1) This Division applies to the transportation of logs that</p> <ul style="list-style-type: none"> (a) <i>Deleted September 2010</i> (b) are part of a cargo that has more than 4 processed logs. <p>(2) This Division does not apply to firewood, stumps, log debris or logs that are transported in a vehicle or container that is enclosed on all sides and strong enough to contain them.</p> <p>(3) A cargo of 4 or less processed logs loaded lengthwise may be secured by the provisions of this Division or the general securement provisions of Part 1.</p>
<p>Section 37(1) 37(1) A vehicle that is more than 10 metres long transporting shortwood loaded crosswise shall have centre stakes, or comparable structures, that divide its length into two approximately equal sections.</p>	<p>Section 37(1) 37(1) A vehicle with a cargo carrying surface that is more than 10 metres long transporting shortwood loaded crosswise shall have centre stakes, or comparable structures, that divide its length into two approximately equal sections.</p>

<p>Section 41</p> <p>41(1) This Division applies to the transportation of</p> <ul style="list-style-type: none"> (a) bundles of dressed lumber and packaged lumber, and (b) unitized building products, including plywood, gypsum board or other materials of similar shape. <p>(2) For the purpose of this Division, "bundle" means the material referred to in subsection (1).</p>	<p>Section 41</p> <p>41(1) This Division applies to the transportation of</p> <ul style="list-style-type: none"> (a) bundles of dressed lumber and packaged lumber, and (b) unitized building products, including plywood, gypsum board or other materials of similar shape. <p>(2) For the purpose of this Division, "bundle" means the material referred to in subsection (1), but does not include building products loaded on pallets or packages of engineered wood products such as beams or trusses.</p> <p>(3) Dressed lumber and similar bundled building products being transported in enclosed trucks or trailers can be secured</p> <ul style="list-style-type: none"> (a) in accordance with the requirements of this Division, or (b) the general securement provisions of Part 1.
<p>Section 46(1)</p> <p>46(1) Bundles carried in 2 or more layers placed directly on top of other bundles or on spacers of adequate size and orientation, shall be secured by.</p> <ul style="list-style-type: none"> (a) tiedowns over the top layer of bundles, in accordance with provisions of section 22 of this Standard, with a minimum of two tiedowns for bundle(s) longer than 1.52 metres, and (b) tiedowns over the second layer of bundles, or at 1.85 metres above the vehicle deck, whichever is greater, or not over 1.85 metres above the deck for other multiple layers in accordance with the provisions of section 22 of this Standard, for each stack of bundles composed of more than two layers; and 	<p>Section 46(1)</p> <p>46(1) Bundles carried in 2 or more layers placed directly on top of other bundles or on spacers of adequate size and orientation, shall be secured by.</p> <ul style="list-style-type: none"> (a) tiedowns over the top layer of bundles, in accordance with provisions of section 22 of this Standard, with a minimum of two tiedowns for bundle(s) longer than 1.52 metres, and (b) tiedowns over the middle layer of bundles in accordance with the provisions of section 22 of this Standard, for each stack of bundles higher than 1.85 metres composed of more than two layers; and
<p>Section 55(1)</p> <p>Rows of coils</p> <p>55(1) This section applies to the transportation of transverse rows of metal coils with eyes lengthwise and with approximately equal outside diameters</p>	<p>Section 55(1)</p> <p>Rows of Coils with Eyes Lengthwise</p> <p>55(1) This section applies to the transportation of transverse rows of metal coils with eyes lengthwise and with approximately equal outside diameters.</p>

<p>Section 63(5) Where a space behind a group of paper rolls, including that at the rear of the vehicle, exceeds the diameter of the paper rolls, the rolls shall be prevented from moving rearward by blocking, bracing, tiedowns or friction mats or by banding the last roll to other rolls.</p>	<p>Section 63(5) Rearward movement shall be prevented by blocking, bracing, tiedowns or friction mats or by banding to other rolls.</p>
<p>Section 63(8) A single paper roll or the forward most roll in a group of rolls shall be prevented from tipping or falling forward by banding it to other rolls or by using bracing or tiedowns where</p> <ul style="list-style-type: none"> (a) the vehicle's structure or other cargo does not prevent the roll from tipping or falling forward, and (b) the width of the roll is more than 1.25 times its diameter 	<p>Section 63(8) A single paper roll or the forward most roll in a group of paper rolls shall be prevented from tipping or falling forward by banding it to other rolls or by using bracing or tiedowns where</p> <ul style="list-style-type: none"> (a) the vehicle's structure or other cargo does not prevent the roll from tipping or falling forward, and (b) the roll is not restrained against moving forward by friction mats, and (c) the width of the roll is more than 1.25 times its diameter
<p>Section 64(2) Where a paper roll in a split cargo of paper rolls transported with the eyes vertical in a sided vehicle is not prevented from moving forward by the vehicle's structure or other cargo, it shall be prevented from moving forward</p> <ul style="list-style-type: none"> (a) by filling the open space, (b) by using blocking, bracing, tiedowns, friction mats, or (c) by using a combination of the methods in clauses (a) and (b). 	<p>Section 64(2) Where a paper roll in a split cargo of paper rolls transported with the eyes vertical in a sided vehicle is not prevented from moving forward by the vehicle's structure or other cargo, it shall be prevented from moving forward</p> <ul style="list-style-type: none"> (a) by filling the open space, or (b) by using blocking, bracing, tiedowns, friction mats as described in Section 63, or (c) by using a combination of the methods in clauses (a) and (b).
<p>Section 66(3) Void fillers, blocking, bracing, friction mats or tiedowns shall be used to prevent a paper roll from moving sideways towards the side walls of the vehicle where the total space between the ends of the paper roll, or the outer rolls in a row of paper rolls, and the walls of the vehicle is more than 203 millimetres</p>	<p>Section 66(3) Void fillers, blocking, bracing, friction mats or tiedowns shall be used to prevent a paper roll or group of rolls from moving sideways towards the side walls of the vehicle</p> <ul style="list-style-type: none"> (a) where the total void space between the ends of a paper roll and the walls of the vehicle is more than 203 millimetres, or (b) where the total void space in a row of paper rolls between the vehicle walls is more than 203 millimetres

<p>Section 68(7) Void fillers, blocking, bracing, friction mats or tiedowns shall be used to prevent a paper roll from moving sideways towards the side walls of the vehicle where the total space between the ends of the paper roll, or the outer rolls in a row of paper rolls, and the walls of the vehicle is more than 203 millimetres</p>	<p>Section 68(7) Void fillers, blocking, bracing, friction mats or tiedowns shall be used to prevent a paper roll or group of rolls from moving sideways towards the side walls of the vehicle</p> <ul style="list-style-type: none"> (a) where the total void space between the ends of a paper roll and the walls of the vehicle is more than 203 millimetres, or (b) where the total void space in a row of paper rolls between the vehicle walls is more than 203 millimetres
<p>Section 69 69(1) This section applies to paper rolls transported in a sided vehicle in a single layer with the eyes lengthwise.</p> <ul style="list-style-type: none"> (2) A paper roll shall be prevented from moving forward by contact with the vehicle's structure or other cargo or by blocking or tiedowns. (3) A paper roll shall be prevented from moving rearward by contact with other cargo or by blocking, friction mats or tiedowns. (4) A paper roll shall be prevented from rolling or moving sideways by contact with the vehicle's wall or other cargo or by chocks, wedges or other blocking mechanism. 	<p>Section 69 69(1) This section applies to paper rolls transported in a sided vehicle in a single layer with the eyes lengthwise.</p> <ul style="list-style-type: none"> (2) A paper roll shall be prevented from moving forward by contact with the vehicle's structure or other cargo or by blocking or tiedowns. (3) A paper roll shall be prevented from moving rearward by contact with other cargo or by blocking, friction mats, tiedowns or cradles with friction mats applied between the roll and the cradle and between the cradle and the floor. (4) A paper roll shall be prevented from rolling or moving sideways by contact with the vehicle's wall or other cargo or by chocks, wedges, cradles or other blocking mechanism. (5) Cradles used to support and restrain paper rolls must be secured against movement by using chocks, wedges and blocking, or friction mats. <ul style="list-style-type: none"> (a) The width of a cradle(s) used to support a roll must be: <ul style="list-style-type: none"> (i) at least ½ times the height of the roll, as measured from the lowest point on the roll, or (ii) the roll must be attached to the cradle with bands or straps. (b) When used to secure cargo in the lateral direction, each cradle: <ul style="list-style-type: none"> (i) must contact at least 1/8 of the roll's perimeter, or (ii) must be attached to the roll with bands or straps

<p>Section 80 80(1) This section applies to all cargo of small pipes. (2) A pipe may be secured with a tiedown running through it. (3) Where each pipe is not secured individually with a tiedown (a) one 1.27 centimetre (1/2 inch) diameter chain or wire rope or two 0.95 centimetre (3/8 inch) diameter chains or wire ropes shall be placed lengthwise over the group of pipes, and (b) one transverse tiedown shall be used for every 3.04 metres of cargo length. (4) The transverse tiedowns referred to in subsection (3) shall be placed (a) through a pipe on the top layer, or (b) over the lengthwise tiedown between 2 pipes on the top layer.</p>	<p>Section 80 80(1) This section applies to all cargo of small pipes. (2) Each pipe shall be secured with a tiedown running through it, or (3) Where each pipe is not secured individually with a tiedown (a) one 1.27 centimetre (1/2 inch) diameter chain or wire rope or two 0.95 centimetre (3/8 inch) diameter chains or wire ropes shall be placed lengthwise over the group of pipes, and (b) one transverse tiedown shall be used for every 3.04 metres of cargo length. (4) The transverse tiedowns referred to in subsection (3) shall be placed (a) through a pipe on the top layer, or (b) over the lengthwise tiedown between 2 pipes on the top layer</p>
<p>Section 88(6)</p>	<p>Section 88(6) It is prohibited to transport stacks of light vehicles.</p>
<p>Section 89(2) Accessory equipment on a heavy vehicle, including a hydraulic shovel, shall be completely lowered and secured to the vehicle.</p>	<p>Section 89(2) Accessory equipment on a heavy vehicle, including a hydraulic shovel, shall be completely lowered and secured to the vehicle unless: (a) the accessory equipment can only move vertically; (b) accessory equipment that can pivot, tilt or move sideways is blocked or immobilized by the transporting vehicle's structure or by a blocking or securement mechanism built into the transported vehicle.</p>
<p>Section 91 91 Synthetic webbing shall not be used to secure flattened or crushed light vehicles.</p>	<p>Section 91 91 (1) Synthetic webbing shall not be used to secure flattened or crushed light vehicles (2) Despite Section 91(1) 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.</p>
<p>Section 92(2) Despite Part 1 Division 4, each tiedown referred to in subsection 1 shall have a working load limit of 2 268 kilograms or more.</p>	<p>Section 92(2) Each tiedown referred to in subsection 1 shall have a working load limit of 2 268 kilograms or more.</p>

<p>Section 96 96(1) A roll-on/roll-off container or hook lift container transported by a vehicle that is not equipped with an integral securement system</p> <ul style="list-style-type: none"> (a) shall be blocked against forward movement <ul style="list-style-type: none"> (i) by the lifting device, stops or a combination of both, or (ii) by another restraint mechanism, (b) shall be secured to the front of the vehicle <ul style="list-style-type: none"> (i) by the lifting device, or (ii) by another securing device which restrains against sideways and vertical movement, and (c) shall be secured to the rear of the vehicle in accordance with at least one of the following: <ul style="list-style-type: none"> (i) one tiedown attached to both the vehicle chassis and the container; (ii) 2 tiedowns installed lengthwise, each securing one side of the container to one of the vehicle's side rails; (iii) 2 hooks, or equivalent mechanisms, securing both sides of the container to the vehicle chassis at least as effectively as the tiedowns referred to in subclauses (i) and (ii). <p>(2) A device used to secure a roll-on/roll off or hook lift container to the rear of a vehicle that is not equipped with an integral securement system</p> <ul style="list-style-type: none"> (a) shall be installed not more than 2 metres from the rear of the container, and (b) despite Part 1 Division 4, all tiedowns shall have a working load limit of at least 2268 kilograms. 	<p>Section 96 96(1) A roll-on/roll-off container or hook lift container transported by a vehicle that is not equipped with an integral securement system</p> <ul style="list-style-type: none"> (a) shall be blocked against forward movement <ul style="list-style-type: none"> (i) by the lifting device acting as a blocking structure, or (ii) at least two stops located approximately the same distance from the longitudinal axis of the container, or (iii) a combination of (i) and (ii) (b) shall be secured to the front of the vehicle <ul style="list-style-type: none"> (i) by the lifting device, or (ii) by another securing device which restrains against sideways and vertical movement, and (c) shall be secured to the rear of the vehicle in accordance with at least one of the following: <ul style="list-style-type: none"> (i) one tiedown attached to the vehicle chassis and to both sides of the container; (ii) 2 tiedowns installed lengthwise, each securing one side of the container to one of the vehicle's side rails; (iii) 2 hooks, or equivalent mechanisms, securing both sides of the container to the vehicle chassis at least as effectively as the tiedowns referred to in subclauses (i) and (ii). <p>(2) A device used to secure a roll-on/roll off or hook lift container to the rear of a vehicle that is not equipped with an integral securement system</p> <ul style="list-style-type: none"> (a) shall be installed not more than 2 metres from the rear of the container, and (b) all tiedowns shall have a working load limit of at least 2 268 kilograms.
<p>Section 98(1) A boulder shall be placed with its flattest or its largest side down on the deck</p>	<p>Section 98(1) A boulder shall be placed with its flattest or its largest side down</p>