

**Road Traffic**

**ROAD TRAFFIC (SECURITY OF LOAD  
ON VEHICLES) REGULATIONS, 1992**

**ARRANGEMENT OF REGULATIONS**

**REGULATION**

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**Road Traffic**

Cap. 295.

**ROAD TRAFFIC (SECURITY OF LOAD  
ON VEHICLES) REGULATIONS, 1992**

1992/34.

**Authority:** These regulations were made on the 27th March, 1992 by the Minister under section 124(1) of the *Road Traffic Act*.

**Commencement:** 6th April, 1992.

1. These Regulations may be cited as the *Road Traffic (Security of Load on Vehicles) Regulations, 1992*. Short title.

2. In these regulations

Interpreta-  
tion.

"clear aggregate" means gravel, crushed stone or slag in the form of particles that are not less than 10 millimetres in diameter or more than 38 millimetres in diameter;

"dunnage" means a device or material that distributes the restraining force of a tiedown assembly or assemblies over a greater proportion of the load than it normally would affect;

"load" means

- (a) animal feed, including corn;
- (b) bagasse;
- (c) bottles, whether full or empty;
- (d) cement;
- (e) sand, gravel, crushed stone, slag, salt or any mixture thereof where such substances are in the form of particles of up to 58 millimetres;
- (f) shredded scrap metal; or
- (g) waste;

"nominal" when used to describe lumber means commercially dressed sizes generally designated by the dimensions indicated;

"tiedown assembly" means a fastening device or attachment used to secure a load to the vehicle on which it is being carried so as to prevent the adverse movement of the load in any direction;

"working load limit" means the rated capacity assigned by the manufacture of a tiedown assembly or component representing the maximum load in kilograms that may be applied to the assembly or component during normal service.

Covering of  
load.

3. (1) Subject to paragraph 2, where a commercial motor vehicle or a combination of a commercial motor vehicle and trailer or trailers is being operated on a highway and is carrying a load, the portion of the load that is not enclosed by the vehicle or load container shall be covered with a covering that is made of tarpaulin, canvas, netting or other material capable of confining the load within the vehicle container or load container.

(2) Paragraph (1) does not apply where the commercial motor vehicle or the combination of a commercial motor vehicle and trailer or trailers is being operated

(a) in the course of carrying agricultural products, where such vehicle is owned by a farmer;

(b) on a highway with

(i) untreated gravel or crushed stone surface;

(ii) an earth surface;

(iii) a surface treated solely for dust abatement purposes; or

(c) within the limits of a highway construction contract.

Overhanging  
load.

4. Every motor vehicle carrying a load which overhangs the rear of the vehicle to the extent of 1.5 metres or more while on a highway shall display upon such overhanging load at the extreme rear and thereof at any time from one-half hour after sunset to one-half hour before sunrise, or at any other time when there is insufficient light, a red light

and at all other times a red flag or a red marker sufficient to indicate the projection of the load.

5. (1) No person shall

(a) operate a motor vehicle or trailer on a highway; or

(b) permit a motor vehicle or trailer to be operated on a highway;

unless the load being carried by the motor vehicle or trailer is firmly bound, sufficiently covered or otherwise secured or loaded so that no portion of the load may become dislodged or fall from the motor vehicle or trailer.

(2) A person who

(a) operates a motor vehicle or trailer on a highway; or

(b) permits a motor vehicle or trailer to be operated on a highway;

shall ensure that the load being carried on the motor vehicle or trailer does not extend above the top of the vehicle container, load container or load restraints.

6. A person who drives a motor vehicle

(a) on which a load is being carried; or

(b) to which a trailer on which a load is being carried is attached;

shall not permit any other person to ride on any part of the motor vehicle or trailer except in the cab of the motor vehicle.

7. (1) Every commercial motor vehicle, commercial motor vehicle and trailer or trailers carrying a load on a highway shall

(a) have sides, sideboards or stakes and rear stakes, endgate or endboard

(i) securely attached to the vehicle;

(ii) strong enough and high enough to ensure that the load being carried will not shift upon or fall from the vehicle; and

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- (iii) have no aperture large enough to permit any of the load that the vehicle is carrying to pass through;
  - (b) have at least one tiedown assembly that meets the requirements of regulation 8 for each 3 linear metres of lading or fraction thereof, and as many additional tiedown assemblies that meet the requirements of regulation 8 as are necessary to secure each part of the load being carried either by
    - (i) direct contact between the load and the tiedown assemblies, or
    - (ii) dunnage that is in contact with the load and is secured by tiedown assemblies; or
  - (c) have other means of protecting against a shifting or falling load that are similar to and at least as effective as these means specified in paragraph (a) or (b).
- (2) For the purposes of paragraph 1(b), a tiedown assembly or dunnage in contact with exterior topmost items of the load and securely holding each interior and lower item, complies with this requirement.
- (3) Where a commercial motor vehicle, commercial motor vehicle and trailer or trailers on a highway carries a load that may shift in transit, the load shall be blocked, restrained or contained in such a manner that it will not shift in a forward direction when the vehicle decelerates at a rate of 6 metres per second and the load shall be
- (a) securely blocked or braced against the sides, sideboard or stakes of the vehicle; or
  - (b) secured by devices that conform to the requirements set out in paragraph (1)(b) or (c).
- (4) Regulation 5 does not apply to
- (a) any vehicle or combination of vehicles which transport

- (i) containers designed for the transportation of containerized intermodal cargo secured to the vehicle in accordance with regulation 9;
  - (ii) coils of metal secured in accordance with regulation 10;
  - (iii) a load of miscellaneous metal articles secured in accordance with regulation 11; or
  - (iv) articles that because of their size, shape or weight must be carried on a special-purpose vehicle or must be fastened by special methods, if the articles are securely and adequately fastened to the vehicle;
- (b) a vehicle operating under the authority of a permit issued under the *Road Traffic Act* where the permit specifically provides for an exemption from this regulation; or Cap. 295.
- (c) a motor vehicle or road building machine, the property of the Crown where the vehicle or machine is engaged in construction maintenance or marking activities on a highway.

8. (1) Tiedown assemblies used on a commercial motor vehicle or combination of commercial motor vehicle and trailer or trailers to secure a load against movement in any direction shall have an aggregate working load limit equal to at least the weight of the article being secured. Tiedown assemblies.

(2) Where a tiedown assembly attached to a vehicle

(a) passes over, through or around the load or is attached to the load; and

(b) is again attached to the vehicle,

each tensioned portion of the tiedown assembly acting between the load and the vehicle shall be considered as a separate tiedown in the determination of the aggregate working load limit.

(3) The working load limit of a tiedown assembly shall be rated at the working load limit of the weakest component of that assembly.

(4) Where a tiedown assembly or component thereof is not permanently identified with its grade or working load limit, the working load limit shall be deemed to be that of the lowest grade or classification for that type and size of tiedown assembly or component.

(5) The strength of

(a) hooks, bolts, welds or other connectors by which a tiedown assembly is attached to a vehicle; and

(b) the mounting place and means of mounting the connector shall be at least as strong as the tiedown assembly when the connector is loaded in any direction in which the tiedown assembly may load it.

(6) No tiedown shall be used where

(a) the active portion has knots therein;

(b) any component thereof exhibits stretch, deformation wear or damage beyond the limits specified by the manufacturer; or

(c) the tiedown has been repaired or shortened other than in accordance with the manufacturer's specifications.

(7) Where an "over-the-centre" type of tiedown tensioner is used, the handle shall be locked in place and secured by an adequate secondary means to prevent its inadvertent release.

(8) Except in the case of steel, fibre or synthetic strapping that is permanently crimped, tiedown assemblies used on a commercial motor vehicle or combination of commercial motor vehicle and trailer or trailers to secure the load against movement in any direction shall be designed, constructed and maintained in such a manner that the driver of the vehicle can tighten the assembly in transit.

Containers.

9. Containers designed for the transportation of containerized intermodal cargo and having integral securement devices shall be fastened to a load bearing surface of the vehicle with securement devices which

(a) prevent the containers from being unintentionally unfastened; and

(b) restrain the containers from movement under normal operating conditions.

10. Where a commercial motor vehicle or combination of commercial motor vehicle and trailer or trailers transport on a highway coils of metal that individually or in a combination that is banded together and weigh 2300 kilograms or more, the coils may be restrained against movement in relation to the vehicle in accordance with *Schedule A*.

Transportation of coils of metal.

Schedule A.

11. (1) In this regulation "miscellaneous metal articles" mean cut-to-length bars, plates, rods, sheet and tin mill products, billets, blooms, ingots, slabs, structural shapes, pipe and other tubular products, or any combination thereof.

Miscellaneous metal articles.

(2) Where a commercial motor vehicle or combination of commercial motor vehicle and trailer or trailers transport on a highway a load of miscellaneous metal articles that individually or in a combination that is banded or boxed together and handled as a single unit and weigh more than 1000 kilograms, such articles may be restrained against movement in relation to the vehicle in accordance with *Schedule B*.

Schedule B.

12. Where timber is used for blocking it shall be sound timber.

Timber.

13. A person who contravenes regulation 3, 4, 5 or 6 is guilty of an offence and may in addition to paying a fine have his licence suspended for a period of 60 days.

Offences.

## SCHEDULE A

*(Regulation 10)*

## SECUREMENT REQUIREMENTS FOR COILED METAL

1. In this Schedule
  - (a) "coil insert" means a device that when used in conjunction with a tiedown assembly restrains the coil against movements; and
  - (b) "eye" means the hole through the centre of a coil.
2. (1) Where coils of metal are transported with eyes vertical, the coils shall be secured
  - (a) by a tiedown assembly or by blocking placed against the front of a coil, where there is only one, or row of coils, where the coils are in rows, so as to restrain against forward motion;
  - (b) by a tiedown assembly or by blocking placed against the rear of coils where the coils are in rows, so as to restrain against rearward motion; and
  - (c) by a tiedown assembly over the top of each coil or, where the coils are in transverse rows, over the top of each row so as to restrain against vertical motion.

(2) Only where a tiedown assembly over the top of a coil or a transverse row of coils is used in conjunction with a coil insert or inserts may the same tiedown assembly be used to comply with more than one requirement of paragraph (1).
3. (1) Where coils of metal are transported with eyes crosswise, the coils shall be secured
  - (a) by a tiedown assembly, making an angle of less than 45 degrees with the horizontal when viewed from the side of the vehicle, running through the eye of each coil so as to restrain against forward motion;
  - (b) by a tiedown assembly, making an angle of less than 45 degrees with the horizontal when viewed from the side of the vehicle, running through the eye of each coil so as to restrain against rearward motion; and
  - (c) by timber, having a nominal cross section of at least 10 centimetres and a length that blocks at least 75 per cent of the width of a coil, tightly placed against both the front and rear of each coil or, where the coils are in

rows, each row of coils so as to prevent movement of any coil in a forward or rearward direction.

(2) Where coils of metal being transported with eyes crosswise are loaded in contact with each other in longitudinal direction of the vehicle paragraph (1)(b) does not apply to any interior coil or interior transverse row of coils if timber, having a nominal cross section of at least 5 centimetres by 10 centimetres, is tightly placed against both ends of each such coil or row of coil so as to prevent lateral movement.

4. (1) Where coils of metal are transported with eyes lengthwise, the coils shall be restrained by timber having a nominal cross section of at least 10 centimetres, by 10 centimetres, tightly placed against the sides of each coil or, where the coils are in transverse rows, against the outboard side of each row of coils and the coils shall be secured by

- (a) one or more tiedown assemblies over the top of each coil or traverse row of coils;
- (b) two or more tiedown assemblies through the eye of each coil; or
- (c) one or more tiedown assemblies crossing diagonally from one side of the vehicle to the other, through the eye of each coil.

(2) Where only one tiedown assembly is used over the top of each coil or transverse row of coils, additional timber, having as nominal cross section of at least 5 centimetres by 10 centimetres, shall be

- (a) placed tightly against the front and rear of each coil or row of coils; and
- (b) firmly secured to the longitudinal timber,

in such manner as to restrain against forward and rearward movement.

5. Notwithstanding paragraphs 3 and 4, the use of timber is not required on vehicles that have depression in the floor or that are equipped with restraining devices that perform the functions specified for timber in those paragraphs.

## SCHEDULE B

*(Regulation 11)*SECUREMENT REQUIREMENTS FOR MISCELLANEOUS  
METAL ARTICLES

1. (1) Miscellaneous metal articles shall be restrained
  - (a) in the case of articles banded or otherwise secured together and handled as a single unit, by at least two tiedown assemblies;
  - (b) in the case of a single article, a group of articles or a combination of articles loaded side-by-side across the width of the vehicle, by at least one tiedown assembly over the top of the article or articles for at least every 2.5 metres of its or their length;
  - (c) in the case of articles that individually have a length of not more than 2.5 metres and that are securely butted against each other in the forward and rearward direction
    - (i) by metal angles secured by tiedown assemblies, or
    - (ii) by timber having a nominal cross section of at least 10 centimetres placed longitudinally over the articles and secured by tiedown assembliesthat shall not be located beyond the ends of the articles being secured; or
  - (d) in the case of tiered articles where each tiered article rests securely on the one beneath it, by securing the tier in the same manner as a single level of those articles is secured in accordance with this section.
- (2) Subsection (1) does not apply to
  - (a) pole trailers that have at least two tiedown assemblies securing the load to the forward bolster and at least two tiedown assemblies securing the load to the rear bolster; or
  - (b) vehicle carrying special loads of machinery or fabricated structural items, such as beams, girders, or trusses, that are fastened by special methods provided that such special loads are securely and adequately fastened to the vehicle.