

# Transportation Load Safety

## CHAIN OF RESPONSIBILITY

### What is the Chain of Responsibility?

It comprises all personnel, including Directors, Managers, Operators, Schedulers, Receivers, Packers, Loaders and Drivers, working together to ensure that:

- all loads are packed safely and securely
- the total weight is within the carrying capacity of the vehicle
- the dimensions of the load are within the legal load dimensions of the vehicle
- all vehicles used for this purpose are in safe working condition.

**Legal action can be taken against individuals along the chain of responsibility. Whole corporations can also be held legally responsible as well as the directors of the corporation.**

## Transporting a Load to the Galvanizer



### WHAT IS NOT ACCEPTABLE?



Unsuitable and unsafe containers:

- Large mesh bin for small items
- Plastic rubbish bins/cardboard boxes
- Re-used drums
- Dangerous goods labels still showing



Load not safe to be unloaded by forklift



Broken pallet:

- Check for damage to pallet before loading
- Need to ensure pallet suitable to hold weight of items



Insufficient load restraints for load being carried



### WHAT IS ACCEPTABLE?



Solid metal bins can accommodate the weight of steel items, easily transported and can improve manual handling procedures



Small items are kept secure in the correct size mesh stillage



Ensure load can be safely unloaded by the receiver



Items should be suitably and securely strapped (and/or wrapped) when being transported on pallets



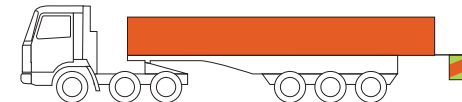
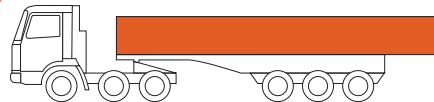
Ensure work leaving your premises is suitably restrained

### GENERAL TRUCK OVERHANG LIMITS

- Forward projection limit: – 1.2m from front of vehicle
- Side projection limit: – 150mm either side of vehicle
- Overall width for a vehicle + any load: – 2.5m
- Maximum rear overhang: – lesser of 3.7m or 60% of wheelbase

For a load projecting >1.2m beyond the rear of the vehicle or a load >2.5m in width, notice must be given to other vehicles on the road in the form of brightly coloured flags or lights showing.

For further information see your local transport authority, [www.nhvr.gov.au](http://www.nhvr.gov.au) or scan QR code.



In 2011, the National Heavy Vehicle Regulator ([www.nhvr.gov.au](http://www.nhvr.gov.au)) was established to administer one set of laws for heavy vehicles under the Heavy Vehicle National Law (HVNL) in order to minimize the compliance burden on the heavy vehicle transport industry and reduce duplication and inconsistencies across state and territory borders. The HVNL and Regulations commenced in the Australian Capital Territory, New South Wales, Queensland, South Australia, Tasmania and Victoria on 10 February 2014.

More information about the heavy vehicle national law, the Australian Dangerous Goods Code, model laws and guidelines for the heavy vehicle industry are available at [www.ntc.gov.au/heavy-vehicles/rules-compliance/](http://www.ntc.gov.au/heavy-vehicles/rules-compliance/)

Western Australia and the Northern Territory continue to operate under their own system of rules and regulations. For more information see [www.mainroads.wa.gov.au/UsingRoads/HeavyVehicles/](http://www.mainroads.wa.gov.au/UsingRoads/HeavyVehicles/) or [www.transport.nt.gov.au/mvr/heavy-vehicles](http://www.transport.nt.gov.au/mvr/heavy-vehicles)