

MASS LOAD POLICY

Coastal Transport's Mass Dimension Load Policy is to ensure truck loading and unloading operations are completed safely and to eliminate the potential for injuries where vehicle and people interaction occurs.

This Standard Operating Procedure (SOP) is to be used in reference to the following CTS SOPs:

- Load Restraint SOP
- Crane Operations
- Forklift Operations
- Personal Protective Equipment (PPE)
- Traffic Management SOP
- Hazard and Incident Reporting Procedure

PRINCIPLES

The following principles need to be followed:

- The weight and height of the load should not exceed the limits of the vehicles as specified by the Federal Regulation
- Loads with a high centre of gravity should be carried on a vehicle with a low deck height, such as a drop deck trailer or low loader
- Loose loads should be contained in a suitable vehicle
- Long loads should be carried on a vehicle with a suitable body length, or be suitably signed
- Body height extensions (hungry boards) should only be used on vehicle carrying low density products and should be securely attached to the vehicle

PPE AND SAFETY EQUIPMENT

All CTS Employees and visitors to site are required to wear the minimum PPE requirements. For information on what requirements are to be met can be found in the within the CTS *PPE Policy* for more detailed information.

Appropriate equipment such as traffic cones, flags and/or bollards, are to be used to mark the exclusion zone around the work area and safe zones.

LOAD POSITIONING AND DISTRIBUTION

Incorrect positioning or distribution of the load on a vehicle can lead to a significant safety risk

The guiding principle is that the load should be positioned and distributed so that the tyres and axles are not overloaded, and the vehicle's, steering and braking performance are maintained.

The load should be positioned so that its centre of mass is near as possible to the longitude centreline of the vehicle and in front of the centre of the rear axle group of the truck or trailer. This will reduce the vehicles tendency to overturn when cornering and avoid swaying and loss of steering.

COMPLIANCE

CTS is committed to compliance within Heavy Vehicle National Law (HVNL) to achieve this CTS compliance department and Managers will perform periodic Audits of Mass, Dimension and load restraint. This will include but not limited to;

- Being asked to weigh in at the weigh bridge to verify the mass
- Measuring the dimensions of goods in transit
- Auditing load restraint

If a breach has been identified within the above the loader will be asked to help rectify the load to make it compliant and an NCR may be issued depending on the circumstances involved. In the case of a Breach being identified offsite whilst in transit initially an NCR will be issued, and further NCR's will result in disciplinary actions being taken.

References:

Load Restraint Guide, 2018, National Transport Commission Australia.

Additional Access Conditions oversize and overmass heavy vehicles and loads 2017

Gazette Government notice Multi stat class 1 load carrying vehicles dimension Exemption notice 2016 (no1)