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SAFETY BULLETIN



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Cargo Securement Regulations Do Not Apply Just to Flatbed Carriers!

Anything and everything carried on a truck must be properly secured to prevent loss of control or falling cargo from injuring drivers, passengers, or pedestrians.

While safe cargo securement principles (and of course regulations) apply to every single item carried for delivery, they also apply to anything else on the truck, including dunnage, tools, and equipment you need to get your job done. Shovels, blocks, webbing, chains, spare tires, brooms, forklifts, pallet jacks, winches, ratchets, etc., all must be secured.

1. **Know the regulations**—Cargo securement standards represent the minimum safety requirements for general cargo and some specific commodities. They are available at no charge from FMCSA in the U.S.



Register Now for the 2016 Idealease / NPTC Safety Seminar

Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2016. The one day seminar this year will focus on the new Electronic Logging Device (ELD) regulation, basic safety and compliance, regulation changes and

and from Canadian Council of Motor Transport Administrators in Canada.

2. **Invest in the illustrated cargo securement handbook**, which includes both U.S. and Canadian regulations for reference. Click on CVSA's store at www.cvsa.org and order a copy of Practical Cargo Securement: Guidelines for Drivers, Carriers & Shippers, 406 pages, USD\$30
3. **Download the FMCSA Driver's Handbook on Cargo Securement** and provide a copy to your drivers. Integrate the handbook sections that apply to your type of operation in your Driver's policy and procedures manual. <http://www2.idealease.com/e/36492/-cargo-securement-introduction/52rslr/522786318>
4. **Properly secure all equipment** as well as your load—one of the most frequently cited violations is for improper securement of dunnage or equipment, such as tarps, blocks, chains or other tie downs, spare tires, brooms, forklifts, pallet jacks, winches, ratchets, etc.
5. **Inspect tie downs for wear and damage.** CVSA's North American Standard Out-of-Service Criteria includes the tie down defect tables for chain, wire rope, cordage, synthetic webbing, steel strapping, fittings or attachments and anchor points. If worn out, tie downs should be discarded.
6. **Brace and block cargo** properly within sided or van trailers. Loads that shift can cause not only crashes but damage to your equipment. And they indicate violations that will affect your company's safety rating.
7. **Use best practices or due diligence.** There may be best practices, established by consensus by those who haul what you're hauling, that are worth following. If your shipment is more unique, do your research, as the rules are established for a reason. Ensure your load is contained, immobilized or secured so that it cannot: (a) leak, spill, blow off, fall from, fall through or otherwise be dislodged from the vehicle, or (b) shift upon or within the vehicle to such an extent that the vehicle's stability or maneuverability is affected. If needed, hire a professional specializing in vehicle loading.

CSA. In addition, this year attendees will receive the mandatory two hour Drug and Alcohol supervisor training as part of the seminar. The seminars and will be provided to all Idealease customers, potential customers and NPTC members at no charge. The seminar provides important information applicable for both the novice and experienced transportation professionals.

[Click Here](#) to register

2016 Idealease Safety Seminar Schedule:

September 20	Lafayette, IN
September 21	Santa Fe Springs, CA
September 22	Santa Barbara, CA
October 4	Green Bay, WI
October 4	Erie, PA
October 5	Butler, PA
October 5	Columbia, SC
October 6	Cleveland, OH
October 12	Chicago, IL

Top 20 Cargo Securement Out-of-Service Violations

Failure to properly secure cargo or equipment on a commercial vehicle is the fourth leading category of violations (after violations for Brakes, Lights, and Tires) that result in vehicles being placed Out-of-Service. Drivers and motor carriers should know about the importance of ensuring everything on their vehicles is properly and safely secured from shifting, tipping, sliding, or falling, even during a panic stop or rapid evasive maneuver. These violations represent over 80% of cargo related OOS violations and 13% of all OOS violations. Carriers should take care to avoid these common mistakes.

Ranking by # OOS Cargo Violations	FMCSR Violation Code	Violation Description	Percentage of OOS Cargo Violations
1	392.9A2	Failing to Secure Vehicle Equipment	14%
2	393.100A	Failing to Load/Equip Vehicle to Prevent Load Shifting/Falling	12%
3	393.100B	Leading/Spilling/Blowing/Falling Cargo	10%
4	393.110B	Insufficient Tiedowns; Without Headerboard/Blocking	8%
5	392.9A	Failing to Secure Load	7%
6	393.104F3	Loose/Unfastened Tiedown	6%
7	393.130	No/Improper Heavy Vehicle/Machine Securement	5%

8	393.104B	Damaged Securement System/Tiedowns	5%
9	392.9A1	Failing To Secure Cargo/ §§ 393.100-393.136	4%
10	392.9	Driver Load Secure	3%
11	393.100	No Or Improper Load Securement	2%
12	393.134B3	Rear of Container Not Properly Secured	2%
13	393.126	Fail to Ensure Intermodal Container Secured	2%
14	393.100C	Failure To Prevent Cargo Shifting	2%
15	393.134	No/Improper Securement of Roll/Hook Container	2%
16	393.128B1	Vehicle Not Secured - Front and Rear	1%
17	393.116	No/Improper Securement of Logs	1%
18	393.110	Failing To Meet Minimum Tiedown Requirements	1%
19	393.106B	Cargo Not Immobilized or Secured	1%
20	393.110C	Insufficient Tiedowns; with Headerboard/Blocking	1%

FMCSA Issues Safety Advisory for E-cigarettes in or around CMV's

On August 3, 2016, the Federal Motor Carrier Safety Administration (FMCSA) issued a safety advisory to owners and operators of commercial motor vehicles (CMVs) regarding incidents relating to the use of battery-powered portable electronic smoking devices (e-cigarettes) that include explosions, serious personal injuries, and fires.

The explosions regularly involved the ejection of a burning battery case or other components from the device which subsequently ignited nearby flammable or combustible materials. Federal Hazardous Materials Regulations and Federal Motor Carrier Safety Regulations do not specifically address the potential safety risks posed by battery-powered portable electronic smoking devices. However, the FMCSA said that motor carriers and drivers should be aware of the risks associated with these devices, and use good judgment in the possession, storage, charging and use of the devices while being near or operating a CMV. The FMCSA also noted to adhere to the smoking prohibitions on, near, or when loading and unloading a motor vehicle transporting hazardous materials in accordance with 49 CFR 177.834(c) and 397.13.

Operation Safe Driver Week is Oct. 16-22

On August 2, 2016, the Commercial Vehicle Safety Alliance (CVSA) announced that its 2016 Operation Safe Driver Week would be held during Oct. 16-22, 2016. During this event, law enforcement agencies throughout North America will engage in increased traffic safety enforcement and education that will be focused on combating unsafe driving behaviors by commercial motor vehicle (CMV) drivers and passenger-vehicle drivers.



The CVSA holds Operation Safe Driver Week in partnership with the FMCSA. It is supported by industry and transportation safety organizations, and aims to reduce the number of crashes, deaths and injuries involving large trucks, buses and cars due to unsafe driving behaviors. Some unsafe behaviors that enforcement will be tracking throughout the event include the following:

- Speeding
- Failure to use a seatbelt while operating a CMV or in a passenger vehicle
- Distracted driving
- Failure to obey traffic control devices
- Traveling too closely
- Improper lane changes

According to the CVSA, unsafe driver behavior by CMV drivers and passenger-vehicle drivers continues to be the leading cause of crashes. The Federal Motor Carrier Safety Administration's (FMCSA) "Large Truck Crash Causation Study" cites driver behavior as the critical reason for more than 88 percent of large truck crashes and 93 percent of passenger-vehicle crashes.

For additional information:

<http://www2.idealease.com/e/36492/programs-operation-safe-driver-52rslt/522786318>



CVSA's 2016 Brake Safety Week is Sept. 11-17

During the week of Sept. 11-17, 2016, law enforcement agencies across North America will conduct inspections on large trucks and buses to identify out-of-adjustment brakes, and brake-system and anti-lock braking system (ABS) violations as part of the Commercial Vehicle Safety Alliance's (CVSA) Brake Safety Week, an annual outreach and enforcement campaign designed to improve commercial motor vehicle (CMV) brake safety throughout North America. Brake Safety Week is part of the [Operation Airbrake](#) program sponsored by CVSA in partnership with the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA).

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