Cargo Securement Regulations Do Not Just Apply to Flatbed Carriers!

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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. 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](http://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.

**UPCOMING EVENTS:**

CVSA’s Brake Safety Week is Sept. 15-21st

The Commercial Vehicle Safety Alliance’s (CVSA) Brake Safety Week is scheduled for Sept. 15-21. Throughout that week, enforcement officials will conduct roadside safety inspections on commercial motor vehicles throughout North America. Vehicles with critical brake violations, or other critical vehicle inspection item violations, will be restricted from traveling until those violations are corrected. Vehicles without critical vehicle inspection item violations are eligible to receive a CVSA decal indicating that the vehicle passed inspection.

During this year’s Brake Safety Week, inspectors will be paying special attention to brake hoses/tubing. While checking these brake system components is always part of the North American Standard Inspection Program, CVSA is highlighting brake hoses/tubing as a reminder of their importance to vehicle mechanical fitness and safety.
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.

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**Top Twenty 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.
Stay Vigilant and Make Sure Your Units are not Involved in a “Ramming Attack”

The Truck Renting and Leasing Association has created a new brochure outlining ways that rental truck company employees and their customers can help prevent truck-related terror attacks. Terror groups overseas have advocated ramming attacks for years. In a 2010 webzine article, for example, Al Qaeda’s Yemeni branch encouraged Western recruits to use trucks as “a mowing machine, not to mow grass but mow down the enemies of Allah.”

Click Here to read full story.

TRALA is responding to a recently declassified report from the Transportation Security Administration that details the risks of truck-ramming attacks in recent years, calling on truck owners and rental agencies to be vigilant about the
looming threat. The association reiterated that it will stand by law enforcement and Homeland Security's efforts to prevent attacks using commercial vehicles.

"TRALA is committed to helping the truck renting and leasing industry remain vigilant against ramming attacks," said Jake Jacoby, TRALA president and CEO. "TRALA already works with the TSA, FBI and other governmental agencies regularly to ensure its members are not only up to date on the latest security developments, but to also partner with those agencies in an effort to stop a future attack."

The TRALA report, entitled Truck Renting and Leasing Security Awareness and Self-Assessment Guide, examines the danger that commercial trucks can pose when used for terrorist acts and outlines some basic steps on deterrence. It emphasizes that mindfulness and demonstration of good security can be an important way to deter a potential terrorist. [Click Here to access the Full Brochure].

According to the TSA report, there have been 17 ramming attacks around the world in the past three years, responsible for 173 deaths and more than 700 wounded. The majority of deaths from truck ramnings occurred in an attack in Nice, France on July 14, 2016, that killed 87 persons and an attack in Urumqi, China on May 22, 2014 that claimed 43 lives.

"TRALA members realize they are often the first line of defense against a possible terror attack that could involve a commercial truck," said Jacoby. "We will continue to coordinate with public and private organizations in order to try and keep us all safe."