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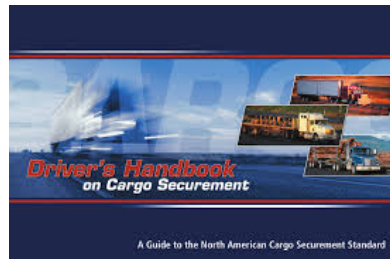


Cargo Securement Regulations Do Not Just Apply to Flatbed Carriers!



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. 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



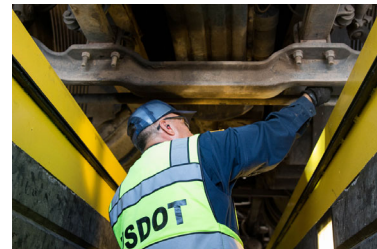
3. **Download the FMCSA Driver's Handbook on Cargo Securement** and provide a copy to your drivers. Integrate the handbook sections that apply to your type of operation in your Driver's policy and procedures manual.



August 23rd, 2019

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.

[Click Here for the FMCSA's Introduction into Cargo Securement.](#)

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.

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.



			Percentage
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Register Now to Attend an Idealease/NPTC Safety Seminar This Fall!



The fall schedule has now been released. Join us at a safety seminar in August, September or October to hear the latest updates on regulations and compliance.

Fall 2019

9/10/2019	Chattanooga, TN
9/11/2019	Chattanooga, TN
9/12/2019	Nashville, TN
9/17/2019	Louisville, KY
9/18/2019	Green Bay, WI
9/19/2019	Springfield, IL
10/3/2019	Erie, PA
10/8/2019	Chicago, IL
10/8/2019	Everett, WA
10/9/2019	Eugene, OR
10/15/2019	Reno, NV
10/22/2019	Salt Lake City, UT
10/23/2019	Lexington, KY
10/23/2019	Modesto/Turlock, CA

Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2019. The one-day seminar this year will focus on new safety technologies available on trucks today, basic safety and compliance, regulation changes and CSA. The seminars 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 for a Fall seminar near you!

Register Your Employees for the Weekly Safety Bulletin or View Archives of Past Bulletins Below

Ranking by # OOS Cargo Violations	FMCSR Violation Code	Violation Description	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	Leaking/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%

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SUBMIT

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 ramming 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."



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