

Transportation Load Safety

Transporting a Load to the Galvanizer



WHAT IS **NOT** ACCEPTABLE?



Large open mesh bins are unsuitable for the transporting of smaller items.



Plastic rubbish bins are unsuitable for the transporting of heavy steel items. The side of the bin splits open.



Re-used drums are unsafe. It is impossible to use the correct lifting equipment.



Dangerous goods label still shown



WHAT IS ACCEPTABLE?



Small items are kept secure in the correct size mesh stillage.



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



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



Ensure the work leaving your premises is suitably contained.

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.



TRUCK OVERHANG LIMITS

- Forward projection limit: – 1.2m from front of the vehicle
- Side projection limit: – 150mm either side of a vehicle
- Maximum overall width for a vehicle and any load is 2.5m
- Maximum rear overhang is 3.7m or 60% of the wheelbase, whichever is the lesser of the two
- If load projects more than 1.2m beyond the rear of the vehicle, a brightly coloured flag/material or red light must be attached/showing.

See your local transport authority for more information.

galvanizers

ASSOCIATION OF AUSTRALIA

www.gaa.com.au

The National Transport Commission (NTC) has worked with all State road agencies including the Department for Transport, Energy and Infrastructure, police agencies and industry representatives to develop model national compliance and enforcement legislation. The result was the National Road Transport Reform (Compliance and Enforcement) Bill. A copy of the C&E Bill can be found at the National Transport Commission's website www.ntc.gov.au

In 2006, the South Australian Parliament passed amending legislation to bring these model national compliance and enforcement provisions into State law involving amendments to the: *Road Traffic Act 1961, Motor Vehicles Act 1959, Summary Offences Act 1953.*

Copies of this legislation can be accessed by visiting www.legislation.sa.gov.au

This amending legislation known as the *Statutes Amendment (Road Transport Compliance and Enforcement) Act 2006* came into force on Monday 30 April 2007 affecting all businesses that operate or use heavy vehicle road transport. The new legislation is designed to encourage safe work practices and fairness across the total transport task, where everyone takes appropriate responsibility for the way goods are moved on our roads.