

# 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.

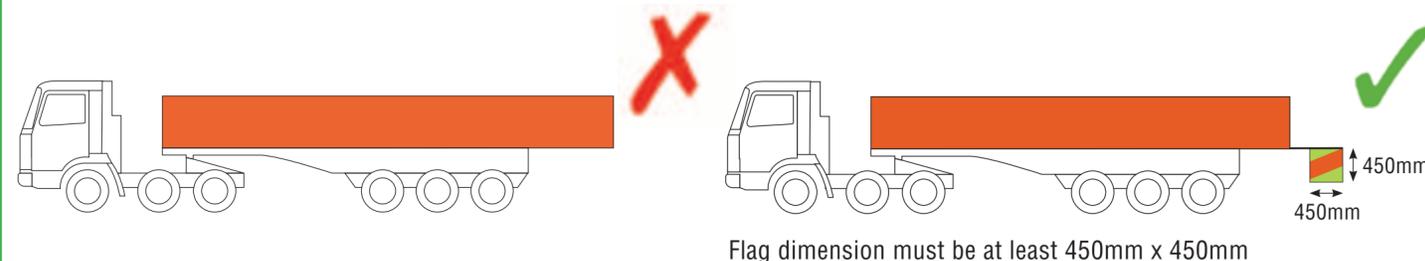
## CHAIN OF RESPONSIBILITY

### 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.

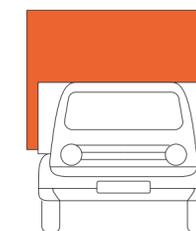
**Legal action can be taken against individuals along the chain of responsibility. Whole corporations can also be held legally responsible as well as the directors of the corporation.**



#### TRUCK OVERHANG LIMITS

- Forward projection limit: – 1.2m from front of the vehicle
- Side projection limit: – 150mm either side of a vehicle
- 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 a load projects more than 1.2m beyond the rear of the vehicle or is greater than 2.5m in width, notice must be given to other vehicles on the road in the form of brightly coloured flags or lights showing.

For further information see your local transport authority.



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[www.gaa.com.au](http://www.gaa.com.au)



**GALVANIZING**

Ph: (03) 8727 9300 [www.gbgal.com.au](http://www.gbgal.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](http://www.ntc.gov.au)

In December 2004, legislation was introduced to extend the chain of responsibility principle to mass, dimension and load restraint offences. All parties in the transport chain, not just the driver and operator, can be made accountable for these offences. Features of the legislation are the categorisation of offences into minor, substantial and severe breaches, increases in the level of fines, a wider range of administrative sanctions and court orders, and new powers to direct vehicles. The legislation came into force on 30 September 2005 and can be found in the latest version of the Road Safety Act 1986 at [www.legislation.vic.gov.au](http://www.legislation.vic.gov.au)