



SAFETY ALERT

Cargo Securement Changes to Unmarked Cargo Tiedowns

Safety Alert: #29 - 2010	RELEASE DATE: November 12, 2010
Incident Type: Personal Injury	Country and Region: Canada, Alberta

Important information on end of educational enforcement period for all tiedown ratings and markings

Effective January 1, 2011 each of the minimum number of tiedowns required must be rated and marked with a Working Load Limit. Default values for Working Load Limits will be eliminated at the end of the year. These provisions were included in National Safety Code (NSC) Standard 10 "Cargo Securement Standard" when it was approved in late 2004, with a scheduled implementation date of January 1, 2010. Industry was successful in having governments grant a 1 year period of educational enforcement lasting until December 31, 2010 specific to the rated and marked Working Load Limits.

Details of the Transition and Educational Enforcement Period are as follows:

- Implementation of the requirement to use tiedowns which are rated and marked with a Working Load Limit will be phased in over a twelve month period ending December 31, 2010;
- From January 1 to December 31, 2010 verbal direction and/or written warnings will be issued to raise awareness of the requirement to use rated and marked tiedowns (Note: during the transition period, use of unrated/unmarked tiedowns will not preclude issuance of a CVSA decal);
- During the transition period, violations will be recorded in situations where improper or inadequate use of the required minimum number of tiedowns (either marked or unmarked) for securement of cargo poses a safety risk;
- During this period unmarked tiedowns will continue to be assigned default Working Load Limits from the tables which appear in NSC Standard 10. Using a tiedown or a component of a tiedown not marked by the manufacturer with respect to its Working Load Limit will not result in Out-of-Service unless a significant safety risk is created;
- Default values of Working Load Limits will be eliminated from NSC 10 on January 1, 2011;
- On and after January 1, 2011, each of the minimum number of tiedowns required under NSC 10 must be rated with a Working Load Limit;
- NSC 10 states that manufacturers must directly mark the tiedowns with a Working Load Limit value, or use a standard marking method adopted by the Web Sling and Tiedown Association to show the Working Load Limit, or in the case of chains, use a numeric marking to identify the grade of the chain that can be used to reference a Working Load Limit value. The location of the markings and the distance between the marks is not standardized. Carriers cannot mark their own tiedowns. Carriers should make sure their drivers know how to locate the marking on the tiedowns they use.

CONTACT:

For more information on this event, please contact safety@enform.ca

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