



[July 8, 2013]

AMENDMENTS MADE TO THE REGULATION RESPECTING STANDARDS FOR THE SECURING OF LOADS

In Québec, the Regulation respecting standards for the securing of loads (O.C. 583-2005), in force since July 14, 2005, incorporates the provisions of Standard 10 of the National Safety Code for Motor Carriers. A review of this Standard was approved by the Council of Ministers responsible for Transportation and Highway Safety on June 8, 2013. The new version replaces the version previously approved on September 30, 2010. Accordingly, once the amended standard is published on the Canadian Council of Motor Transport Administrators (CCMTA) Web site, the most recent version shall take effect. The changes made were intended to clarify certain requirements and improve road safety. They concern:

- Requirements related to the marking of friction mats with a high working load limit (section 12(9) of Standard 10);
- Securement methods for rows of metal coils transported with eyes crosswise (section 50 of Standard 10);
- Intermodal containers (section 84(3) of Standard 10);
- The definition of "light vehicle" (section 88(1) of Standard 10).

The following tables, taken from the CCMTA Web site, explain the changes made under the items specified below.

Division 2 – General Performance Criteria: Friction Mats

This amendment eliminates the default Working Load Limit for unmarked friction mats, as supported by CVSA Cargo Securement Public Forum and US Federal Motor Carrier Safety Administration (FMCSA).



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Section 12 (9)

Current	Proposed Amendment
A friction mat which is not marked by the manufacturer with a working load limit is assumed to provide resistance to horizontal movement equal to 50% of the weight of the cargo resting on the mat.	To be considered part of a cargo securement system, a friction mat must be marked by its manufacturer with the maximum usable friction resistance (in g's) the mat will provide in restraining cargo against horizontal and lateral movement.

Division 3 – Metal Coils: Rows of Metal Coils with Eyes Crosswise

This amendment was proposed by FMCSA to address an evident oversight in the model Regulation and Canadian and US regulations – the Standard does not address securement of **rows** of metal coils with eyes crosswise, whereas this was addressed in previous regulations.



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Section 50

Current	Proposed Amendment
<p>50(1) This section applies to coils transported with the eyes crosswise.</p> <p>(2) Each coil shall be immobilized with timbers, chocks or wedges, a cradle or other device that:</p> <ul style="list-style-type: none"> (a) prevents the coil from rolling, (b) supports the coil off the deck, and (c) is not capable of becoming unfastened or loose while the vehicle is on a highway. <p>(3) Where timbers, chocks or wedges are used to secure a coil, they shall be held in place by coil bunks or similar devices to prevent the blocking device from coming loose.</p> <p>(4) Each coil shall be secured with:</p> <ul style="list-style-type: none"> (a) at least 1 tiedown through its eye, restricting against forward movement, and where practical, making an angle of not more than 45 degrees with the deck when viewed from the side, and 	<p>50(1) This section applies to coils transported with the eyes crosswise and to transverse rows of coils loaded side by side and having approximately the same outside diameters.</p> <p>(2) Each coil or transverse row of coils shall be immobilized with timers, chocks or wedges, a cradle or other device that</p> <ul style="list-style-type: none"> a) prevents the coil from rolling, b) supports the coil off the deck; and c) is not capable of becoming on fastened or loose while the vehicle is on a highway. <p>(3) Where timbers, chocks or wedges are used to secure a coil, they shall be held in place by coil bunks or similar devices to prevent the blocking device from coming loose.</p> <p>(4) Each coil or transverse row of coils shall be secured with:</p> <ul style="list-style-type: none"> a) at least 1 tiedown through its eye, restricting against forward movement, and where practical, making an angle of not more than 45 degrees with the deck when viewed from the side, and

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(b) at least one tiedown through its eye, restricting against rearward movement, and where practical, making an angle of not more than 45 degrees with the deck when viewed from the side.

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c) If coils are loaded to contact each other in the longitudinal direction and relative motion between the coils and between coils and the vehicle is prevented by tiedowns:

i. Only the foremost and rearmost coils or rows of coils must be immobilized per Section 50(2).

ii. A single tiedown restraining against forward motion may be used to secure any coil except the rearmost one, which must be restrained against rearward motion.



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Division 6 – Intermodal Containers

This amendment addresses conflict discovered between regulatory specifications and current designs of integral locking devices on intermodal containers. The proposed change is supported by CVSA Cargo Securement Public Forum and FMCSA.

Section 84

Current	Proposed Amendment
<p>84(1) This section applies to the transportation of an intermodal container on a container chassis vehicle.</p> <p>(2) Despite section 22, an intermodal container shall be secured to the container chassis with integral locking devices.</p> <p>(3) The integral locking devices used shall restrain each lower corner of the intermodal container from moving:</p> <ul style="list-style-type: none"> a) more than 1.27 centimetres forward, b) more than 1.27 centimetres rearward, c) more than 1.27 centimetres to the right, d) more than 1.27 centimetres to the left, and e) more than 2.54 centimetres vertically. <p>(4) The front and rear of the intermodal container shall be independently secured.</p>	<p>84(1) This section applies to the transportation of an intermodal container on a container chassis vehicle.</p> <p>(2) Despite section 22, an intermodal container shall be secured to the container chassis with integral locking devices.</p> <p>(3) The integral locking devices used shall restrain each lower corner of the intermodal container</p> <p>(4) The front and the rear of the intermodal container shall be independently secured.</p>



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Definitions: Light Vehicle

The purpose of this change is to clarify the definition of the term “light vehicle” which, under its previous definition, unintentionally caused small equipment (e.g., lawnmowers) and special purpose vehicles (e.g. golf carts) to be considered “light vehicles,” with unreasonable and unnecessary consequences for loading and securement when being transported. These changes also harmonize requirement with US, and is supported by CVSA Cargo Securement Public Forum and FMCSA.

Definition: “Light Vehicle”

Current	Proposed Amendment
<p>“light vehicle” means:</p> <p>(i) an automobile, truck or van that weighs 4 500 kilograms or less, or</p> <p>(ii) a piece of equipment or machinery that operates on wheels or tracks and weighs 4 500 kg or less.</p>	<p>“light vehicle” means an automobile, truck or van that weighs 4 500 kg or less</p>

The information in this bulletin is intended for information only. For complete and accurate details, refer to the [Cargo Securement Standards Regulation](#), chapter C-24.2, r. 30, and Standard 10, available for consultation on the Web site of the Canadian Council of Motor Transport Administrators (CCMTA) at www.ccmta.ca, Securement section.