

CUSTOMER CONTAINER LOADING AND TRANSPORT GUIDELINES

If you are involved in packing or loading a vehicle, you are responsible for complying with the load restraint laws in all States and Territories in Australia. The National Transport Load Restraint Guide [NTC - National Transport Commission](#) provides transport drivers, operators, and other participants in the transport chain of responsibility with basic safety principles which should be followed to meet the loading performance standards for the safe carriage of loads on road vehicles. [Loading performance standards](#).

The Chain of responsibility (COR) [Chain of responsibility](#) recognises the on-road effects of actions, inactions and demands of off-road parties in the transport and supply chain, and provides for their accountability.

As part of the chain of responsibility you are legally responsible for restraining the load in a way that it does not negatively affect the stability of the vehicle (load shift), that makes the vehicle unstable or unsafe, which can cause the vehicle to roll over or swerve uncontrollably and cause an accident.

Whilst it is primarily the driver's responsibility to ensure the load is secured for transport, laws relating to the chain of responsibility in the transport of goods by road also extends to our customers who could be held legally responsible in the case of a road incident. Our customers share in the same responsibility and are bound by the same road rules as Royal Wolf and the transport operators we use.

To meet the performance standards the load must be restrained so it will not fall off or affect the stability of the vehicle under expected driving conditions, which include emergency braking and minor collision.

The information listed below set out best practice guidelines to restrain a load inside a shipping container in order to:

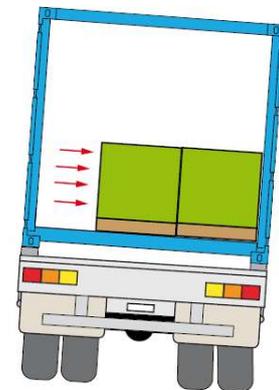
- Meet the loading performance standards as documented in the load restraint guide
- Comply with chain of responsibility (COR) accountability
- Ensure your household items are restrained and arrive at their destination undamaged

This information is intended to be used as a guide only, as it is impossible to be prescriptive for the many different types, weights and shapes of loads that can be transported.



STABILITY

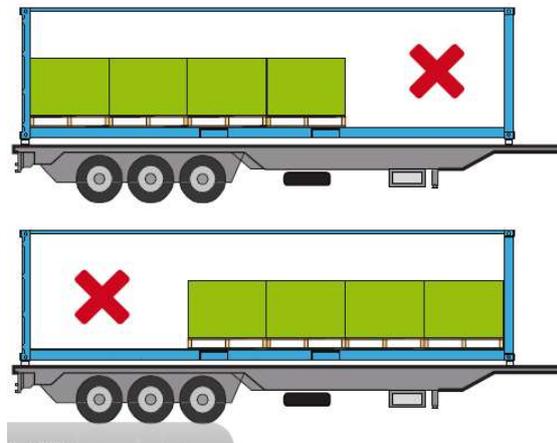
- ✓ Household goods should be wrapped and packed with suitable packaging, and then place in strong packing cartons, moving boxes, or smaller containers that offer strong external protection
- ✓ Furniture should be wrapped in moving blankets or padding and secured within the container, to prevent them from shifting around during travel
- ✓ It is very important that all items are secured inside the shipping container effectively to prevent movement during transport. Tie-down points are located on all the inside walls of the container for this purpose
- ✓ Pack loads tightly within the container to prevent the load from moving sideways or horizontally
- ✗ Do not leave gaps unblocked in the load as the load may move during transport and impact the container walls
- ✓ Fill gaps or empty spaces with empty pallets, dunnage, boxes or other suitable materials to prevent the ability to slide
- ✓ If using Inflatable dunnage (or airbags) to fill gaps, it must be used strictly in accordance with the manufacturer's instructions
- ✗ Drain the petrol/oil from equipment such as lawn mowers, chainsaws and line trimmers
- ✗ Spray cans, flammable / hazardous substances or gas bottles should not be packed into a shipping container



Sideways gaps in load

RESTRAINT

- ✓ The load must be restrained to prevent unacceptable movement during all expected conditions of operation. Expected conditions of operation include emergency braking and minor collisions
- ✓ Secure items as you go using appropriately rated straps/restraints to fasten your goods onto the lashing points along the container walls. Tie rails and fixed anchor points, such as lashing rings, hooks and tie rail support points, are structures inside a container. The container lashing rings on the side rails are rated to 2000 kg each and lashing bars on the corner posts are rated to 1500kg each)
- ✓ Block loads - Unblocked loads will need a lot more lashings because the tie-downs need to resist the potential forward forces (equivalent to 80% of the weight)
- ✓ Use lashing or webbing nets to secure the load from shifting forward, and to prevent the load from falling out when the doors are opened
- ✓ Ensure that all equipment used in packing/loading and load restraint is serviceable and maintained in good working order. Wear and damage (even minor) on restraint equipment may significantly reduce their strength and function. If there is any doubt about their reliability and safety, do not use them, replace them with equipment in good condition
- ✗ Unrated equipment should not be used for restraint purposes



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Load Position

- ✓ When loading household goods into containers, even weight distribution across the width and the length of the container is required. Uneven weight distribution, and/or overloading either the front or rear axles may affect the stability of the carrying vehicle. (Overloading either the front or rear axle will affect the vehicle's steering ability, and uneven weight on the wheels influences the braking force of the wheels and can cause them to lock up)
- ✓ Spread the load evenly across the deck of the container and share the weight between the axles. I.e. Place large and heavy furniture evenly throughout the container floor and put smaller boxes in gaps. By spreading the load evenly, you can stop the contents moving during transport, and prevent the likely hood of overloading the axles
- ✓ Pack light freight on top of heavy freight to lower the centre of gravity and increase vehicle stability

Incidents with other road users

We ask all our customers to ensure there are no goods stored on top of the container prior to dispatch (including boards or pallets etc), as standing at ground level drivers are unable to clearly see if there is anything stored or lying flat on the roof of a container that could fall or blow off during transport and hit other vehicles/pedestrians.

For more information Visit

www.nhvr.gov.au

www.transport.wa.gov.au

<https://nt.gov.au/driving/heavy/heavy-vehicle-load-restraint/all-heavy-vehicles>

Pictures used in this document are available at www.ntc.gov.au/Media/Reports.pdf

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