

# Load Restraint Policy

Leocata's Transport and its group of companies recognise the importance of correct load restraint to ensure the prevention of injury to people and damage to property. The primary objective of load restraint is that the load on a heavy vehicle or combination is not placed in a way that makes the vehicle unstable or unsafe and is secured so it is unlikely to fall or dislodge from the vehicle and injure or kill someone or damage property.

This policy applies to all persons within the Chain of Responsibility that are responsible for the loading/unloading of product onto vehicles and includes:

- Loaders/Unloaders
- Drivers
- Yard and Warehouse Staff
- Managers and Supervisors

Drivers remain primarily responsible for securing their load, including conducting a final load restraint compliance check before departure.

Before any vehicle departs on any journey, every loaded vehicle should be inspected to verify that the load restraints applied to any load conform to the requirements of the Load Restraint Guide and any approved load restraint system. Any party in the Chain, must ensure that the implementation of its load restraint management program is routinely monitored, and any non-conformance events are investigated and remedied and that it conducts at least an annual re-assessment of the risks of non-compliance with load restraint requirements and the control measures implemented as part of its load restraint management program.

Leocata's Transport position on the type of load restraint for each load may differ on the configuration of the load, however certain criteria will include:

- Certified load restraint curtains
- Gates
- Angles
- Corflute
- Ply
- Correctly rated web straps

The load must be restrained to withstand forces of at least:

- 80% of its weight in the forward direction
- 50% of its weight sideways/rearwards
- 20% of its weight vertically
- 50% of its weight laterally

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