

## 1.0 OVERVIEW

This standard establishes Seller’s minimum requirements to hold material, equipment, or other items immobile and secure during transport in a Motor Vehicle.

This Standard does not replace federal, state or local regulatory compliance laws, industry standards or industry best practices. Where there are contradictions or differences, the more stringent requirement shall be followed while maintaining regulatory compliance.

## 2.0 SCOPE

This standard applies to Seller contracted Motor Carriers transporting Seller goods and materials in a Motor Vehicle.

## 3.0 TERMINOLOGY

Term	Meaning
Bolster	Built-for-purpose, portable racks designed to securely contain tubular products and secure it from movement relative to the rest of the material contained in the bolster.
Driver	The person who will operate a Motor Vehicle transporting cargo.
Motor Carrier	A company or person who transports people or property in or on a motor vehicle for compensation.
Motor Vehicle	Any vehicle, machine, tractor, trailer, semitrailer (or any combination of those) used in the transport of people or property.
Stanchion	An upright pole fixed to the side of a vehicle for lateral restraint.
Working Load Limit (WLL)	The maximum load that may be applied to a component of a cargo securement system during normal service, usually assigned by the manufacturer of the component.

## 4.0 RESPONSIBILITY

### 4.1 Seller Global Supply Chain

Global Supply Chain (GSC) Logistics is responsible for coordinating overall dissemination and custodianship of this document and future revisions.

The Technical Authority will review and update this Standard every three years or sooner if modifications are required.

GSC Buyer, Contract Owner and Category Management is responsible for providing this standard and future revisions to all Land Transportation service providers under contract with Seller who transport cargo in a Motor Vehicle for Seller related activities during sourcing events, prior to contract execution.

## **4.2 Seller Asset Management**

Seller Asset Management, in collaboration with GSC Land Transportation Logistics, is responsible for administering and enforcing this standard across applicable functions within their asset.

## **4.3 Motor Carrier**

The Motor Carrier shall provide adequate Load Securement training to their personnel who transport good and materials. This includes full knowledge of regulatory and Seller Standard requirements.

The Motor Carrier shall ensure all Seller approved sub-contracted Motor Carriers who transport Seller goods and materials in a Motor Vehicle meet the same requirements.

The Motor Carrier shall require their Driver to:

- Contain, immobilize and/or secure all cargo to prevent spills or leaks of liquids; material or objects blowing or falling off a vehicle; material or objects falling through the deck of a vehicle; or loads shifting or moving on the deck.
- Search for and remove unnecessary objects and debris from the transport vehicle that may dislodge during transit.
- Secure all cargo to, or within, the transport vehicle prior to transport and in compliance with all regulatory requirements and the requirements within this standard.
- Remove or loosen securing devices from the load as appropriate, allowing the cargo to be unloaded from the transport vehicle without incident.
- Completely inspect the load, the securement and all securement devices to ensure compliance to this Standard.
- Notify the Shipper of any shipment not deemed secure or properly prepared by the Shipper and refuse the load if the Shipper fails to correct.

## **5.0 LOAD SECUREMENT REQUIREMENTS**

Vehicles selected for hauling freight shall be appropriate for the task to include design and construction of the vehicle and maximum carrying capacity of the vehicle in relation to the weight of the load.

All vehicle structures, systems, parts and components used to secure cargo shall be in proper working order with no damage or weakened components that could adversely affect their performance.

## **5.1 Working Load Limit**

The Working Load Limit (WLL) is the maximum load that may be placed on any component of a cargo securement system during normal service.

- Any restraining device not marked by the manufacturer with the WLL shall be considered to have a working load limit of the lowest grade or classification for the type and size of the component being used.
- The total WLL of the cargo securement system must be greater than 100% of the weight of the cargo being secured.
- The total WLL of all load securement devices applied to a single article of cargo shall be capable of restraining the cargo being secured from movement to:
  - 100% of its weight in a forward direction,
  - 50% of its weight in a rearward or side-to-side direction, and
  - 20% of its weight in a vertical direction.

## **5.2 Cargo Securement System**

Chocks, wedges, a cradle or equivalent shall be used to restrain cargo capable of rolling (e.g., tubular goods).

Each article of cargo regardless of size or weight shall be secured with a minimum of two securement devices. There shall never be a single point of failure in a securement system.

When securing with chains and binders:

- 2 chains in a cross bind pattern shall be used.
- Chains must be at least 3/8-inch or 10 mm, Grade 70 Transport Chain as rated by the National Association of Chain Manufacturers (NACM) or equivalent certifying agency.
- Chains are prohibited for use to secure tubular goods.
- Ratchet-style load binder is the Seller-approved securement device when chain configurations are used to secure cargo and shall be of the same size and WLL as the chain being used.
- The use of lever-style load binders to secure cargo is prohibited.

When securing with straps:

- Only 4 inch or 10 mm straps shall be used as primary load securement devices.

- When straps are used to secure cargo and are subject to abrasion, edge protection resistant to abrasion, cutting and crushing shall be used. Edge protection composed of paper is prohibited.
- All materials transported on pallets shall be evenly distributed and bundled by means of plastic/poly/steel banding, or cargo straps.
- Banding, shrink/stretch wrap may not have a WLL and/or may have degraded over time and exposure. These materials shall not be relied upon for primary load securement.

When securing using shackles:

- Only 4 part shackles with manufacturer approved primary fixings and secondary retention shall be used.

### **5.3 Transporting and Securing Tubular Goods**

Flatbed trailers (including extendable/stretch flatbed trailers, drop decks, goosenecks, 5<sup>th</sup> wheel, etc.) shall be used for the transport of tubular goods.

Vehicles transporting tubular goods must have a front-end structure engineered to provide restraint against forward movement (e.g. header board attached to the back of the vehicle cab or front of trailer) to prevent articles of cargo from affecting and/or penetrating the cab of the vehicle.

Tubular goods must be loaded such that there is only one dimension of pipe per layer when not securely contained by a Bolster.

- 4x4 Hardwood placed between trailer and tubulars must be the width of the trailer
- Layered loading
  - 2x4 Hardwood placed between each layer of all tubulars >2.375
  - 2x4 Hardwood placed between each 2<sup>nd</sup> row of all tubulars ≤ 2.375

Trailers hauling tubular goods must be equipped with a minimum of four (4) pipe posts/stakes, two (2) per each side of the trailer and must be made of a minimum of 3-inch schedule 80 (heavy wall) or 3.5-inch schedule 40 (standard) pipe or square tubing. These posts/stakes may be in the form of:

- Samson posts
- Stanchions
- Pipe bunks, cradles or dock racks – trailers must be equipped with a minimum of two (2) to meet the minimum required number of pipe posts/stakes
- Pipe stakes

Pipe posts/stakes constructed of channel iron or angle iron shall not be used. Pipe posts/stakes are not a substitute for chocks.

Tubular goods must be secure to trailer decks with nylon straps at least 4 inches or 10 mms in width. **Chains shall not be used for the securement of tubular goods.** Chains may be used separately to secure cargo other than tubular goods on a mixed load.

## **6.0 STANDARD DEVIATION**

Any deviation from this standard requires approval. To request approval for deviation, initiate the request by completing the GSC Logistics Dispensation Request at Seller Connect/Services/Supply Chain/Logistics/Toolbox/Dispensation Request.