The following key steps have been taken from the Load Restraint Guide and compiled to create a checklist that every party involved in load restraint must tick off to ensure they are compliant.

### Planning the Load
1. **Understand the load.**
   The first step is the most important. It is crucial to undertake a risk assessment to ensure relevant risks are identified and steps are taken to mitigate those risks. Without understanding your load from the outset, the appropriate compliance measures will not be in place to satisfy the next 9 elements.

2. **Choose a suitable vehicle for your load type and size.**
   It is important to check the vehicle’s load carrying capacity. An inappropriate heavy vehicle for the load it is carrying is particularly hazardous to not just employees/contractors but other road users. Further, using an unsuitable heavy vehicle will often result in collateral breaches of mass and dimension requirements as well as load restraint.

3. **Use a restraint system that is suitable for your load.**
   Not all load restraint methods are equal. Businesses must choose a specific load restraint technique which is most suitable for the load and/or heavy vehicle. There is no “one size fits all” approach.

4. **Position your load to maintain vehicle stability, steering and breaking.**
   It is important to assess the “static rollover threshold” (SRT). This is essentially a calculation which measures the stability of a load on a heavy vehicle. The higher the SRT, the better resistance to rollover. There is software on the market to assist in calculating a vehicle’s SRT.

5. **Check that your vehicle structures and restraint equipment are in good working condition and strong enough to restrain your load.**
   Quality load restraint equipment is built to last, but not built to last forever. It is crucial that everyone in the CoR uses rated equipment strong enough to withstand the forces indicated in the Performance Standards.

### Loading and Unloading the Vehicle
6. **Make sure your load is stabilised.**
   Depending on the load you’re carrying, if it is not appropriately stabilised on the heavy vehicle, it doesn’t matter whether it is within the mass requirements or dimension requirements. It could still pose a significant risk even if restrained properly.

7. **Make sure you understand and use safe work practices when loading and unloading a vehicle.**
   A good load restraint policy isn’t just concerned with preventing goods from falling off the back of a truck but should also consider the safety of those while loading/unloading goods. There should be a loading and unloading plan which, among other things, ensures all those involved are adequately trained and provides for a safe working environment around the heavy vehicle while workers undertake load restraint practices.

8. **Make sure you use enough restraint to keep you and others safe.**
   Restrain your load to prevent unacceptable movement during all expected conditions of operation. It isn’t just those in the CoR you need to be concerned about. For example, if 200 litre drums and gas cylinders aren’t restrained properly, they can roll off and be a danger to the safety of pedestrians.

### Driving According to the Load and Driving Conditions
9. **Allow for changes in vehicle stability, steering and braking when driving a loaded vehicle.**
   Understand that your load type and how it is positioned can have an effect on the vehicle’s stability, steering and braking capacity. For example, external factors such as high wind speeds can also reduce vehicle stability or blow the load off.

10. **Check the load and its restraint regularly during your journey.**
    Some loads can settle and shift during a journey, causing restraints to loosen. Understand the characteristics of your load and know how often it needs to be checked during a journey.