

TABLE: KEY RISKS WITH CONTAINER-LADEN HEAVY VEHICLES		
Unbalanced loading	A vehicle can be made unstable and increase the rollover risk if the loads are not balanced across or along the container. Load the mass centrally along and across the container when loading containers.	
High centre of gravity (CoG)	A vehicle can be made unstable and at risk of rollover by loads with a high CoG. As the load's mass increases the rollover risk increases. For example, light freight should be placed on top of heavy freight to lower the centre of gravity and increase vehicle stability.	
Inadequate load restraint	Inadequately restrained freight can move and slide when the vehicle navigates bends. A vehicle can become unstable if inadequately restrained freight moves and slides during movement. By packing out or blocking all horizontal gaps you can prevent the load from moving.	

TABLE: ROLLOVER RISK MANAGEMENT	
Load planning	Make sure your business has a load plan developed to explain the freight packing process including how freight should be wrapped or strapped to pallets securely; and how the load should be positioned and freight restrained within the container. Load restraint and CoR obligations should be understood by each party.
Verification	You should verify that the load has been loaded in compliance with your developed load plan. This process may involve a supervisor being present at the loading site in order to verify the loading of the container whilst using an inspection checklist. It may also be useful before the container is sealed to obtain photographs of the load so that they can be verified.
Information	Your road transport operator should be provided with complete and accurate information including Container Weight Declarations and your business' load plan. Domestic and overseas suppliers should be provided with information on Australian load restraint requirements.
Communication	The focus should be on safety and not product damage. So communicate and support the expectation that drivers should not depart the business' premises until safety requirements involving the load are addressed. There should be a discussion on load restraint requirements e.g. dunnage bags and such discussion needs to involve properly qualified people.
Record	Record any non-compliances with your business load planning procedure and any hazardous incidents to proactively follow up with the loader of the container. No supplier should be used if they cannot or will not comply.

The tables above draw heavily on the Load Restraint Guide 2018, published by the National Transport Commission.