

## WORKING LOAD LIMITS ON TIEDOWNS

The *Cargo Securement Standards Regulation*, which came into force on July 14, 2005, adopts the provisions of National Safety Code Standard 10. Section 11 (4) of that standard stipulates that on and after January 1, 2010, a person shall not use a tiedown or a component of a tiedown to secure cargo to a vehicle unless it is marked by the manufacturer with respect to its working load limit (WLL). The regulations of other Canadian authorities have the same cargo securement requirements.

All Canadian authorities have agreed to allow for a period of education and transition to ensure that this new requirement is implemented smoothly. As a result, for 2010, carriers driving on Québec's highways with a tiedown not bearing a manufacturer's WLL mark will not be fined for failure to comply with the regulation, nor will they not have to comply with this requirement before being allowed back on the road. However, enforcement people may issue verbal or written warnings. During this period, the provisions of Section 12 of Standard 10 regarding default working load limits will continue to apply to all tiedowns not bearing a manufacturer's mark. Similar measures will be in effect across Canada. As of January 1, 2011, the provisions of the regulation will be fully enforced.

In some cases, the originally legible WLL mark on a tiedown can fade from use. The degree of fading will vary according to the quality of the original mark. Given the importance of using certified tiedowns, it's always a good idea to look closely at the quality of the manufacturer's WLL mark when purchasing tiedowns to ensure legibility and durability.

For more information on cargo securement, please visit the Ministère des Transports du Québec website at [www.mtq.gouv.qc.ca](http://www.mtq.gouv.qc.ca), call the number below, or email [communications@mtq.gouv.qc.ca](mailto:communications@mtq.gouv.qc.ca).

You can also visit the Canadian Council of Motor Transport Administrators (CCATM) website at [www.ccmta.ca](http://www.ccmta.ca). It contains a backgrounder describing how the transition period will unfold as well as important information on using tiedowns. On the site you can also consult Standard 10 and other related documents on how Canadian authorities are standardizing the cargo securement rules across Canada.

*Version française disponible sur demande.*