

Cargo Securing Assessment Checklist

Prepared by: IRU
with contributions from:



www.formation-arrimage.com

David Amiel

Senior Instructeur à la Défense

Formateur indépendant

TVA : BE 0500.739.437

Rue Général Lemman, 24

7900 Leuze-en-Hainaut

0498/064 119

Membre Expert



European safe logistics association



Instructeur accrédité par IRU Academy



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1 INTRODUCTION

This cargo securing assessment checklist is based on ANNEX III of DIRECTIVE 2014/47/EU. It is designed to be used in conjunction with the cargo securing practical cases developed within the framework of the CLOSER project.

2 INSPECTION CHECKLIST

2.1 Description

2.1.1 Vehicle



Unit Type	
Truck	<input type="radio"/>
Trailer	<input type="radio"/>
Semi-trailer	<input type="radio"/>
Flat track	<input type="radio"/>
Container	<input type="radio"/>
Other:	

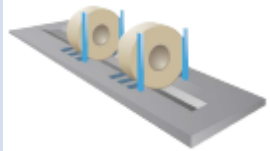
Certificate	
None	<input type="radio"/>
EN 12642 L	<input type="radio"/>
EN 12642 XL	<input type="radio"/>
EN 283	<input type="radio"/>
ISO 1161 Container	<input type="radio"/>
ISO 1496 Container	<input type="radio"/>
Other:	



Certified EN-12640 attachment points?	Yes	No	daN
	<input type="radio"/>	<input type="radio"/>	(x)


Anti-slip mats used?	Yes	No	Friction coefficient (μ)
	<input type="radio"/>	<input type="radio"/>	(x)

Trailer with groove?


	Yes	No
	<input type="radio"/>	<input type="radio"/>

2.1.2 Securing Method


Blocking

	Total	Partial	None
Forward	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sideways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To the rear	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

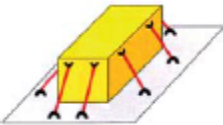
Frictional lashing

	Yes	No	Number of lashings
	<input type="radio"/>	<input type="radio"/>	(x)

Diagonal lashing

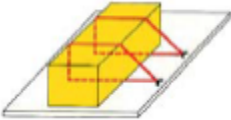
	Yes	No	Number of lashings
	<input type="radio"/>	<input type="radio"/>	(x)

Transverse lashing

	Yes	No	Number of lashings
	<input type="radio"/>	<input type="radio"/>	(x)



Loop lashing



	Yes	No	Number of pairs of lashings
	<input type="radio"/>	<input type="radio"/>	(x)

Spring lashing

	Yes	No	Number of lashings
	<input type="radio"/>	<input type="radio"/>	(x)

2.1.3 Blocking and Securing Equipment

Equipment	Yes	No	Observations
Wedging airpad(s)	<input type="radio"/>	<input type="radio"/>	
Blocking walls	<input type="radio"/>	<input type="radio"/>	
Blocking frames	<input type="radio"/>	<input type="radio"/>	
Shoring rods	<input type="radio"/>	<input type="radio"/>	
20 ft 1,000 daN container	<input type="radio"/>	<input type="radio"/>	
Hooks adjusted to attachment points	<input type="radio"/>	<input type="radio"/>	
Hooks correctly fitted	<input type="radio"/>	<input type="radio"/>	
General condition up to standard	<input type="radio"/>	<input type="radio"/>	
Label / technical plate in place	<input type="radio"/>	<input type="radio"/>	
Blanket / net in place	<input type="radio"/>	<input type="radio"/>	
Correctly fitted	<input type="radio"/>	<input type="radio"/>	
Other:			

Equipment	Yes	No	pcs	LC (daN) 	LC (daN) 	S _{TF} (daN)	Correct tension?
Web lashings EN 12195-2 standard	<input type="radio"/>	<input type="radio"/>	(x)	(x)	(x)	(x)	
Lashing chains EN 12195-3 standard	<input type="radio"/>	<input type="radio"/>	(x)	(x)	(x)	(x)	
Wire ropes EN12195-4 standard	<input type="radio"/>	<input type="radio"/>	(x)	(x)	(x)	(x)	



2.2 Assessment of Deficiencies

2.2.1 Suitability of the vehicle (item 10)

Reference	Description	Applicable?	Minor	Major	Dangerous
10.1	Front wall				
10.1.1	Part-weakening rust damage or deformations	O		X	
	Part cracked risking the integrity of the cargo compartment	O			X
10.1.2	Insufficient strength	O		X	
	Insufficient height relevant to cargo carried	O			X
10.2	Board walls				
10.2.1	Part-weakening rust damage, deformations, insufficient condition of hinges or catches	O		X	
	Part cracked; hinges or catches missing or inoperative	O			X
10.2.2	Stayer insufficient strength	O		X	
	Insufficient height relevant to cargo carried	O			X
10.2.3	Board wall planks, insufficient condition	O		X	
	Part cracked	O			X
10.3	Rear wall				
10.3.1	Part-weakening rust damage, deformations, insufficient condition of hinges or catches	O		X	
	Part cracked; hinges or catches missing or inoperative	O			X
10.3.2	Insufficient strength	O		X	
	Insufficient height relevant to cargo carried	O			X
10.4	Stanchions				
10.4.1	Part-weakening rust damage, deformations or insufficient attachment	O		X	
	Part cracked; attachment to vehicle instable	O			X
10.4.2	Insufficient strength or design	O		X	
	Insufficient height relevant to cargo carried	O			X
10.5	Lashing points				
10.5.1	Insufficient condition or design	O		X	
	Not capable of bearing required lashing forces	O			X
10.5.2	Insufficient number	O		X	
	Insufficient number for bearing required lashing forces	O			X
10.6	Special Structures				
10.6.1	Insufficient condition, damaged	O		X	
	Part cracked; not able to bear restraint forces	O			X



10.6.2	Not suitable for transported cargo	o	x	
	Missing	o		x
10.7	Floor			
10.7.1	Insufficient condition, damaged	o	x	
	Part cracked; not able to bear cargo	o		x
10.7.2	Insufficient load rating	o	x	
	Not able to bear cargo	o		x

2.2.2 Restraining methods (item 20)

Reference	Description	Applicable?	Minor	Major	Dangerous
20.1	Locking, blocking and direct lashing				
20.1.1	Direct attachment of the load (blocking)				
20.1.1.1	Distance forward to the front wall too great	o		x	
	More than 15 cm and danger of penetrating the wall	o			x
20.1.1.2	Lateral distance to the board wall too great	o		x	
	More than 15 cm and danger of penetrating the wall	o			x
20.1.1.3	Distance backwards to the rear board wall too great	o		x	
	More than 15 cm and danger of penetrating the wall	o			x
20.1.2	Securing devices (lashing rails, blocking beams, battens and wedges) to the front, to the sides and to the rear				
20.1.2.1	Improper attachment to vehicle	o	x		
	Insufficient attachment	o		x	
	Not able to bear restraint forces, loose	o			x
20.1.2.2	Securing improper	o	x		
	Insufficient securing	o		x	
	Completely ineffective	o			x
20.1.2.3	Insufficient suitability of the securing equipment	o		x	
	Securing equipment unsuitable	o			x
20.1.2.4	Suitability of the chosen securing method suboptimal	o		x	
	Chosen method completely inadequate	o			x
20.1.3	Direct securing with nets and blankets				
20.1.3.1	Condition of nets/blankets (label missing but device in order)	o	x		
	Load-restraint devices damaged	o		x	
	Load-restraint devices seriously deteriorated and no longer suitable for use	o			x
20.1.3.2	Insufficient strength of the nets and blankets	o		x	
	Capability less than 2/3 of the required restraint forces	o			x
20.1.3.3	Insufficient fastening of the nets and	o		x	



	blankets			
	Fastening less capable to bear 2/3 of the required restraint forces	O		X
20.1.3.4	Insufficient suitability of the nets and blankets for securing the cargo	O	X	
	Completely unsuitable	O		X
20.1.4	Separation and padding of units			
20.1.4.1	Unsuitability of the separation and padding unit	O	X	
	Extensive separation or clearance spaces	O		X
20.1.5	Direct lashing (horizontal, transverse, diagonal, loop and spring lashings)			
20.1.5.1	The required securing strengths are inadequate	O	X	
	Less than 2/3 of required strength	O		X
20.2	Friction (pressure) securing			
20.2.1	Attainment of the required securing strengths			
20.2.1.1	The required securing strengths are inadequate	O	X	
	Less than 2/3 of required strength	O		X
20.3	Load-restraint devices used			
20.3.1	Suitability of the load-restraint devices	O	X	
	Completely unsuitable device	O		X
20.3.2	Label (e.g. patch/test trailer) is missing/damaged but device still in good order	O	X	
	Label (e.g. patch/test trailer) is missing/damaged but device shows considerable deterioration	O	X	
20.3.3	Load-restraint devices damaged	O	X	
	Load-restraint devices seriously deteriorated and no longer suitable for use	O		X
20.3.4	Lashing winches incorrectly used	O	X	
	Defective lashing winches	O		X
20.3.5	Use of the load-restraint wrong (e.g. absence of edge protection)	O	X	
	Use of the load-restraint devices defective (e.g. knots)	O		X
20.3.6	Fastening of the load-restraint devices inappropriate	O	X	
	Less than 2/3 of required strength	O		X
20.4	Additional equipment (e.g. anti-slip mats, edge protectors, edge slides)			
20.4.1	Unsuitable equipment used	O	X	
	Wrong or defective equipment used	O	X	
	Equipment used completely unsuitable	O		X
20.5	Transport of bulk material, light and loose material			
20.5.1	Bulk material blown away during operation	O	X	



	of the vehicle on the road likely to distract traffic.			
	Posing a danger to traffic	o		x
20.5.2	Bulk materials are not adequately secured	o	x	
	Loss of cargo posing a danger to traffic	o		x
20.5.3	Absence of covering for light goods	o	x	
	Loss of cargo posing a danger to traffic	o		x
20.6	Round timber transport			
20.6.1	Transport material (logs) partially loose	o		x
20.6.2	Securing strengths of the loading unit inadequate	o	x	
	Less than 2/3 of required strength	o		x
30	Load entirely unsecured	o		x

2.2.3 Calculations and Observations