

# Load Restraint Management Plan

SAMPLE

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## Purpose and Scope

This Load Restraint Management Plan sets out how [Company Name] will manage the risks associated with loading, securing, transporting and unloading goods, plant and materials. It is designed to ensure that all loads are:

- safely restrained so they do not shift, fall or become dislodged during normal driving or handling operations
- managed in accordance with Australian load restraint standards and relevant WHS legislation
- handled in a way that prevents injury to workers and others, and damage to plant, vehicles, infrastructure and the environment.

This Plan applies to all activities where loads are prepared, restrained, transported or unloaded by [Company Name], including but not limited to:

- road transport and logistics operations (linehaul, local delivery, container transport, freight forwarding)
- warehousing and distribution (loading/unloading trucks, trailers, containers, rail wagons)
- manufacturing and production (dispatch of finished goods, receipt of raw materials and components)
- building and construction (transport of building materials, plant, prefabricated components and waste).

It applies to all workers, including employees, labour hire workers, contractors, subcontractors, apprentices, trainees and visitors who are involved in or may be affected by load restraint activities.

## Objectives

The objectives of this Load Restraint Management Plan are to:

- clearly define responsibilities for load restraint within [Company Name]
- identify hazards and assess risks associated with load restraint activities
- implement and maintain effective control measures to eliminate or minimise risks
- ensure compliance with relevant WHS legislation, Australian Standards, Codes of Practice and Chain of Responsibility (CoR) obligations
- provide clear procedures for planning, loading, securing, checking, transporting and unloading loads
- ensure all workers involved in load restraint are trained, competent and supervised
- establish systems for inspection, maintenance and replacement of load restraint equipment

- provide a framework for incident reporting, investigation and continual improvement.

## Legal and Other Requirements

### Relevant Legislation and Standards

[Company Name] will manage load restraint in accordance with, but not limited to, the following legislation, standards and guidance material (as amended from time to time):

- Work Health and Safety Act and Regulations (jurisdiction-specific)
- Heavy Vehicle National Law (HVNL) and associated regulations (where applicable)
- Australian Load Restraint Guide (National Transport Commission)
- Australian Standards relevant to load restraint equipment and components
- Road traffic and road transport legislation applying in each state/territory
- Codes of Practice relating to manual handling, traffic management, plant and equipment, and construction work.

### WHS Duties

[Company Name], as a person conducting a business or undertaking (PCBU), has a primary duty of care to ensure, so far as is reasonably practicable, the health and safety of workers and others who may be affected by load restraint activities. This includes ensuring that:

- vehicles, trailers, containers and load restraint equipment are safe and suitable for use
- systems of work for loading, restraint and unloading are safe and properly implemented
- information, training, instruction and supervision are provided
- the workplace environment (including loading docks, yards and construction sites) is safe

Officers of [Company Name] must exercise due diligence to ensure that the organisation complies with its WHS duties, including monitoring and verifying that the Load Restraint Management Plan is implemented and effective.

Workers have duties to:

- take reasonable care for their own health and safety and that of others
- comply with any reasonable instruction, policy or procedure relating to load restraint
- correctly use load restraint equipment and report hazards, defects and incidents.

Under the HVNL and Chain of Responsibility, parties in the transport supply chain (including consignors, consignees, loaders, packers, schedulers, operators and