

# Welcome to the Hard Hat Training Series!



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Welcome to the Hard Hat Training Series. Today we will talk about cargo securement, the importance of secure loads, and the procedures needed to meet securement standards.



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**CARGO SECUREMENT**

Safety Training

Cargo securement is an important responsibility of drivers that ensures a smooth transit process for you, the cargo, and the other drivers around you. Safe securement practices help prevent any damage or harm happening to anyone or anything.







Improper cargo securement carries many consequences, such as loss of or damage to cargo, penalties from governing bodies, insurance costs, and possibly injury or death. Maintaining securement standards is key to creating a safe driving environment.



Unfortunately, tragedies due to load securement failures do happen. For instance, Frank was transporting metal pipes down a highway, when suddenly the straps securing the pipes broke.







A metal pipe fell from the trailer and into traffic going the opposite direction. It landed on top of Jan's car, causing her to lose control. Unable to steer her car, Jan was hit by a second vehicle and sent into a traffic rail.



By the end of the incident, seven vehicles had been involved in the crash. Jan had been killed. As you can see, any failures of load securement devices can carry severe and even fatal consequences. Sadly, this is far from an isolated instance.







According to a study, road debris contributed to more than 50,000 accidents a year, resulting in approximately 10,000 injuries and 125 deaths a year. About two-thirds of these accidents were caused by debris that fell from a vehicle, such as vehicle parts or improperly secured cargo.





In today's training, we will teach you about the governing bodies of cargo securement, the general securement requirements for loads, the process of securing cargo, and the requirements for certain specific types of cargo. This will help you create a safe transporting environment for yourself, your cargo, and others on the road.





# The Life & Times

Monday, September 18, 2019

Safety in the Workplace A3

## Investigators looking into recent worker fatality

Federal Way – Early in the morning last Saturday, local construction workers hired to install several utility poles were involved in an accident that killed two and injured four.

The horrific chain of events started with a relatively minor accident at 7 a.m. during which a pole was knocked into a water line.



Throughout this training, we will look at real, investigated accident profiles. In some cases, two or three similar accidents have been combined for the purpose of illustrating key safety principles. They will show just how quickly things can go wrong when safety procedures are ignored, resulting in injuries or fatalities.



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# STANDARDS

**49 CFR §393.100** – Which types of commercial motor vehicles are subject to the cargo securement standards of this subpart, and what general requirements apply?

**49 CFR §393.102** – What are the minimum performance criteria for cargo securement devices and systems?

**49 CFR §393.104** – What standards must cargo securement devices and systems meet in order to satisfy the requirements of this subpart?

**49 CFR §393.106** – What are the general requirements for securing articles of cargo?

**49 CFR §393.108** – How is the working load limit of a tiedown, or the load restraining value of a friction mat, determined?

**49 CFR §393.110** – What else do I have to do to determine the minimum number of tiedowns?

**49 CFR §393.112** – Must a tiedown be adjustable?

**49 CFR §393.114** – What are the requirements for front end structures used as part of a cargo securement system?

**49 CFR §393.116 – 393.136** – Specific Securement Requirements by Commodity Type

These are some of the main standards concerning cargo securement. Many states or provinces have additional standards, as do some industries. We have provided these as a guide, but it's your responsibility to know all federal, local, and company rules that apply to your job site.



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## Why Training?

No matter the situation, it is common to hear workers and even employers ask, “Where does it state we need to be trained?” Can’t a worker also be deemed “qualified” based on experience? The answer is “no.” Experience helps, yes, but regulations are very clear that employees must be trained (no matter how long they’ve been on the job) and that it is the employer who is responsible for overseeing that safety training, ensuring employees have the understanding, knowledge, and skills needed to operate safely.



Initial training and refresher training, as well as any written and practical evaluations, must be documented and filed. At the very least, employers need to show proof of proper and consistent training (in the way of training outlines, class lists, training goals, tests, certificates, and so on.) These documents should include the name of the person who taught the class or conducted the evaluation.



## WORKERS MUST RECEIVE REFRESHER TRAINING WHEN...

1. There are changes in their assigned duties.

2. There are changes regarding potential exposure to hazards, for which the employee has not received training.

3. If any deficiency has been noted in an employee's work performance that is related to the safety and health of themselves or other workers.

4. If an accident has occurred, or anytime an employee is injured or nearly injured during operations.

Note: In some areas, refresher training is required at least every three years (if not sooner).

Training is not just a one-and-done occurrence; it is on-going. In fact, training should take place whenever there is a demonstrated need for it. We have listed several instances when refresher training would be required. Can you think of any others?





The extent of training will be determined by the employer, but at the very least it should include classroom instruction followed by a written and practical examination that prove continued competency.





# Governing Bodies

SAMPLE

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