The Security of Loads Regulations, 2013

being

Chapter H-3.01 Reg 6 (effective April 25, 2013) as amended by Saskatchewan Regulations 129/2023.

NOTE:

This consolidation is not official. Amendments have been incorporated for convenience of reference and the original statutes and regulations should be consulted for all purposes of interpretation and application of the law. In order to preserve the integrity of the original statutes and regulations, errors that may have appeared are reproduced in this consolidation.

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CHAPTER H-3.01 REG 6

The Highways and Transportation Act, 1997

Title

1 These regulations may be cited as *The Security of Loads Regulations, 2013*.

Interpretation

2 In these regulations:

(a) **"cargo"** means cargo as defined in the Code;

(b) **"carrier"** means the holder of a certificate of registration or registration permit issued pursuant to *The Traffic Safety Act* for a commercial vehicle;

(c) **"Code"** means the National Safety Code Standard 10 Cargo Securement adopted in section 3;

(d) **"commercial vehicle"** means a vehicle that:

(i) is used to transport goods or provide services; and

(ii) is a truck, truck tractor or trailer, or combination of them, that has a registered gross vehicle weight of more than 5 000 kilograms;

(e) **"farm"** means a land area of at least 30 hectares used for:

(i) the growing of cereal crops for sale; or

(ii) the growing, raising or sheltering of livestock;

(f) **"farmer"** means a person, partnership or cooperative that:

(i) is responsible for the operation of a farm; and

(ii) is the owner or lessee of the farm;

(g) **"fifth wheel coupler"** means a coupling device that:

(i) is securely attached to the chassis of a commercial vehicle;

(ii) will accept a semi-trailer kingpin inserted through the coupling device; and

(iii) will lock the semi-trailer kingpin mentioned in subclause (ii) in a position to allow the semi-trailer kingpin to rotate in a horizontal plane through the coupling device;

(g.1) **"fully contained"**, with respect to cargo, means cargo that is contained in a vehicle of adequate strength and restrained against vertical movement by the vehicle structure;

(h) **"gross vehicle weight"** means:

(i) the combined weight of a vehicle and the load carried on that vehicle; or

(ii) the combined weight of two or more vehicles coupled or joined together and the combined weight of the loads carried on each of those vehicles;

(h.1) **"refuse"** means refuse as defined in *The Municipal Refuse Management Regulations*;

(i) **"registered gross vehicle weight"** means the gross vehicle weight for a vehicle as stated on the certificate of registration or registration permit for the vehicle issued pursuant to *The Traffic Safety Act* or recognized pursuant to that Act;

(j) **"tiedown"** means tiedown as defined in the Code;

(k) **"vehicle"** includes a commercial vehicle.

3 May 2013 cH-3.01 Reg 6 s2; 22 Dec SR 129/2023 s3.

Adoption of Code

3 The National Safety Code Standard 10 Cargo Securement developed and published by the Canadian Council for Motor Transport Administrators, as amended from time to time, is adopted.

3 May 2013 cH-3.01 Reg 6 s3.

Cargo securement

4(1) Subject to subsection (3), if a commercial vehicle is transporting cargo on a public highway, the carrier shall ensure that a person who drives or operates one of its commercial vehicles complies with this section and the standards set out in the Code.

(2) Subject to subsection (3), if a commercial vehicle is transporting cargo on a public highway, the person who drives or operates the commercial vehicle shall comply with this section and the standards set out in the Code.

(2.1) Subject to subsection (3), a driver, a carrier or an owner of a commercial vehicle shall ensure that cargo transported by a commercial vehicle is fully contained, immobilized or secured so that it cannot:

(a) leak from, blow off, fall from, fall through, spill off or otherwise be dislodged from the commercial vehicle; or

(b) shift on or within the commercial vehicle to such an extent that the commercial vehicle's stability or manoeuvrability is adversely affected.

(2.2) A driver, a carrier or an owner of a commercial vehicle shall not use equipment used to secure cargo to comply with subsection (1), (2) or (2.1) unless that equipment is, and is used, in accordance with the Code.

(3) Subsections (1) to (2.1) and section 5 do not apply to a commercial vehicle that is used to haul round or rectangular hay or straw bales within 50 kilometres of the load's place of origin if the commercial vehicle:

(a) is operated by or for a farmer;

(b) does not exceed the lower of:

(i) the posted speed limit; and

(ii) 80 kilometres per hour; and

(c) is not operated on any of the following provincial highways except to cross the highway:

(i) Provincial Highway No. 1;

(ii) Provincial Highway No. 3, from Tisdale to its junction with Provincial Highway No. 40;

(iii) Provincial Highway No. 4, from North Battleford to its junction with Provincial Highway No. 26;

(iv) Provincial Highway No. 5, from Watson to Saskatoon;

(v) Provincial Highway No. 6, from Corinne to Southey;

(vi) Provincial Highway No. 7;

(vii) Provincial Highway No. 9, from Yorkton to Canora;

(viii) Provincial Highway No. 10;

(ix) Provincial Highway No. 11;

(x) Provincial Highway No. 12, from Saskatoon to its junction with Provincial Highway No. 312;

(xi) Provincial Highway No. 14, from Saskatoon to Asquith;

(xii) Provincial Highway No. 16;

(xiii) Provincial Highway No. 33, from Kronau to Regina;

(xiv) Provincial Highway No. 39, from the International Boundary to Corinne;

(xv) Provincial Highway No. 41, from its junction with Provincial Highway No. 5 to its junction with Provincial Highway No. 27;

(xvi) Provincial Highway No. 46.

3 May 2013 cH-3.01 Reg 6 s4; 22 Dec SR 129/2023 s4.

Transportation of round bales

5(1) Subject to subsection 4(3), if a commercial vehicle is transporting round bales on a public highway, the carrier shall ensure that a person who drives or operates one of its commercial vehicles secures the round bales in accordance with section 4 or in accordance with subsection (3).

(2) Subject to subsection 4(3), if a commercial vehicle is transporting round bales on a public highway, the person who drives or operates the commercial vehicle shall secure the round bales in accordance with section 4 or in accordance with subsection (3).

(3) Round bales must be secured in accordance with the following requirements:

(a) in the case of round bales loaded pipe style:

(i) by loading one bale over two bales or two bales side by side loaded parallel to the length of the commercial vehicle, in accordance with Figure 1 of the Appendix, with one tiedown across each bale; or

(ii) by securing the load with a minimum of three tiedown assemblies, one across the top bales at the front of the load and two across the top bales at the rear of the load, if:

(A) the round bales are securely made;

(B) the commercial vehicle is equipped with an attached blocking that is 45.7 centimetres high and that runs the full length of the commercial vehicle on both sides; and

(C) each attached blocking mentioned in paragraph (B) is raised at a 45 degree angle to prevent lateral movement;

(b) in the case of round bales loaded perpendicular style:

(i) by loading one round bale over two round bales, two round bales over two round bales or only two round bales crossways on the commercial vehicle, in accordance with Figure 2 of the Appendix with:

(A) one tiedown across the top of each round bale; and

(B) one tiedown running the length of the load over the top of each round bale; or

(ii) by securing the load with a tiedown across the top of each round bale if:

(A) the round bales are securely made; and

(B) the commercial vehicle is equipped with blocking that is 45.7 centimetres high and that runs the full width of the commercial vehicle's deck at the front and rear of the commercial vehicle to prevent forward and rearward movement of the load, in accordance with Figure 3 of the Appendix.

3 May 2013 cH-3.01 Reg 6 s5.

Loads on commercial vehicle combinations

6 No person shall drive or operate any combination of commercial vehicles on which a load is carried on a public highway, if the load is carried by more than one of the commercial vehicles in the combination, unless:

(a) the combination of commercial vehicles carrying the load consists of a pole trailer equipped with a compensating reach;

(b) the load is supported at an articulation point in the combination of commercial vehicles by:

(i) a fifth wheel coupler and a kingpin;

(ii) a pintle hook and a lunette eye assembly; or

(iii) a turntable or swivel bunk; or

(c) the load is supported in a way that protects the load from shifting or falling and that is at least as effective as the methods described in clauses (a) and (b).

3 May 2013 cH-3.01 Reg 6 s6.

Coming into force

7(1) Subject to subsection (2), these regulations come into force on April 1, 2013.

(2) If these regulations are filed with the Registrar of Regulations after April 1, 2013, these regulations come into force on the day on which they are filed with the Registrar of Regulations.

3 May 2013 cH-3.01 Reg 6 s7.

Appendix

Figure 1

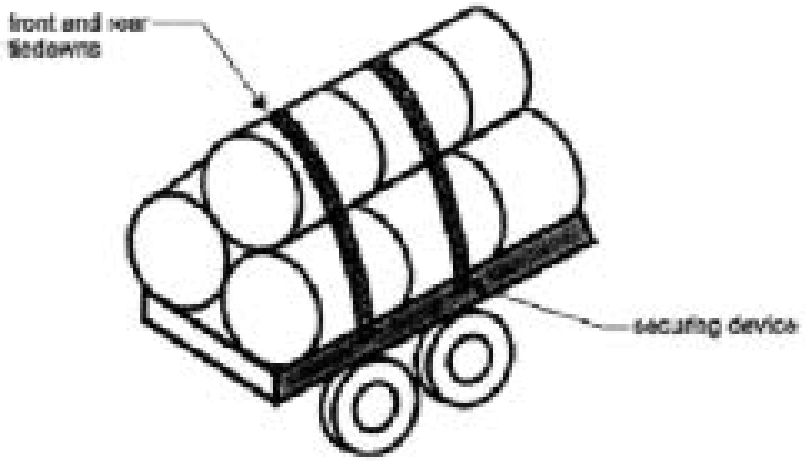


Figure 2

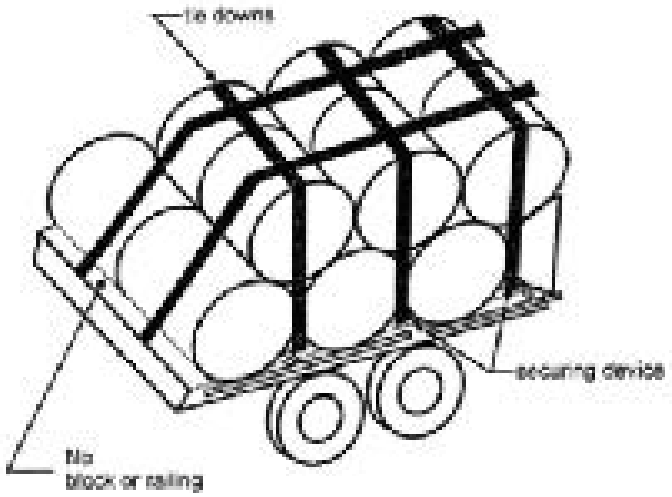
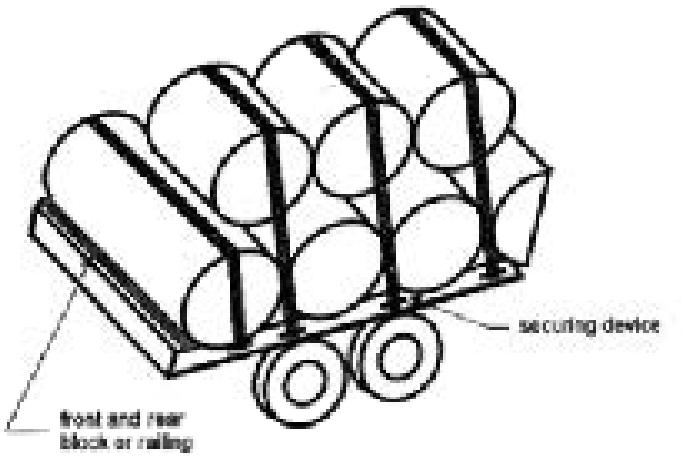


Figure 3



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