



## GUIDANCE FOR ROAD HAULIERS.

*Extract from the Department of Transport's Roll-on / Roll-off Ships - Stowage and Securing of Vehicles - Code of Practice (ISBN 0-11-550995-X). Crown copyright material is reproduced with the permission of the Controller of Her Majesty's Stationery Office.*

### Roll-on / Roll-off Ships - Stowage and Securing of Vehicles - Code of Practice

2.1 Securing points on freight vehicles should be designed for securing the freight vehicle to the ship and should have an aperture capable of accepting only one lashing. The securing point and aperture should permit varying directions of lashing to the ships deck. If more than one aperture is provided at a securing point, each aperture should have the strength for the securing point as specified in table 2.3 below.

2.2 The same number of not less than two and not more than six securing points should be provided on each side of the freight vehicle in accordance with table 2.3.

2.3 Subject to the provisions of notes 1, 2, and 3 hereunder, the minimum number and minimum strength of securing points should be in accordance with the following table:

Gross Vehicle Mass (GVM) tonnes	Minimum number of securing points on each side of the freight vehicle	Minimum strength without permanent deformation of each securing point as fitted (kN)
3.5t < GVM < 20t	2	$GVM \times 1.2g$
20t < GVM < 30t	3	$n^*$
30t < GVM < 40t	4	Note: the value of g may be taken as 10.

\* Where n is the total number of securing points on each side of the freight vehicle

Note 1: For road trains, the table applies to each component, i.e. to the motor vehicle and each trailer, respectively.

Note 2: semi-trailer towing vehicles which remain attached to their trailers when shipped are excluded from the table above. They should be provided with two securing points at the front of the vehicle, the strength of which should be sufficient to prevent lateral movement of the front of the vehicle. A towing coupling at the front of the vehicle may replace the two securing points.

Note 3: If the towing coupling is used for securing vehicle other than semi-trailer towing vehicles, this should not replace or be substituted for the above mentioned minimum number and strength of securing points on each side of the vehicle.

2.4 Each securing point on the freight vehicle chassis should be painted in a contrasting colour.

2.5 Securing points on the freight vehicle should be so located as to ensure effective restraint of the vehicle by the lashings.

2.6 Securing points should be capable of transferring the forces from the lashings to the chassis of the freight vehicle and should not be fitted to bumpers or axles unless these are specially constructed and the forces are transmitted directly to the chassis.

2.7 Securing points should be positioned in such a way that the angle between the lashing and the horizontal and transverse planes lies preferably between 30° and 60°. Lashing points should preferably be set two by two on the vehicle symmetrical to its longitudinal axis.

2.8 Securing points should be so located that lashings can be readily and safely attached, particularly where side-guards are fitted to the freight vehicle.

2.9 The internal free passage of each securing points should be not less than 80mm but the aperture need not be circular in shape.