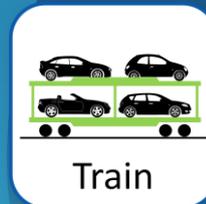
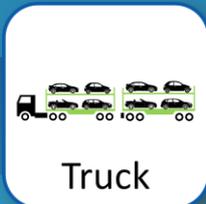




UK Annex to ECG Operations Quality Manual



Version 1.2, January 2016



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Introduction

This Annex has been created to reflect the fact that legislation and, as a consequence, the road transporters used in the UK market are significantly different from continental Europe. As a result different guidelines are required for the UK market because it is not possible for UK road transporters and the companies that operate them to comply with some elements of the main ECG Operations Quality Manual (OQM).

The intention is not reduce the standardisation achieved by the OQM but simply to reflect the fact that the UK market operates, in its entirety, to a different set of standards and has done so for many years. In particular the application of lashings and chocks is very different from that applied in the rest of Europe.

This annex is therefore intended to apply only to vehicles conveyed on car transporters designed specifically for the UK market and operating in the UK, however it should not be regarded as exhaustive or exclusive. The guidance given in this section should therefore be taken as a minimum recommended standard. Operators bringing foreign registered car transporters to the UK should be aware that their equipment is different and that the guidelines in this annex will not apply to them.

The following pages have the sections numbered in order to reflect the corresponding sections in the Road Transport chapter of the main ECG Operations Quality Manual.

2. Road Transport

2.1. Equipment

2.1.1. Transporters

- Only specialist car transporters may be used for transporting cars. All aspects of the transporter, including paintwork, must be in good condition.
- The hydraulic systems must be functioning properly and not leaking.
- The transporters should be equipped with stone guards above the wheels.
- The surface of the decks and ramps must offer a firm hold without sharp edges.
- Loading ramps must be placed at a sufficiently low angle to enable easy access and prevent damage to the underbody of the transported vehicles. The recommended maximum ramp angle is 8 degrees.
- The upper deck of a car transporter must be equipped with safety ropes in conformity with the local legal requirements.
- The transporters must respect the local health and safety requirements.
- The loading deck pillars, safety ropes and their supports should be cushioned to secure damage free opening of the vehicle doors.
- The manufacturer may require inspection of new transporters and/or transporter types before approving them as suitable for the transport of their cars. The details of any such requirement must be clearly stated in the contractual agreement.

2.1.2. Transporter equipment

Specialist car transporters must be equipped with:

- One pair of auxiliary ramps of approximately 50-100 cm, for use where approach angles of 8 degrees cannot be achieved without bridging.
- A minimum of four wheel chocks
- 4 lashing straps per transported vehicle. Lashing straps must be a minimum 2.2 m long and meet the norm DIN EN 12195-2. The label on the lashing must not be washed out to a point where it becomes impossible to read (i.e. the norm must be clearly visible).

2.2. Loading/Unloading

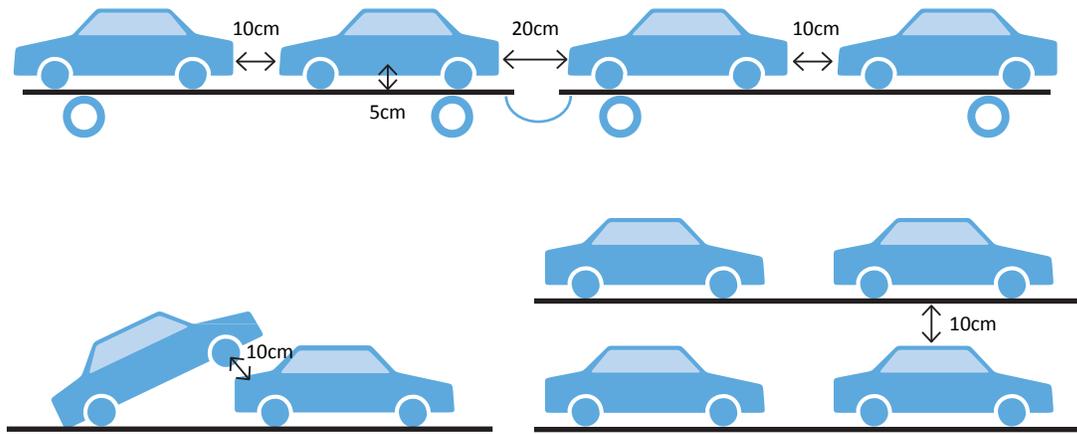
- The rules that follow are specific to the loading/unloading process. Notwithstanding this, the rules on car handling listed in the ECG Operations Quality Manual (Section 1.2) also apply. Personnel must also be trained on these instructions before being allowed to proceed with loading, unloading or other handling.
- When loading, adapt the loaded weight, height and length to the national requirements and to the chosen routes.
- In case of partial loading of the transporter, vehicles should be positioned to achieve a low centre of gravity.

2.2.1. Before loading or unloading

- Where possible, the transporter must be parked on level and firm ground.
- The loading decks, within the pathway of vehicles, must be free of all lashings, chocks, tools or other objects. Lashing straps must not be under tension if they are in contact with the anti-fall guard rails (safety ropes).
- The decks of the truck and the trailer must be fixed in a suitable position for loading vehicles without causing damage to their underbody.
- All gaps, deck indents, wheel wells and wheel locators exceeding 45cm in length must either be covered or supported by a sub-deck in order to avoid grounding.

2.2.2. During loading or unloading

- Vehicles must be driven onto/from the transporters at walking speed to reduce the possibility of causing damage. Speed must be especially reduced before driving onto or off the ramps.
- Vehicles must be unloaded only under motor power. It is strictly forbidden to push the vehicles off the transporter, to brake with the hand brake or the clutch!
- It must be checked that the following minimum distances are kept (to be measured with one's hand):
 - Between the cars, bumper to bumper: a fist (approximately 10 cm);
 - Between the car's roof and the upper deck: four fingers (approximately 7 cm);
 - Between overlapping vehicles: a fist (approximately 10 cm);
 - Between a car on the truck and another on the trailer, bumper to bumper: 2 fists (approximately 20 cm);
 - Between the car's underbody and the deck: 3 fingers (5 cm absolute minimum).



- The driver should always be able to ask for and obtain assistance during operations.

2.2.3. After loading or unloading

- Wherever possible, vehicles with manual transmission must be left in first gear and with the handbrake (parking brake) applied. Cars with automatic transmission must be left with the transmission selection lever in the “P” position and with the handbrake (parking brake) applied.
- If the vehicles have been loaded/unloaded during the night or under any other conditions that demand the use of headlights, they must be switched off immediately after loading/unloading.
- Vehicles must be locked during transport unless the locking mechanism has been deactivated by the manufacturer. Keys must be secured by the driver.
- Vehicles must be lashed for transport according to the lashing procedures defined in the next section.

2.3. Lashing

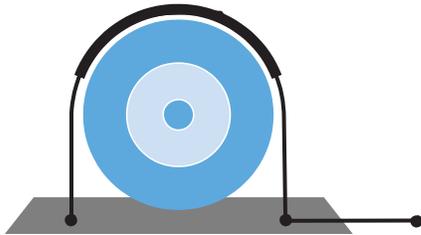
In determining the following recommended minimum lashing standard, in addition to the requirements for load security and damage free transportation, a great deal of consideration has been given not to place undue risk upon the driver/loader when working at height.

Understanding the inherent risks of working at height and the often limited access to place mobile chocks and to position strap sleeves the system deploys a policy of maximum load security with minimum operator risk.

To avoid the need for operatives to carry equipment when climbing ladders and working at height, in the UK, the use of wheel chocks and mobile ratchets/strap assemblies are minimised by a preference for increased wheel strapping using fixed ratchet/strap mechanisms and, where necessary, wheel wells integrated within the decks.

The minimum standard for securing a vehicle to a transporter is in strict accordance with that of the UK H & S Laboratory guidance i.e. "at least two wheels of each car should be strapped down using wheel tethers, and chocks or blocking should be used on cars at the front and rear of the transporting vehicle to minimise the risk of load detachment".

Illustration of a wheel lashed within a wheel well



Lashing must proceed as follows:

- Anchor the first hook to the transporter deck (lashing bar) in such a way that the strap runs as vertically as possible.
- Feed the strap around the circumference of the wheel and anchor the second hook to the transporter deck (lashing bar).
- Anchor the third hook at the anchor point lying laterally away from the wheel and tighten the strap using the ratchet.

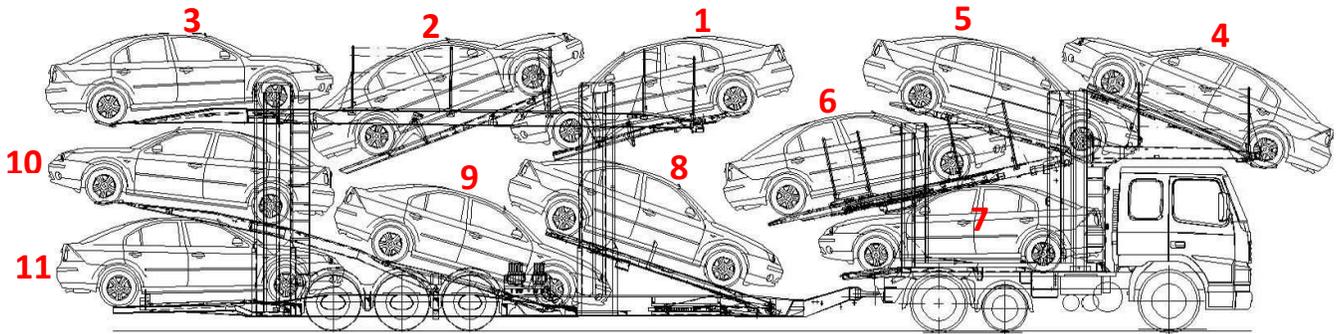
2.3.3. Vehicles loaded fore and rearmost on the transporter

The foremost vehicle (i.e. the vehicle transported above the driver's cab) must be secured by a minimum of 3 wheel lashings when the vehicle is carried in the horizontal plane and 4 wheel lashings when inclined by more than 8 degrees.

Those vehicles occupying the rearmost positions on the mid and upper trailer decks must be secured by a minimum of 4 wheel lashings each.

The rearmost vehicle transported on the lower deck of the transporter trailer must be secured by a minimum of 2 wheel lashings when carried in the horizontal plane and 4 wheel lashings when inclined by more than 8 degrees

Typical UK Transporter & Load



Recommended minimum standard for load security

Position	Straps	Notes
1	3	
2	3	
3	4	
4	3	Increase to 4 when vehicle is inclined > 8 degrees
5	2	locate & strap rear wheels in wheel wells
6	2	strap rear wheels and locate front wheels in wheel wells
7	2	where access permits, strap or chock an additional wheel
8	3	when inclined, strap or chock an additional wheel
9	2	where access permits, strap or chock an additional wheel
10	4	
11	2	where access permits, strap or chock an additional wheel. Increase to 3 lashings when vehicle is inclined > 8 degrees

Notes

The content of this Annex has been developed in consideration of the legal requirements and by consultation with UK industry by reference to the following UK transport industry publications:

- 1 The Management of Health and Safety at Work Regulations 1999 requiring a loading and unloading risk assessment.
- 2 The Road Vehicles Construction and Use Regulations 1986 (as amended) and Regulation 40A of the Road Traffic Act 1988 introduced by the Road Traffic Act 1991 requiring that all vehicles and trailers must be loaded safely so that no danger is caused or is likely to be caused to any person.
- 3 The Department of Transport Code of Practice (Safety of Loads on Vehicles – Third Edition) setting out the basic principles that must be complied with, irrespective of the actual method used to secure the load.
- 4 HSE agency, The Health & Safety Laboratory, “Professional Driver’s Guide to Safe Loading and Transport” published with the assistance and support of the Society of Motor Manufacturers and Traders, Institute of Transport Engineers, Freight Transport Association, and Road Haulage Association.
- 5 Department for Transport Code of Practice Safety of Loads on Vehicles (Third Edition)

It is important to consider at all stages that the UK carriers and consignors of vehicles should be aware of their obligations of complying with:

- Employee and public safety
- UK legislation
- Damage free transport of consigned vehicles
- Best practice

The HSE Health & Safety Laboratory’s guide quotes, “the basic standard is that the entire weight of the load has to be restrained forward and half the weight of the load to the side and rear. How you reach that standard is up to you – there’s no prescriptive approach in the UK”.

The driver is not necessarily the only person responsible for the condition of the load. The Road Traffic Act says that anyone who “causes or permits” a vehicle to be loaded has responsibility for the roadworthiness of the vehicle, and employers have responsibilities to ensure the health & safety of their employees and others under the Health & safety At Work Act.

The exact number of straps and/or chocks together with their placement in order to effect proper security of the load is a matter for the loader, the driver and employer.

The driver’s individual responsibility will vary depending on how much input they have had into loading. One should look carefully at how much responsibility the drivers can reasonably be expected to take.

Your comments and inquiries about this section of the manual or the future activity of the ECG Quality Working Group are warmly welcomed using the e-mail address info@ecgassociation.eu or by telephone at +32 2 706 82 80.