LOGISTICONSULT
BESPOKE TRANSPORT MANAGEMENT SOLUTIONS

DRIVER TOOLBOX TALK · ABOUT 10 MINUTES

SAFE LOADING.
GET IT RIGHT, EVERY TIME.

An unsecured or overloaded vehicle can kill — and it's a licence issue long before it's an accident.

WHY THIS MATTERS

A load that shifts, falls, or overloads an axle doesn't just risk the driver. It risks anyone nearby, and it exposes the operator to prohibition notices and Traffic Commissioner scrutiny if DVSA finds it first.

COVER WITH THE GROUP

Key Points

- Know your vehicle's payload limit and never guess it
- Check axle weights, not just the overall gross weight
- A load needs to withstand braking, cornering, and acceleration forces, not just sit still
- Use restraint rated for the load — straps, chains, or nets suited to the weight involved
- Heavy items go low and towards the front, not stacked high or pushed to the rear
- Sheet or cover loose loads so nothing can blow off in transit
- Check the load again after the first few miles — things settle once you're moving

WATCH OUT FOR

Common Mistakes

- Assuming yesterday's straps are still tight enough today
- Not redistributing weight after a partial unload
- Overloading a single axle while staying under the overall gross weight

Ask the group:

What would happen to this load in an emergency stop?

Who's responsible if a badly loaded vehicle causes an accident — the driver, the loader, or the operator?

ATTENDANCE RECORD

Keep this page on file as evidence the talk took place. DVSA and the Traffic Commissioner look for proof of ongoing driver training, not just a policy that says it happens.

Talk delivered by: _____ **Date:** _____ **Location:** _____

Driver Name	Signature	Date