



**Executive
Council**

*A certified copy of an Order in Council dated
October 6, 2026*

N.S. Reg. 227/2026

FILED

Date: October 6, 2026

**Rachel L. Jones
Registrar of Regulations
Province of Nova Scotia**

2026-346

The Governor in Council on the report and recommendation of the Minister of Public Works dated May 12, 2026, and pursuant to Sections 226, 333, and 336 of Chapter 20 of the Acts of 2025, the *Traffic Safety Act*, is pleased, effective on and after October 19, 2026, to:

(a) make regulations respecting securing of loads on vehicles in the form set forth in Schedule "A" attached to and forming part of the Report and Recommendation;

(b) make regulations respecting carriage of freight by commercial vehicles in the form set forth in Schedule "B" attached to and forming part of the Report and Recommendation;

(c) make regulations respecting commercial carrier safety fitness rating and compliance in the form set forth in Schedule "C" attached to and forming part of the Report and Recommendation; and

(d) make regulations respecting using the road in the form set forth in Schedule "D" attached to and forming part of the Report and Recommendation.

Certified to be a true copy

A handwritten signature in blue ink, reading "Tracey Taweel".

**Tracey Taweel
Clerk of the Executive Council**



Tracey Taweel

Clerk of the Executive Council

Schedule “A”

Regulations Respecting Securing Loads on Vehicles made by the Governor in Council under Sections 226, 333 and 336 of Chapter 20 of the Acts of 2025, the *Traffic Safety Act*

Interpretation

1 Citation

These regulations may be cited as the *Securing Loads on Vehicles Regulations*.

2 Definitions

(1) In these regulations,

“Act” means the *Traffic Safety Act*;

“load”, other than when used in the term “working load limit”, has the same meaning as “cargo” in National Safety Code Standard 10;

“National Safety Code Standard 10” means the Canadian Council of Motor Transport Administrators National Safety Code standard 10, assigned ISBN number 0-921795-71-0, *Cargo Securement*, as amended;

“sealed load” means a load that is placed within a means of containment that prevents the driver of the vehicle carrying the load from accessing the load;

“working load limit”, with respect to a tiedown used on a vehicle with a registered weight of 4500 kg or less, means the limit set out in subsection 11(2).

(2) Terms defined in National Safety Code Standard 10 have the same meanings when used in these regulations, except if a term is defined differently in any of the following, in which case that definition applies:

- (a) the Act;
- (b) the *Traffic Safety Act Interpretation Regulations* made under the Act;
- (c) these regulations.

3 Application of regulations

These regulations apply to every vehicle carrying a load on a highway.

Responsibilities of Carriers, Drivers and Shippers

4 Responsibility for compliance with regulations

- (1) A carrier and each agent and employee of the carrier must comply with these regulations in connection with any vehicle that is owned by, leased by or otherwise the responsibility of the carrier and carrying a load on a highway.
- (2) A driver must comply with these regulations in connection with any vehicle that is driven by, operated by or otherwise under the charge of the driver and carrying a load on a highway.

5 Load secured in carrier's or driver's absence

- (1) If a shipper of goods, or their agent or employee, loads a vehicle in the absence of the carrier, the carrier's agent or employee or the driver, the shipper must ensure that the load is secured in compliance with these regulations.
- (2) If a carrier, or a carrier's agent or employee, loads a vehicle in the absence of the driver, the carrier must ensure that the load is secured in compliance with these regulations.

6 Carrier must provide devices and post regulations

A carrier must do both of the following for each of its commercial vehicles that is carrying a load on a highway:

- (a) provide the load-securing devices required by these regulations;
- (b) post the requirements of these regulations in a conspicuous location so that they are readily accessible to all drivers or otherwise take steps to ensure that all drivers are made aware of the requirements of these regulations.

Covering Loads

7 Lightweight or fine particles

- (1) Except as provided in subsection (2), a load consisting in whole or in part of lightweight or fine particles that are loosely packed, including any of the following, must be covered entirely by a tarpaulin or other covering so that none of the load can escape from the vehicle:
 - (a) sawdust, shavings, bark mulch or wood chips;

- (b) sand;
 - (c) salt;
 - (d) paper;
 - (e) shredded metal;
 - (f) waste.
- (2) Subsection (1) does not apply to the specified load carried by either of the following:
- (a) a vehicle while it is being operated to apply sand, salt, a mixture of sand and salt, or any similar substance to a highway for the purpose of winter highway maintenance;
 - (b) a vehicle while it is being operated to collect waste.

8 Bulk, liquid or semi-liquid materials

- (1) Except as provided in subsection (2), a load consisting of bulk, liquid or semi-liquid materials, including any of the following, must be covered entirely by a tarpaulin or other covering so that none of the load can escape from the vehicle:
- (a) firewood, Christmas trees or tree branches;
 - (b) moss or seaweed;
 - (c) aggregate, including gravel, crushed stone or rock;
 - (d) coal.
- (2) Subsection (1) does not apply to a load if the vehicle carrying the load is adequately constructed or loaded and secured to prevent any portion of the load from escaping from the vehicle.

Vehicles with Registered Weight of 4500 kg or Less

9 Application of Sections 10 to 13

Sections 10 to 13 apply to a vehicle with a registered weight of 4500 kg or less carrying a load on a highway.

10 Means of securing load

- (1) A load carried on a vehicle must be secured by 1 of the following means to prevent the load from shifting on or falling from the vehicle:

- (a) sides, sideboards or stakes and a rear endgate, endboard or stakes, each of which
 - (i) is securely attached to the vehicle,
 - (ii) has sufficient strength and height, and
 - (iii) has no opening large enough to permit any of the load to pass through;
 - (b) tiedowns, with at least 1 tiedown for each 3.04 linear metres of the load or fraction of 3.04 linear metres and as many additional tiedowns as are necessary to secure each part of the load, either by direct contact between the tiedown and the load or contact between the tiedown and the dunnage that is in contact with the load;
 - (c) any means that prevents the load from shifting or falling that is similar to, and at least as effective as, the means specified in clauses (a) and (b).
- (2) A tiedown is deemed to comply with the requirements for contact in clause (1)(b) if it meets both of the following criteria:
- (a) it is in contact with the exterior topmost items of the load or with dunnage that is in contact with the exterior topmost items of the load;
 - (b) it securely holds each interior and lower item of the load.
- (3) A means of securing a load on a vehicle required by subsection (1) must be strong enough to prevent the load from shifting in a forward direction when the vehicle decelerates at a rate of 6 m/s or faster.
- (4) This Section does not apply to either of the following:
- (a) a vehicle carrying a load that is securely and adequately fastened to the vehicle, but that because of its size, shape or weight, must be
 - (i) carried on a vehicle that is specifically designed to carry that type of load, or
 - (ii) fastened by special methods;
 - (b) a vehicle operated by or on behalf of an authority having jurisdiction and control over a highway and used to apply materials used in constructing, maintaining or marking lines on the highway.

11 Tiedowns

- (1) A tiedown used to secure a load must meet the requirements of this Section.

- (2) Subject to subsection (3), the working load limit of a tiedown or tiedown component must be 1 of the following:
- (a) the numeric working load limit marked by its manufacturer;
 - (b) if not marked as described in clause (a), a working load limit that is adequate to prevent the load that it is securing from dropping, shifting, leaking or otherwise escaping from the vehicle.
- (3) The working load limit of a tiedown is the working load limit of the weakest component of that tiedown.
- (4) Each anchor point of a tiedown must be strong enough to sustain the force exerted by the tiedown regardless of the direction of that force.
- (5) A tiedown must not be used in any of the following circumstances:
- (a) the portion of the tiedown that would be used to secure a load has a knot in it;
 - (b) any of the tiedown's components exhibit stretch, deformation, wear or damage beyond the limits specified by the manufacturer;
 - (c) the tiedown has been repaired or shortened other than in accordance with the manufacturer's specifications.
- (6) A handle on a lever-type tensioning device used on a tiedown must be locked in place and secured by an adequate secondary means to prevent its inadvertent release.
- (7) Other than tiedowns made of steel, fibre or synthetic strapping that is permanently crimped, tiedowns used on a vehicle to secure a load against movement in any direction must be designed, constructed and maintained so that the driver of the vehicle can tighten the tiedowns while in transit.

12 Timber used in securing loads

Timber used on or in a vehicle in any of the following ways must be strong enough to not be split or crushed by the load or the tiedowns:

- (a) as dunnage;
- (b) as chocks;
- (c) as cradles;
- (d) for blocking or bracing.

13 Inspecting load while in transit

- (1)** Except as provided in this Section, a driver of a vehicle carrying a load on a highway or carrying a sealed load with the means of containment of the load secured or required to be secured to the vehicle must
 - (a) periodically and adequately inspect the load or means of containment and its load-securing devices while in transit; and
 - (b) adjust the load or means of containment and its load-securing devices as necessary to maintain the security of the load or means of containment.
- (2)** A driver of a vehicle carrying a sealed load is not required to inspect or adjust the sealed load or its load-securing devices if the driver has been ordered not to open the sealed load for inspection or adjustment.
- (3)** A driver of a vehicle carrying a load that is loaded in a manner that makes any portion of the load or its load-securing devices inaccessible
 - (a) is not required to inspect or adjust the portion of the load or load-securing devices that is inaccessible; and
 - (b) must periodically and adequately inspect the portions of the load and load-securing devices that are accessible as necessary to maintain the security of the load.

Vehicles with Registered Weight of Over 4500 kg

14 Application of Sections 15 and 16

Sections 15 and 16 apply to a vehicle with a registered weight of greater than 4500 kg carrying a load on a highway.

15 National Safety Code Standard 10 applies

Except as provided in Section 16, vehicles with a registered weight of greater than 4500 kg carrying a load on a highway must comply with National Safety Code Standard 10.

16 Exemptions from National Safety Code Standard 10

Subsections 5(1) and (2) and Section 9 of National Safety Code Standard 10 do not apply to either of the following:

- (a) a vehicle carrying a load that is securely and adequately fastened to the vehicle, but that because of its size, shape or weight, must be

- (i) carried on a vehicle that is specifically designed to carry that type of load, or
 - (ii) fastened by special methods;
- (b) a vehicle being operated by or on behalf of an authority having jurisdiction and control over a highway and used to apply materials used in constructing, maintaining or marking lines on the highway.