Health & Safety Standard

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1 Purpose

The purpose of this Standard is to define the minimum requirements for load securement and load configuration of materials transported to, from, or within Cenovus-operated sites.

The standard is intended to support consistent planning and execution of loading, staging and unloading activities to prevent uncontrolled movement, dropped objects, damage to equipment or cargo, and exposure to line-of-fire hazards.

2 Application

This document applies to Cenovus staff, contractors, suppliers, carriers, and loaders who plan, load, secure, transport, receive, inspect, stage, or unload materials at Cenovus-operated sites, or on behalf of Cenovus where Cenovus requirements apply by contract or scope of work.

This document does not apply to the transport of mobile equipment, the transport or placement of tanks or c-cans, or specialized, procedure-controlled, operations such as stringing pipeline pipe.

This document does not replace applicable legislation or regulatory requirements. Where legal, regulatory, contractual or Cenovus requirements differ, the more stringent requirement shall be followed while maintaining regulatory compliance.

3 Requirements

3.1 General requirements

Cargo shall be secured or immobilized using devices or structures with sufficient rated capacity. Methods may include blocking, bracing, dunnage, wedges, tiedowns or a combination of controls to prevent cargo from spilling, blowing off, falling or shifting in a way that affects stability.

3.2 Roles and Responsibilities

Table 1: Roles and responsibilities

Role	Responsibilities
Shipper	Confirm the cargo weight, dimensions and configuration. Select a vehicle or trailer that is suitable for the load. Install dunnage, chocks or other stability controls as required, and load the cargo within the vehicle or trailer configuration limits. Receiving locations may reject non-compliant loads in accordance with regulatory requirements, contract terms and site-specific requirements.
Carrier / driver	Confirm the load is stable, apply securement in accordance with applicable regulatory and contractual requirements, verify the load is adequately secured before departure and throughout transit. Inspect securement devices and anchor points.

Receiver / worksite representative	Confirm the arriving load can be unloaded safely. If the load is unstable, improperly configured, missing required securement or cannot be unloaded without line of fire exposure, the task shall be stopped and escalated for review.
Supervisor / frontline leader	Confirm the FLHA addresses cargo movement, stored energy, trailer access, exclusion zones, and communication requirements.

3.3 Planning, hazard assessment and work area controls

- Complete a Field Level Hazard Assessment (FLHA) before loading or unloading begins. Include all affected personnel, such as loaders, drivers, spotters, equipment operators and receiving personnel, in accordance with site-specific Control of Work (CoW) requirements.
- Before work begins, confirm the loading and unloading sequence, communication methods, stop-work triggers and exclusion-zone boundaries.
- Personnel shall remain clear of cargo that is being lifted, moved or released, or that could fall, roll or shift if securement is removed.
- Personnel shall not access the vehicle / trailer deck or load surface while cargo is being loaded, unloaded, moved, or repositioned.
- Loading and unloading shall be performed on level, stable ground where practicable. Uneven ground or slopes may allow cylindrical or unstable cargo to shift or slide.
- Trailer air suspension bags shall be deflated or neutralized during loading and unloading, where applicable, to prevent load shifting.
- Perform loading and unloading activities in accordance with applicable Cenovus requirements including but not limited to:
  - Safe Control of Work Standard
  - Working at Heights requirements
  - Cranes, Hoists and Lifting Standard
  - Exclusion Zone Standard
  - Transportation Safety Standard

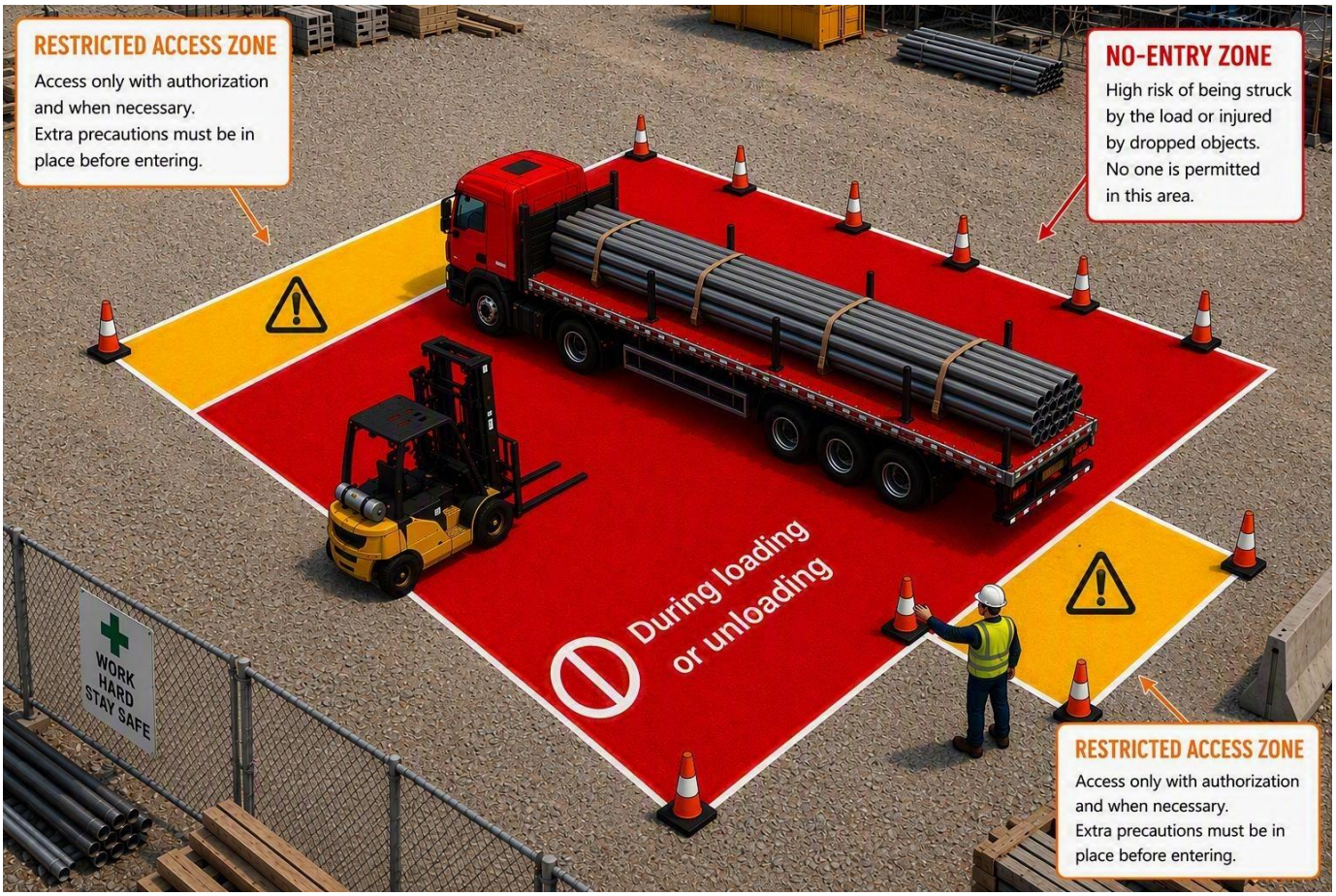


Figure 1: Example of a controlled loading and unloading area with defined restricted access and no-entry zone

3.4 Vehicle and trailer suitability

- Vehicles and trailers selected for hauling freight shall be suitable for the task and the cargo weight, dimensions, centre of gravity, stability and unloading method.
- Cargo decks shall be in good working condition and free of ice, mud, snow, debris or other conditions that could affect load stability or securement.
- Securement devices shall be as clean and dry as practicable, stable and adequate for the cargo and placement method.
- Anchor points, tie rails, winches and other attachment points shall be serviceable, suitable for the securement device and direction of loading and rated for the load.

3.5 Securing devices, Working Load Limit (WLL), Markings and Tags

3.5.1 Securement devices

Securement devices are used to prevent cargo from shifting, falling, rolling or becoming dislodged during transportation.

Securement includes both primary securement devices, that restrain the load during transport, and secondary securement or stability controls that help prevent uncontrolled cargo movement. Examples include, but are not limited to, chains, binders, straps, winches, hooks, shackles, anchor points, dunnage, chocks, wedges, edge protection, bunks, belly wraps, deck pins, pipe saddles and engineered barriers.

Primary securement shall be provided by restraining devices such as straps, chains, binders, winches, hooks, shackles and approved anchor points that are suitable for the cargo and have sufficient aggregate Working Load Limit (WLL) to restrain the load during transport.

Secondary securement or stability controls, such as bunks, chocks, wedges, dunnage, belly wraps, deck pins, pipe saddles or engineered barriers, shall be used where required to prevent rolling, shifting, tipping or uncontrolled movement. Secondary securement shall not replace required primary securement.

Securement devices shall:

- be suitable for the size, shape, weight, strength, and characteristics of the cargo being secured.
- have a WLL sufficient for the intended load.
- be used in accordance with manufacturer recommendations, specifications, and limitations.
- be installed in a manner that prevents loosening, slipping, unfastening, opening, or release during transit.
- where vehicle design and cargo configuration permit, be positioned inside the rub rails.

The following devices are not suitable for use as primary securement, and may only be used as supplementary restraint for lightweight cargo:

- bungee cords,
- tarp straps

Bulkheads and bunks are not considered part of the primary securement system unless specifically designed, rated, and approved for that purpose.

3.5.2 Inspection and rejection criteria

Securement devices, anchor points and attachment points shall be inspected before use. Any item that meets the rejection criteria below shall be removed from service.

Table 2: Inspection and rejection criteria

Device/component	Rejection criteria	Notes
Chains and binders	Damaged, excessively worn, stretched, bent, twisted, cracked, gouged, corroded, or missing, illegible or unverifiable WLL markings.	Corrosion includes conditions that may affect strength or function.

Straps	Tears, holes, knots, damaged stitching, excessive abrasion or deterioration, chemical damage, burns, crushed webbing, or missing, illegible or unverifiable identification tags or WLL markings.	Do not use if markings or rated capacity cannot be verified.
Anchor and attachment points	Damaged, cracked, bent, deformed, not rated for the applied load, incompatible with the securement device, or otherwise unsuitable for securing the load.	Examples: tie rails, D-rings, stake pockets, winches and trailer attachment points.

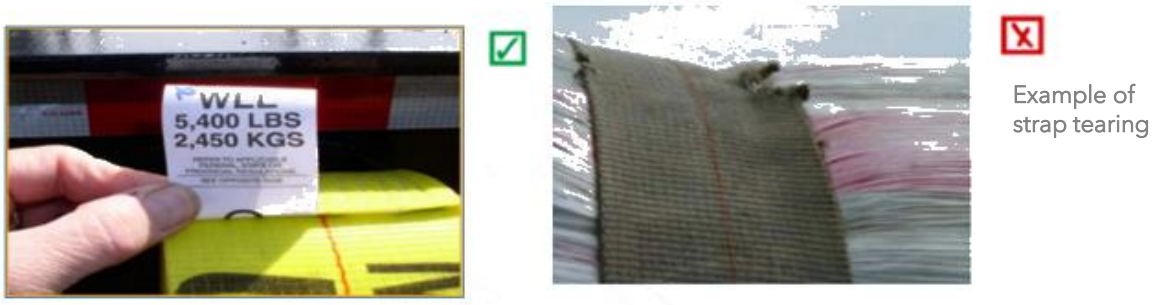








Figure 2: Inspection and rejection criteria examples

Topic	Criteria
Working Load Limit (WLL)	The WLL is the maximum load that can be applied to a securement device during normal service. Use the lowest-rated component in the securement system when determining capacity.
Aggregate WLL	The aggregate WLL is the combined rated capacity of the securement system credited for the load. If tiedowns are used, the aggregate WLL of the tiedowns must be at least 50% of the weight of the cargo.
Marked devices	Straps, chains, binders and other restraining securement devices shall be clearly marked by the manufacturer with WLL, grade, size or another recognized capacity indicator. Any restraining device not marked by the manufacturer or with an illegible WLL indication shall be considered defective and removed from service.
Chains & Binders	Chains should be a minimum of 10 mm (3/8 in), Grade 70 Transport chain, as rated by the NACM or equivalent certifying agency.
Edge protection	Place purpose-designed edge protection anywhere straps may contact sharp, rough or abrasive surfaces. Paper, cardboard or similar improvised products shall not be used as edge protection.

Table 3: Load securement device criteria

3.6 Cylindrical products and structural steel beams

Cylindrical products, such as pipe, piles and other roll-prone products, present an elevated line-of-fire hazard because the material can roll, shift, release or fall when securement is removed, during loading or unloading, or when equipment contacts the load.

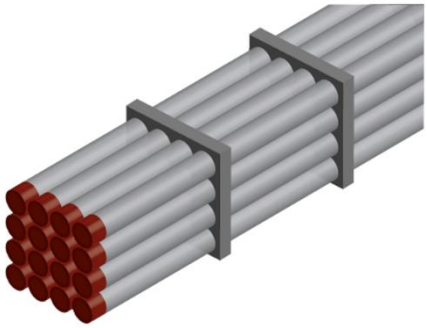
Unbundled cylindrical products and structural steel beams shall:

- be positioned to prevent shifting or rolling during handling and transit.

- be supported by material or fixtures suitable for the load and positioned to maintain load stability.

Before unloading, verify products can be unloaded without releasing stored energy into worker-occupied areas. Confirm sequencing, landing zones and exclusion-zone controls.

Cylindrical products bolstered in purpose-built racks or securely bundled and wrapped may be secured as a single unit.



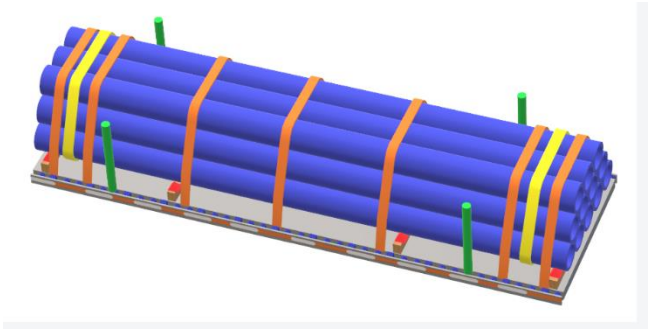


Table 4: Cylindrical load securement criteria

Item	Criteria
Bunks / bunk arms / deck pins	Bunks and deck pins shall be serviceable, securely fastened, compatible with the cargo length and weight, and of substantial construction. These fixtures act as secondary containment to help prevent rolling or shifting. They shall be supplemented with rated tie-down straps or chains during transport.
Stack height	Cargo shall not extend beyond the containment capability of the bunks or cab shield. Pipe or other cylindrical cargo shall not extend more than half its diameter above the bunk arms or cab shield at any point.
Dunnage / chocks / wedges / cradles / stability material	Dunnage, chocks, wedges, cradles or suitable stability material shall be placed under and/or between cylindrical cargo to prevent rolling, distribute weight and maintain stability.
Mixed diameter pipe	Pipe of different diameters shall not be randomly combined. If different diameters are transported, group each layer by diameter or independently secure each diameter using appropriate dunnage and securement methods.

3.7 Loading and unloading

- Establish exclusion zones before loading or unloading begins. Account for potential load movement, mobile equipment, lifting equipment and areas where product or equipment could fall, shift, swing or strike personnel.
- Personnel not directly involved in the task shall remain in a designated safe area outside the exclusion zones while cargo is being positioned, released, loaded or unloaded.

- Before removing securement, confirm cargo stability, equipment position, communication methods and the removal sequence with the receiver or worksite representative.
- Only securement devices required for the immediate unloading step shall be removed. Leave remaining securement in place until the load is ready to be removed.
- Use chocks, wedges, containment, deck pins, pipe arrest systems or other engineered controls where uncontrolled release is possible. Controls shall be suitable for the cargo size, shape, strength and characteristics.
- Stop work if the load shifts, becomes unstable, cannot be handled as planned, or if unauthorized personnel enter the exclusion zone.





3.8 Quick reference checklist

Table 5: Quick reference checklist

Before dispatch	Before unloading at site
Cargo weight, length, diameter and centre of gravity confirmed.	Load condition reviewed from a safe location before securement is released.
Vehicle/trailer is compatible with cargo and unloading method.	FLHA completed with all affected personnel.
Bunks/deck pins/dunnage/chocks suitable, serviceable and correctly placed.	Exclusion zone established and communicated.
Required number and rating of straps/chains/binders confirmed.	Unloading sequence confirmed; only securement required for the immediate unloading step removed.
All primary restraining securement devices marked with WLL/grade, inspected and correctly installed.	Personnel remain clear of cargo that could move, roll or fall.
Edge protection installed where straps contact abrasive or sharp surfaces.	Stop-work triggers understood if cargo shifts, conditions change or controls fail.

4 References

Table 6: Internal governing references

Document title or link	Relevance
Cranes, Hoists and Lifting Standard	0003-000055
Dropped Objects Prevention Standard	0003-000115
Exclusion Zone Standard	0003-000147
Safe Control of Work Standard	COIMS-000006
Transportation Safety Standard	0003-000176

Table 7: Other references

Document title or link	Relevance
National Safety Code Standard 10 – Cargo Securement	Regulatory framework for cargo securement in Canada.
IOGP Report 365-18 – Load Securement, Land Transportation Safety Recommended Practice	Industry best-practice guidance for load securement, loading and unloading.
NACM – National Association of Chain Manufacturers	Chain Specifications and Standards
FMCSA – Federal Motor Carrier Safety Administration	Regulatory framework for cargo securement in United States.
Applicable provincial, federal and local transportation safety regulations	Legislative requirements that apply to the work.

5 Revision history

Table 8: Revision history

Version	Date	Description
1.00	September 24, 2026	Issued for use