

Correct as at 13th May 2026. It may be superseded at any time.

Extract taken from: In-service certification (WoF and CoF) > Light PSVs > Load restraints

## 14 Load restraints

### 14-6 PSV baggage and freight restraints

#### Reasons for rejection

##### Mandatory equipment

1. A light PSV that is designed to carry cargo is not equipped with facilities capable of securing or containing that cargo such as:

- a) a separate cargo compartment, or
- b) a means of safely securing items of cargo likely to be carried (Note 1), or
- c) a cargo barrier that is fit for purpose, for example, the cargo barrier is fitted with a label or plate indicating compliance with AS/NZS 4034.

##### Condition and performance

2. Baggage and freight cannot be safely secured or contained to protect occupants, pedestrians and other road users from its possible movement, for example, the compartment, barrier or securing device is unlikely to be strong enough to **restrain the cargo and prevent it from entering the passenger area during:**

- normal driving operations, or
- an emergency stop, or
- a sudden change of direction (swerve) to avoid a collision.

##### Note 1

A stretch cargo net of reasonable quality would be sufficient to meet the requirement of safely securing items of cargo likely to be carried in a small passenger services vehicle. As such, a vehicle equipped with serviceable tie down points and a cargo net in good order (stretch or fixed) would satisfy the requirements for a CoF.

## Summary of legislation

##### Applicable legislation

- [Land Transport Rule: Passenger Service Vehicles 1999](#)
- Australian/New Zealand Standard AS/NZS 4034: Motor vehicles – cargo barriers for occupant protection.

### **Mandatory equipment**

1. A light PSV that is designed to carry cargo must be equipped with facilities capable of securing or containing that cargo such as:

- a) a separate cargo compartment, or
- b) a means of safely securing items of cargo likely to be carried (Note 1) , or
- c) a cargo barrier that is fit for purpose, which may be demonstrated by compliance with the version of *Australian Standard/New Zealand Standard 4034* that was applicable at the time the cargo barrier was installed.

### **Condition and performance**

2. A PSV and its fittings must be designed, constructed and maintained so that baggage and freight can be safely secured or contained to protect occupants, pedestrians and other road users from its possible movement.

Page amended **1 June 2018** (see [amendment details](#)).