

## INFORMATION SHEET

# Dangerous Goods Transport Regulations

This document is for guidance only. Please refer to the *Dangerous Goods (Road and Rail Transport) Regulations 2010* (the Transport Regulations) for further detail.

### Introduction

The Transport Regulations cover safety standards for the transport of dangerous goods by road and rail and adopt the Australian Dangerous Goods Code, 7th Edition (ADG7) as a code of practice. The regulations provide responsibilities for individuals or organisations during the transportation of dangerous goods.

The regulations were written to mirror, as much as possible, the 'Model Legislation – Transport of Dangerous Goods by Road or Rail Regulations 2007' (the Model Subordinate Law), prepared by the National Transport Commission (NTC) as a model for all Australian states and territories.

There are however some minor changes from the Model laws in that the following has been included:

- local conditions concerning safe transport routes
- the transport of explosives (including the adoption of the Australian Explosive Code, 3 Edition (AE Code)).

While these additional regulations remain largely the same as those previously in place, with the most significant change is the requirement to licence drivers and vehicles transporting explosive at risk category 2 (previously required at risk category 3),

Also noted are the restrictions of transporting through a particular route (built up areas) at certain times, i.e.:

- Road tankers of gas and petrol on the Tasman bridge Mon - Fri between 7am - 930am or 4pm to 7pm
- Risk Category 3 quantity explosives through Hobart, Launceston, Devonport and Burnie on Mon – Fri between 7am - 930am or 4pm to 7pm.

### ADG7

In the interests of international uniformity and to facilitate the import and export of dangerous goods, ADG7 was fundamentally restructured to align with the structure of the model regulations in the 15<sup>th</sup> edition of Recommendations on the Transport of Dangerous Goods: Model Regulations (UN 15), published in 2007 by the United Nations. As far as is practicable in the Australian legislative context, the actual text and clause numbering mirror those in UN 15.

However, the Australian Dangerous Goods Code has historically incorporated requirements that are not addressed in the Model Regulations. These cover areas such as:

- design, approval and use of road and rail tank vehicles;
- segregation of dangerous goods loads on trains;
- provision of emergency information;
- standards and use of freight containers;
- bulk transfer;
- testing of inner packagings;
- safety equipment;
- placarding with emergency information panels;
- procedures during transport
- segregation within loads;

UN 15 incorporates seven parts, which are subdivided into chapters. ADG7 has adopted the UN approach, with the first seven parts corresponding with the same numbered parts in UN 15.

ADG7 Parts 8 to 13 inclusive cover subjects not specifically addressed in the UN document. The exception is the provision for transport documentation (previously shipping documentation), which has remained in Part 11, rather than as a chapter within Part 5 that also covers requirements for placarding and labelling.

### **Key changes in ADG7 include:**

- Class and Division (Class only in ADG6);
- dangerous goods list now up to UN 3481;
- classification criteria now specified for Class 9 (Miscellaneous);
- 'limited quantities' for all dangerous goods entries;
- 'packing instructions' and 'special packing provisions' for packagings and intermediate bulk containers (IBCs);
- 'instructions' and 'special provisions' for portable tanks (e.g. isotainers) and bulk containers;
- 'bulk container' term only applies to solids;
- normal use of the term 'bulk' has been dropped in ADG7;
- overpacks (packaging to hold packages; e.g. unit loads);
- Australian Standard AS 2809 still applies for tank vehicles;
- new terms such as 'transport unit' (e.g. vehicle, portable tank, bulk container, freight container) and 'large packaging';
- IBCs treated as big packagings;
- licensing of drivers and vehicles required when transporting any container with a capacity greater than 500 L or kg;
- licensing exemption for up to 3,000 L in IBCs retained in ADG7;
- placard load quantities different only for container > 500 L or kg (previously termed 'bulk'); and
- rail separation now reflects international best practice.

### **The Transport Regulations do not apply to:**

- Category A of Division 6.2 (infectious substances); and
- Class 7 (radioactive materials) dangerous goods.

### **Persons with special duties or responsibilities under the regulations include:**

- vehicle owners;
- consignors;
- packers;
- loaders;
- prime contractors;
- rail operators;
- drivers;
- manufacturers;
- occupiers;
- transferors; and
- train drivers.

The Transport Regulations require dangerous goods drivers and vehicles to be licensed. Drivers are required to be medically fit, competent and have a good driving record.

The regulations contain mutual recognition clauses for interstate drivers and vehicles.