AUSTRALIAN CODE
FOR THE TRANSPORT OF
DANGEROUS GOODS
BY ROAD AND RAIL

(ADG CODE)

SIXTH EDITION

VOLUME 1

REQUIREMENTS AND
RECOMMENDATIONS

APPROVED BY
THE MINISTERIAL COUNCIL
FOR ROAD TRANSPORT

AND ENDORSED BY
THE AUSTRALIAN TRANSPORT
COUNCIL

(1 JANUARY 1998)
FOREWORD

This publication is the result of a national law reform initiative concerning the land transport of dangerous goods in Australia. The product of this initiative is a new legislative framework consisting of an Act, a set of regulations, the 6th edition of the Australian Code for the Transport of Dangerous Goods by Road and Rail and a set of Rail Rules.

The legal foundations of this framework are a Commonwealth Act (the Road Transport Reform (Dangerous Goods) Act 1995 (Cth) and a set of Commonwealth regulations (the Road Transport Reform (Dangerous Goods) Regulations). This Act and the accompanying regulations only apply to the transport of dangerous goods in the Australian Capital Territory and the Jervis Bay Territory.

All States and Territories have agreed to give legal force to the 6th edition of the Australian Code for the Transport of Dangerous Goods by Road and Rail by enacting nationally uniform State and Territory legislation implementing the Commonwealth Act and Regulations. Accordingly, the ADG Code is not implemented in a jurisdiction until legislation has been enacted or made and commenced by that jurisdiction specifically relating to the 6th edition of the Australian Code for the Transport of Dangerous Goods by Road and Rail.

This publication consists of:

- The 6th Edition of the Australian Code for the Transport of Dangerous Goods by Road and Rail (ADG Code);
- The Rail (Dangerous Goods) Rules which are a schedule to the ADG Code; and
- A copy of the Commonwealth Road Transport Reform (Dangerous Goods) Regulations.

Certain jurisdictions may modify the Commonwealth Regulations to facilitate their adoption into the laws of those jurisdictions. This may be considered necessary, for example, to accommodate local legislative differences. Those regulations which may be modified by jurisdictions are signposted in the attached copy of the Commonwealth Regulations in either of the following ways:

[NOTE: This regulation may have been amended by a jurisdiction to facilitate its application in that jurisdiction.]

[NOTE: ...........(The reference to legislation in this note may have been amended by a jurisdiction to facilitate the application of this regulation / division / part in that jurisdiction).]

A number of definitions in the attached copy of the Commonwealth regulations may also have been amended by certain jurisdictions to facilitate their application in that jurisdiction. These definitions are signposted in a manner similar to that above.

It is strongly recommended that readers of this publication contact the Competent Authority in their jurisdiction (as listed in clause 1.1.6) to ascertain the implementation status of the 6th edition of the Australian Code for the Transport of Dangerous Goods by Road and Rail and, what amendments have been made to the attached copy of the Commonwealth Regulations.
ACKNOWLEDGMENT

The sixth edition of the Australian Code for the Transport of Dangerous Goods by Road and Rail (ADG Code) would not have been possible without the expert technical advice provided by the Advisory Committee on the Transport of Dangerous Goods (ACTDG).

The following interests are represented on the ACTDG:

National Road Transport Commission (NRTC);

Federal Office of Road Safety, Department of Transport and Regional Development;

Industry organisations involved in the transport of dangerous goods, including:

- Adhesives and Sealants Manufacturers Association of Australia;
- Association of Australian Port and Marine Authorities;
- Australasian Railway Association;
- Australian Chemical Specialties Manufacturers Association;
- Australian Industrial Gas Manufacturers Association;
- Australian Institute of Petroleum;
- Australian Liquefied Petroleum Gas Association;
- Australian Paint Manufacturers Federation;
- Australian Retailers Association;
- Australian Road Transport Federation;
- Avcare (National Association for Crop Protection and Animal Health), Agsafe;
- Falcon Engineering;
- National Freight Forwarders Association;
- National Rail Corporation Ltd;
- Packaging Council of Australia;
- Plastics and Chemicals Industry Association;

Other organisations involved in the transport of dangerous goods, including:

- Australia and New Zealand Environment and Conservation Council;
- Australian Fire Authorities Council;
- Standards Australia;
- Transport Workers Union of Australia;

State and Territory regulatory authorities responsible for the transport of dangerous goods by road and rail in their respective jurisdictions, including:

- Australia Capital Territory, Emergency Services Bureau;
- Department for Industrial Affairs, South Australia;
- Department of Mines and Energy, Western Australia;
- Environment Protection Authority New South Wales;
- Queensland Department of Transport;
- Queensland Rail;
- State Rail Authority of New South Wales;
- Victorian WorkCover Authority;
- Work Health Authority, Northern Territory;
- WorkCover New South Wales;
- Workplace Standards Authority, Tasmania;
Commonwealth agencies involved in the transport of dangerous goods, including:

Australian Maritime Safety Authority;
Civil Aviation Authority;
Department of Defence;
Department of Health and Family Services;
Environment Australia;
WorkSafe Australia;

**REVIEW OF THE ADG CODE:**

To keep abreast of progress in international developments and local industry best practice, the Australian Dangerous Goods (ADG) Code is subject to periodic review.

Suggestions for improvements to the ADG Code, addressed to the Competent Authorities listed in this document, or through ACTDG association representatives are welcomed. Notification of any inaccuracy or ambiguity found in this Code should be made without delay in order that the matter may be investigated and appropriate action taken.
READER’S GUIDE

This Code has been prepared by the National Road Transport Commission in conjunction with the Advisory Committee on the Transport of Dangerous Goods and the Federal Office of Road Safety. It has been approved by the Ministerial Council for Road Transport and endorsed by the Australian Transport Council, and replaces the fifth edition of the Australian Code for the Transport of Dangerous Goods by Road and Rail. The Code sets out technical requirements and guidelines for the transport of dangerous goods by road and rail. However, the Code does not contain all requirements and guidelines relating to the transport of explosives, infectious substances, radioactive materials, waste products and other environmentally hazardous substances. Provisions of this Code dealing with those substances should be read subject to s 10 of the Road Transport Reform (Dangerous Goods) Act 1995 of the Commonwealth (the “Road Act”) and the following:

- The requirements in this Code relating to the transport of explosives are in addition to the requirements of any other law of a State or Territory or the Commonwealth relating to the transport of explosives. Rules for the transport of explosives are to be found predominantly in the Australian Explosives Code, as it is applied by State, Territory and Commonwealth legislation.

- The requirements relating to the transport of infectious substances are in addition to the requirements of any other law of a State or Territory or the Commonwealth relating to the transport of infectious substances.

- The requirements relating to the transport of radioactive substances are in addition to any other law of a State or Territory or the Commonwealth relating to the transport of those substances, including the Code of Practice for the Safe Transport of Radioactive Substances.

- The requirements of this Code do not apply to waste products and other environmentally hazardous substances unless those products or substances are also dangerous goods within the meaning of the Code. Enquiries concerning the transport of waste and other environmentally hazardous substances should be directed to the relevant State or Territory authority responsible for administering environment protection legislation.

With respect to road transport, the Code must be read in conjunction with the Road Act and the Road Transport Reform (Dangerous Goods Regulations) 1997 of the Commonwealth (the “Road Regulations”) as in force in each State or Territory. With respect to rail transport, the Code must be read in conjunction with Commonwealth, State and Territory legislation relating to transport of dangerous goods by rail, and the Rail (Dangerous Goods) Rules (the “Rail Rules”). The Road Regulations and Rail Rules are published together with this Code.

The Road Act sets out, in general terms, the legal requirements for transporting dangerous goods by road. It deals with the appointment and powers of Competent Authorities for road and authorised officers, including the power of a Competent Authority to grant exemptions. It includes some major offences and penalties and creates a power to deal with other matters in the Regulations.
The Road Regulations and Rail Rules set out specific legal requirements for transporting dangerous goods by road and rail. They identify the key players in the transport of dangerous goods and impose obligations and penalties on those players to ensure that dangerous goods are transported safely. In many cases, they require that dangerous goods be transported in accordance with the Code.

Many of the technical requirements in this Code are based on provisions of the United Nations Recommendations on the Transport of Dangerous Goods, 9th Revised Edition. Where the substance of a part of those recommendations has been incorporated in full, those sections are identified by a note. The Code also distinguishes technical requirements that are mandatory under the Road Regulations (generally denoted by use of the word “must”) from guidelines and recommendations. Compliance with these guidelines and recommendations is not required by the Regulations, but it is recommended for the safe transport of dangerous goods. A provision that contains a guideline is generally indicated by its heading and by the use of the word “should”.

This Code, together with the Road Regulations and the Rail Rules, incorporates, in a substantially revised form, the subject matter of the fifth edition of the Australian Code for the Transport of Dangerous Goods by Road and Rail. However, Section 2 of the fifth edition is not reproduced. Readers who require technical information in relation to the testing and classification of dangerous goods should refer directly to the “UN Recommendations” and the “UN Recommendations: Manual of Tests and Criteria”. 
AUSTRALIAN DANGEROUS GOODS CODE

VOLUME 1: REQUIREMENTS AND RECOMMENDATIONS

TABLE OF PROVISIONS

READERS GUIDE ............................................................................................................vii

CHAPTER 1—INTERPRETATION AND APPLICATION

Division 1.1—Interpretation...........................................................................................1
1.1.1 Interpretation ........................................................................................................1
1.1.2 References to Road Regulations and Rail Rules .............................................1
1.1.3 Definitions ...........................................................................................................1
1.1.4 List of codes, standards and rules referred to in this Code .........................10
1.1.5 References to other codes, standards and international rules ....................12
1.1.6 Competent Authorities ....................................................................................12

Division 1.2—Application of this Code .....................................................................15
1.2.1 Consumer commodity loads ........................................................................15

CHAPTER 2—CLASSIFICATION AND OTHER KEY CONCEPTS

2.0.1 Introduction ........................................................................................................19

Division 2.1—Classification of dangerous goods .......................................................20
2.1.0 Purpose of classification of dangerous goods ................................................20
2.1.1 Class 1 - Explosives .........................................................................................20
2.1.2 Class 2 - Gases ...............................................................................................21
2.1.3 Class 3 - Flammable liquids .........................................................................22
2.1.4 Class 4 - Flammable solids; substances liable to spontaneous combustion; and substances that in contact with water emit flammable gases ........................................................................................................22
2.1.5 Class 5 - Oxidizing substances; organic peroxides .....................................22
2.1.6 Class 6 - Toxic and infectious substances .....................................................23
2.1.7 Class 7 - Radioactive material ......................................................................23
2.1.8 Class 8 - Corrosive substances ....................................................................23
2.1.9 Class 9 - Miscellaneous dangerous goods and articles .............................23
2.1.10 Combustible liquids .....................................................................................24
Division 2.2—Naming dangerous goods .............................................................. 24
  2.2.1 Proper shipping name ........................................................................... 24
  2.2.2 N.O.S. and generic entries .................................................................... 25
  2.2.3 Technical name .................................................................................... 25
  2.2.4 Names for mixtures ............................................................................. 25

Division 2.3—Other classification principles .................................................. 25
  2.3.1 Classification of solutions and mixtures .............................................. 25
  2.3.2 Assignment to Packing Groups ........................................................... 26
  2.3.3 Precedence of hazard characteristics ................................................... 26

CHAPTER 3—PACKAGING

Division 3.1—Application and outline of Chapter ......................................... 29
  3.1.1 Application .......................................................................................... 29
  3.1.2 General requirements ......................................................................... 29
  3.1.3 Performance testing and marking ....................................................... 29
  3.1.4 Packaging construction ...................................................................... 30
  3.1.5 Salvage packagings ............................................................................ 30
  3.1.6 Used packagings ................................................................................ 30

Division 3.2—Definitions .............................................................................. 30

Division 3.3—General packaging requirements ............................................. 30
  3.3.1 Suitability of packaging ...................................................................... 30
  3.3.2 Compatibility of packaging and its contents ....................................... 30
  3.3.3 Design type testing ............................................................................ 30
  3.3.4 Filling of liquids .................................................................................. 31
  3.3.5 Packing of inner packagings ............................................................... 31
  3.3.6 Compatibility of dangerous goods in outer packaging ...................... 31
  3.3.7 Wetted or diluted substances ............................................................... 31
  3.3.8 Venting ............................................................................................... 31
  3.3.9 Condition of packaging ...................................................................... 31
  3.3.10 Pressure resistance ........................................................................... 32
  3.3.11 Used empty packaging ..................................................................... 32
  3.3.12 Leakproofness testing ....................................................................... 32
  3.3.13 Packagings for solids in liquid state ................................................... 32
  3.3.14 Quality assurance ............................................................................ 32
  3.3.15 Salvage packagings .......................................................................... 33
  3.3.16 Technological advances ................................................................... 33
  3.3.17 Use of packagings suitable for lesser Packing Group ..................... 33

Division 3.4—Type designator ........................................................................ 33
  3.4.1 Type designator .................................................................................. 33
  3.4.2 Composite packagings—type designator ........................................... 33
  3.4.3 Combination packagings—type designator ....................................... 33
3.4.4 T, V or W after the type designator ............................................................ 33
3.4.5 Numerals—types of packaging ................................................................. 34
3.4.6 Upper case letters—packaging material .................................................. 34
3.4.7 Type designators assigned .................................................................... 34

Division 3.5—Packaging performance and specification markings ............ 37
3.5.1 Packaging markings ............................................................................... 37
3.5.2 Sequence of package markings ............................................................... 39
3.5.3 Durability for reprocessing .................................................................... 39
3.5.4 Reprocessing markings .......................................................................... 39
3.5.5 Location and sequence of reprocessing markings .................................. 40
3.5.6 Salvage packaging .................................................................................. 40
3.5.7 Inner packaging markings ...................................................................... 41
3.5.8 Packagings that have not been performance tested ............................... 41

Division 3.6—Packaging construction standards ......................................... 41
3.6.1 Steel drums ............................................................................................ 41
3.6.2 Aluminium drums ................................................................................... 42
3.6.3 Steel or aluminium jerricans ................................................................. 42
3.6.4 Plywood drums: 1D .............................................................................. 43
3.6.5 Wooden barrels ..................................................................................... 43
3.6.6 Fibre drums: 1G ................................................................................... 44
3.6.7 Plastics drums and jerricans ................................................................. 44
3.6.8 Boxes of natural wood ........................................................................... 45
3.6.9 Plywood boxes: 4D ............................................................................. 45
3.6.10 Reconstituted wood boxes: 4F .............................................................. 46
3.6.11 Fibreboard boxes: 4G ......................................................................... 46
3.6.12 Plastics boxes ..................................................................................... 46
3.6.13 Steel or aluminium boxes ................................................................. 47
3.6.14 Textile bags ....................................................................................... 47
3.6.15 Woven plastics bags .......................................................................... 48
3.6.16 Plastics film bags: 5H4 ................................................................. 48
3.6.17 Paper bags .......................................................................................... 49
3.6.18 Composite packagings (Plastics material) ........................................... 49
3.6.19 Composite packagings (glass, porcelain or stoneware) ....................... 50
3.6.20 Inner packagings ............................................................................... 52

Division 3.7—Performance testing ................................................................. 53
3.7.1 Design type testing .............................................................................. 53
3.7.2 Preparation of packagings for performance testing ............................... 56
3.7.3 Drop type test ................................................................................. 56
3.7.4 Leakproofness test ............................................................................ 60
3.7.5 Internal pressure (hydraulic) test ......................................................... 60
3.7.6 Stacking test ..................................................................................... 61
3.7.7 Cooperage test for bung type wooden barrels .................................... 62
3.7.8 Test certificates .................................................................................. 62
Division 3.8—Special provision for packaging of particular classes of dangerous goods

3.8.1 Class 1 ....................................................................................................... 63
3.8.2 Class 2 ....................................................................................................... 63
3.8.3 Class 3 ....................................................................................................... 63
3.8.4 Class 4, other than self-reactive and related substances of Class 4.1 ....... 64
3.8.4.1 Class 4.1—Self-reactive and related substances ....................................... 64
3.8.5.1 Class 5.1 .................................................................................................... 65
3.8.5.2 Class 5.2—Organic peroxides - General Packing Requirements .............. 65
3.8.6.1 Class 6.1 .................................................................................................... 67
3.8.7 Class 7 ....................................................................................................... 68
3.8.8 Class 8 ....................................................................................................... 68
3.8.9 Class 9 ....................................................................................................... 68

Division 3.9—Used packagings ........................................................................... 69
3.9.1 Re-use of packagings generally ................................................................. 69
3.9.2 Reprocessed steel drums ............................................................................ 69

CHAPTER 4—BULK CONTAINERS

Division 4.1—Restrictions on transport in bulk ....................................................... 71
4.1.1 Certain dangerous goods must not be transported in bulk ......................... 71

Division 4.2—General requirements for transport in bulk ..................................... 71
4.2.1 Containers must not be incompatible or damaged ..................................... 71
4.2.2 Dangerous goods as a liquid or gas in bulk ............................................... 71
4.2.3 Polymers and molten solids ....................................................................... 71

Division 4.3—Approval of tank designs ................................................................. 71
4.3.1 Application for approval of a tank design ................................................. 71

Division 4.4—Design approval of tanks ................................................................. 73
4.4.1 Standards applicable to tanks manufactured in Australia ......................... 73
4.4.2 Standards for tanks intended to form part of or be attached to road vehicles .......................................................................................................... 74
4.4.3 Standards for other tanks manufactured in Australia ............................... 74
4.4.4 Standards for tanks manufactured outside Australia ............................... 74

Division 4.5—Compliance plates and other approval information .......................... 74
4.5.1 Compliance plate—specified information ................................................. 74
4.5.2 Compliance plate—other requirements ..................................................... 75
4.5.3 Tanks transporting organic peroxides ....................................................... 75
CHAPTER 7—MARKING AND PLACARDING

Division 7.1—Format of labels and emergency information panels ............... 89
7.1.1 Class and subsidiary risk labels ............................................................... 89
7.1.2 Emergency Information Panel ............................................................... 89
7.1.3 Multi-load Emergency Information Panel ............................................. 90
7.1.4 Mixed load (refined petroleum product) Emergency Information Panel .......................................................................................................... 91
7.1.5 Dimensions of an Emergency Information Panel ................................... 91
7.1.6 Dividing an Emergency Information Panel ............................................ 91

Division 7.2—Marking packages ........................................................................ 91
7.2.1 Marking packages containing dangerous goods ....................................... 91
7.2.2 How to read the flow charts .................................................................... 91
7.2.3 Standard marking for a package .............................................................. 92
7.2.4 Inner package marking ........................................................................... 92
7.2.5 Marking of aerosols and cylinders .......................................................... 93
7.2.6 Method of applying markings to packages .............................................. 93
7.2.7 Dimensions of labels on a package ........................................................ 93
7.2.8 Size of a marking other than a label ...................................................... 93
7.2.9 How to read Table 7.1 ........................................................................... 93
7.2.10 Guideline—position of markings on a package ..................................... 94

Package marking flow charts (Class 1 - Class 9) ........................................... 94

Division 7.3—Marking unit loads ........................................................................ 103
7.3.1 Marking a unit load—pallets .................................................................. 103
7.3.2 Marking a unit load—slings ................................................................... 103
7.3.3 Dimensions of markings on a unit load .................................................. 103
7.3.4 Method of applying markings to unit loads .......................................... 103
7.3.5 Exception to marking a unit load ........................................................... 103

Division 7.4—Placarding freight containers ...................................................... 104
7.4.1 Placarding a freight container—packaged dangerous goods ............... 104
7.4.2 Placarding a freight container—dangerous goods in bulk .................... 104
7.4.3 Placarding a freight container—bulk and packages ............................... 104
7.4.4 Placarding freight containers not free from dangerous goods ............. 105
7.4.5 Dimensions of labels on freight containers .......................................... 105
7.4.6 Position of labels on freight containers ............................................... 105
7.4.7 Position of Emergency Information Panels on a freight container ....... 105
7.4.8 Dimensions and position of UN number on freight container ............. 105
7.4.9 Exceptions to placarding freight containers ......................................... 105
7.4.10 Method of placarding freight containers .............................................. 106
7.4.11 Non-duplication of placards - packaged and bulk dangerous goods ...... 106
Division 7.5—Placarding bulk containers ............................................................... 106
7.5.1 Placarding bulk containers ........................................................................ 106
7.5.2 Placarding multi-compartment tanks ....................................................... 106
7.5.3 Placarding bulk containers not free from dangerous goods ..................... 107
7.5.4 Placement of Emergency Information Panels on a bulk container ......... 107
7.5.5 Means of placarding bulk containers ....................................................... 107
7.5.6 Exceptions to placarding IBCs ................................................................. 107
7.5.7 Exception to placarding portable tanks .................................................... 108
7.5.8 Unodourised LP Gas .............................................................................. 108

Division 7.6—Placarding road vehicles .................................................................. 108
7.6.1 Placarding a road vehicle—packaged dangerous goods .......................... 108
7.6.2 Road vehicle transporting dangerous goods in bulk—same UN Number ....................................................... 108
7.6.3 Road vehicle transporting dangerous goods in bulk—different UN Numbers ....................................................... 109
7.6.4 Road vehicle transporting bulk and packaged dangerous goods ................. 109
7.6.5 Dimensions of labels on road vehicles ..................................................... 109
7.6.6 Placement of labels—packaged dangerous goods ................................... 109
7.6.7 Placement of placards—dangerous goods in bulk ................................... 109
7.6.8 Non-duplication of placards—packaged and bulk dangerous goods ......... 110
7.6.9 Position of Emergency Information Panels .............................................. 110
7.6.10 Method of placarding road vehicles ......................................................... 110
7.6.11 Placarding combinations ........................................................................ 111
7.6.12 Exceptions to placarding road vehicles—tanks and containers ............... 111
7.6.13 Bitumen spray vehicle—removal of Emergency Information Panel ......... 111

Division 7.7—Placarding rail wagons ..................................................................... 111
7.7.1 Placarding rail wagons—dangerous goods of any quantity in a freight container or a quantity less than a placard load ......................... 111
7.7.2 Placarding rail wagons—placard load of dangerous goods, other than in a freight container ................................................................. 112
7.7.3 Placarding a rail wagon transporting dangerous goods in bulk—same UN Number ................................................................. 112
7.7.4 Placarding a rail wagon transporting dangerous goods in bulk—different UN Number ................................................................. 112
7.7.5 Additional placarding for rail wagons—dangerous goods in bulk ............. 112
7.7.6 Exception to placarding rail wagons—bulk containers and freight containers ................................................................. 112
7.7.7 Use of composite rail transit cards ............................................................ 113
7.7.8 Dimensions of labels .............................................................................. 113
7.7.9 Position of label on a rail wagon ................................................................ 113
7.7.10 Position of Emergency Information Panel on a rail vehicle ................. 113

CHAPTER 8—VEHICLES
8.1.1 Safety standards—vehicles and equipment ............................................. 131
8.1.2 Insurance ................................................................................................. 131
CHAPTER 9—SEGREGATION AND STOWAGE

Division 9.1—Segregation of incompatible goods .................................................. 133
  9.1.1 Dangerous goods must be segregated from incompatible goods .......... 133
  9.1.2 Meaning of “incompatibility” ................................................................. 133
  9.1.3 Dangerous goods that are incompatible with other goods ................. 133
  9.1.4 Fire risk substances ............................................................................. 136
  9.1.5 Food and food packagings ................................................................. 137
  9.1.6 Exception in relation to Class 1.4S ..................................................... 137
  9.1.7 Further examples of incompatible goods .......................................... 137
  9.1.8 Segregation of dangerous goods of Packing Group I ....................... 138
  9.1.9 Segregation of dangerous goods of Packing Group II and III ........... 138
  9.1.10 Exception to segregation—dangerous goods in cylinders ............. 139
  9.1.11 Using a segregation device ............................................................... 139
  9.1.12 Goods that must not be transported on the same combination road vehicle .............................................................. 139

Division 9.2—Separation between goods on rail wagons and marshalling of rolling stock ......................................................... 140
  9.2.0 General Provisions ............................................................................. 140
  9.2.1 Separation by Class ........................................................................... 141
    9.2.2 Class 1 ........................................................................................... 141
    9.2.2.1 Class 2.1 ................................................................................... 141
    9.2.2.2 Class 2.2 ................................................................................... 142
    9.2.2.3 Class 2.3 ................................................................................... 142
    9.2.3 Class 3 ........................................................................................... 143
    9.2.4 Class 4 ........................................................................................... 143
      9.2.4.1 Class 4.1 ................................................................................ 143
      9.2.4.2 Class 4.2 ................................................................................ 143
      9.2.4.3 Class 4.3 ................................................................................ 144
    9.2.5 Class 5 ........................................................................................... 144
      9.2.5.1 Class 5.1 ................................................................................ 144
      9.2.5.2 Class 5.2 ................................................................................ 144
    9.2.6 Class 6 ........................................................................................... 145
    9.2.7 Class 7 ........................................................................................... 145
    9.2.8 Class 8 ........................................................................................... 146
    9.2.9 Class 9 ........................................................................................... 146
    9.2.10 Mixed Classes .............................................................................. 147
    9.2.11 Double stacking of freight containers ........................................ 147

Division 9.3—Stowage .......................................................................................... 148
  9.3.1 Stowage of packaged dangerous goods ............................................. 148
  9.3.2 Special requirements for stowing dangerous goods of Class 2 .......... 148
  9.3.3 Special requirements for stowing self-reactive and related substances and organic peroxides ......................................................... 149
  9.3.4 Special requirements for stowing dangerous goods of Class 4.3 ...... 149
  9.3.5 Exception for Chlorine ..................................................................... 149
Division 9.4—Transport of dangerous goods on passenger trains ......................149
  9.4.1 Class 1 ......................................................................................................149
  9.4.2 Class 2 ......................................................................................................150
  9.4.3 Class 3 ......................................................................................................151
  9.4.4 Class 4 ......................................................................................................151
  9.4.5 Class 5 ......................................................................................................151
  9.4.6 Class 6 ......................................................................................................151
  9.4.7 Class 7 ......................................................................................................152
  9.4.8 Class 8 ......................................................................................................152
  9.4.9 Transport of dangerous goods on the rear of a passenger train ............153

CHAPTER 10—TRANSFER OF BULK DANGEROUS GOODS

Division 10.1—Hose assemblies ........................................................................157
  10.1.1 Hose assemblies for Class 2 (other than LP Gas or anhydrous ammonia) ...........................................................157
  10.1.2 Hose assemblies for LP Gas ................................................................157
  10.1.3 Hose assemblies for anhydrous ammonia (UN 1005) .........................157
  10.1.4 Hose assemblies for Class 3 petroleum products ...............................157
  10.1.5 Hose assemblies for dangerous goods in liquid form other than Class 2 or Class 3 petroleum products ..................157
  10.1.6 Testing hose assembly for electrical continuity—Class 3, 4 & 5, Subsidiary Risk 3, 4 & 5.1 ........................................157
  10.1.7 Periodic inspection..................................................................................158
  10.1.8 Keeping records.....................................................................................158
  10.1.9 Frequency of hydrostatic pressure testing ............................................158

Division 10.2—Where to transfer dangerous goods ..........................................158
  10.2.1 Position of vehicle during transfer of Class 2.1 or 3 ................................158
  10.2.2 Precautions during transfer in built-up area .........................................159
  10.2.3 Transfer operation within a designated transfer area ...........................159
  10.2.4 Positioning of hose assembly during transfer .......................................159
  10.2.5 Transferring dangerous goods that may give rise to dusts, mists or vapours, etc ..................................................159

Division 10.3—Preventing fire during a transfer operation ...............................159
  10.3.1 Distance from ignition sources..............................................................159
  10.3.2 Stop engine when coupling or uncoupling hoses—Class 2.1, 3 & 4 ......160
  10.3.3 Electrical bonding—LP Gas..................................................................160
  10.3.4 Electrical bonding—Class 3 ..................................................................160
  10.3.5 Electrical bonding—Class 2.1 other than LP Gas ...............................160
  10.3.6 Loading spear in contact with tank bottom—Class 3 ...........................160
  10.3.7 Burners not to operate during transfer operations ..............................160
Division 10.4—Ullage and maximum permitted filling ratio

10.4.1 Ullage—dangerous goods (other than Class 2) as a liquid, slurry or paste
10.4.2 Ullage—capacity of tank or container exceeding 8600L
10.4.3 Ullage—Class 2 refrigerated liquid
10.4.4 Maximum permitted filling ratio—Class 2 liquid (other than refrigerated liquid)
10.4.5 Table 10.1—Maximum permitted filling ratios

Division 10.5—Transfer of dangerous goods—general requirements

10.5.1 Vehicle to be stationary during transfer operation
10.5.2 Person to remain with vehicle during transfer
10.5.3 Occupying cabin during transfer operation
10.5.4 Light levels during transfer operations
10.5.5 Transfer operations using gas pressure
10.5.6 Guidelines—handling in accordance with design
10.5.7 Guidelines—using a hose

Division 10.6—Transfer of gas

10.6.1 Compliance with AS 1596
10.6.2 Transferring liquefied gas inside a building
10.6.3 Other precautions during transfer of Class 2.1 and Class 2.3
10.6.4 Warning notices when transferring liquefied gas
10.6.5 Other precautions during transfer of liquefied oxygen

Division 10.7—Transfer of dangerous goods of Class 3

10.7.1 Compliance with AS 1940
10.7.2 Controlling fire risk
10.7.3 Close closures and valves when transfer completed
10.7.4 Manner of filling

CHAPTER 11—DOCUMENTATION

Division 11.1—Shipping documentation

11.1.1 Shipping documentation
11.1.2 Shipping documentation for empty containers
11.1.3 Additional requirements for dangerous goods transported by rail
11.1.4 Guideline—amending documentation after unloading
11.1.5 Consignor’s contact telephone number
11.1.6 Guideline—combination road vehicles
11.1.7 Additional requirements for self-reactive and related substances and organic peroxides
Division 11.2—Emergency information

11.2.1 What is emergency information? ............................................................. 170
11.2.2 What is an emergency procedure guide?.................................................. 170
11.2.3 What is an emergency information holder? ............................................. 170
11.2.4 Where must an emergency information holder be placed? ...................... 170

CHAPTER 12—SAFETY EQUIPMENT

12.1.1 Personal protective equipment and safety equipment—Table 12.1 ......... 171
12.1.2 How to read Table 12.1 ............................................................................ 171
12.1.3 Where must safety equipment be carried? .............................................. 171
12.1.4 Fire extinguishers—Table 12.2 ................................................................. 171
12.1.5 How to read Table 12.2 ............................................................................ 171
12.1.6 Where must fire extinguishers be carried? .............................................. 172
12.1.7 Eyewash kit .............................................................................................. 172
12.1.8 Portable warning devices ...................................................................... 172
12.1.9 Gas detectors ............................................................................................ 172

CHAPTER 13—PROCEDURES DURING TRANSPORT

Division 13.1—Breakdowns ................................................................................... 175
13.1.1 Alerting traffic of traffic hazard ............................................................... 175

Division 13.2—General precautions during transport ........................................... 175
13.2.1 Passengers ................................................................................................ 175
13.2.2 Parking requirements ............................................................................. 176
13.2.3 Where a vehicle may be parked ............................................................... 176
13.2.4 Battery isolation switch .......................................................................... 176
13.2.5 Unloading the vehicle ............................................................................. 176
13.2.6 Detaching a trailer from a prime mover or combination road vehicle ... 176
13.2.7 Operation of burners ............................................................................. 177

Division 13.3—Routes .......................................................................................... 177
13.3.1 Selection of routes ................................................................................. 177

CHAPTER 14—EMERGENCIES

14.1.1 Responsibilities of the driver of a road vehicle in an emergency .......... 179
14.1.2 Guidelines—responsibilities of the driver of a train in an emergency .... 179

INDEX ...................................................................................................................................... 181
LIST OF TABLES

Table 1.1  Quantity Limitations for Class 2, 3, 4, 5, 6 and 8 .................................................. 16
Table 1.2  Quantity Limitations for Class 9 ........................................................................ 16
Table 2.1  Precedence of Hazard ......................................................................................... 27
Table 3.1  Packagings and Type Designators .................................................................... 35
Table 3.2  Examples of Markings for New Packages ........................................................... 39
Table 3.3  Examples of Reprocessing Markings .................................................................. 40
Table 3.4  Examples of Salvage Markings ......................................................................... 40
Table 3.5  Drop Test Requirements ...................................................................................... 57
Table 3.6  Maximum Quantity per Packaging / Package / for Packing Methods OP1 to OP8 ......................................................................................................................... 66
Table 4.1  Construction Standards for road tank vehicles ................................................. 73
Table 4.2  Currently assigned organic peroxides suitable for transport in IBCs ............... 82
Table 4.3  Currently assigned organic peroxides suitable for transport in tank containers ................................................................................................................................. 83
Table 7.1  Minimum Dimensions of Class and Subsidiary Risk Labels ......................... 94
Table 7.2  Form of Class Labels and Subsidiary Risk Labels ............................................. 114
Table 9.1  Examples of Particular Incompatible Goods not identified in Division 9.1 ....... 137
Table 9.2  Segregation of Dangerous Goods in Road Vehicles and Freight Containers ................................................................................................................................. 154
Table 9.3  Separation Between Goods on Rail Wagons and Marshalling of Rolling Stock ................................................................................................................................. 155
Table 10.1 Maximum Permitted Filling Ratios for Dangerous Goods of Class 2 in Compressed Liquefied Form .......................................................... 162
Table 12.1 Guide to Personal Protective Equipment and Safety Equipment on Road Vehicles ......................................................................................................................... 173
Table 12.2 Fire Extinguishers on Road Vehicles Transporting Dangerous Goods ..... 174

LIST OF FIGURES

Figure 1.1  Sample Shipping Documentation for Consumer Quantity Dangerous Goods ................................................................................................................................. 17
Figure 3.1  Examples of Drop Test Orientations ................................................................. 58
Figure 7.1  Use of a Class Label as a Subsidiary Risk Label ............................................. 122
Figure 7.2  Mixed Class Label for Vehicles and Freight Containers ................................ 122
Figure 7.3  Format of Emergency Information Panel ....................................................... 123
Figure 7.4  Placarding of UN Numbers on Freight Containers (UN Number Incorporated on Class Label) ................................................................. 125
Figure 7.5  Placarding of UN Numbers on Freight Containers (UN Number Displayed Separate to Class Label) ................................................................. 126
Figure 7.6  Illustrations of Placarding Typical Vehicle Configurations .............................. 127
Figure 7.7  Illustrations of Placarding for combinations transporting placard and non-placard loads ................................................................. 129
SCHEDULE 1

Rail (Dangerous Goods) Rules ................................................................. Si

ATTACHMENT 1

Road Transport Reform (Dangerous Goods) Regulations ................... Ai

AUSTRALIAN DANGEROUS GOODS CODE

VOLUME 2: TECHNICAL APPENDICES

APPENDIX 1—Numerical list of Dangerous Goods.......................................... 1 (Vol 2)
APPENDIX 2—Alphabetical list of Dangerous Goods ...................................... 19 (Vol 2)
APPENDIX 3—List of Special Provisions ....................................................... 247 (Vol 2)
APPENDIX 4—Hazchem Codes ..................................................................... 265 (Vol 2)
APPENDIX 5—Goods too Dangerous to be Transported ................................ 273 (Vol 2)
APPENDIX 6—List of currently assigned Self-Reactive Substances ................. 279 (Vol 2)
APPENDIX 7—List of currently assigned Organic Peroxides .......................... 285 (Vol 2)
APPENDIX 8—List of Generic or N.O.S. Proper Shipping Names .................... 297 (Vol 2)
APPENDIX 9—List of Common Pesticides with corresponding UN numbers..... 309 (Vol 2)
CHAPTER 1—INTERPRETATION AND APPLICATION

Division 1.1—Interpretation

Interpretation

1.1.1  (1) In this Code, unless the contrary intention appears, a word or expression which is
defined in the Road Act or the Road Regulations, but is not defined in this Code, has the
meaning attributed to it in the Road Act or the Road Regulations.

(2) However, a word or expression which is defined differently in clause 1.1.3 of this Code to
the definition of the same word or expression in the Road Act or the Road Regulations, has
the meaning attributed to it in this Code.

(3) If a word or expression is defined:
   (a) in a document referred to in this Code; and
   (b) in clause 1.1.3 of this Code using a different form of words but in a manner that
       expresses the same idea as the definition in the document referred to:
       the expression is taken, so far as practicable, to have the same meaning as it has in the
document referred to in this Code.

References to Road Regulations and Rail Rules

1.1.2  (1) If a word or expression is defined to include a reference to a numbered provision of
the Road Regulations, the reference is to be taken, in the absence of a contrary intention, to
be a reference to both:
   (a) the regulation with that number in the Road Regulations; and
   (b) the rule with that number in the Rail Rules.

(2) In this Code, unless the contrary intention appears:
   (a) a reference to a regulation or subregulation is a reference to the regulation or
       subregulation with that number in the Road Regulations; and
   (b) a reference to a rule or subrule is a reference to the rule or subrule with that number in
       the Rail Rules.

Definitions

1.1.3 In this Code, unless the contrary intention appears:

“aggregate quantity”, in relation to a load containing dangerous goods, means the total of:
   (a) the number of kilograms of solid dangerous goods and aerosols in the load; and
   (b) the number of litres or kilograms, whichever is used in the shipping documentation
       for the load to describe the goods, of liquid dangerous goods in the load (except
dangerous goods of Class 2); and
   (c) the total capacity in litres of containers in the load containing dangerous goods of
       Class 2 (except aerosols);
“attachment system”
(a) means a system for attaching a bulk container to a vehicle; and
(b) includes all the components of the system;

“bag” means a flexible packaging made of paper, plastics film, textiles, woven material or other suitable materials;

“box” means a packaging with complete rectangular or polygonal faces, made of metal, wood, plywood, reconstituted wood, fibreboard, plastics or other suitable material, and includes a package containing small holes for handling or opening purposes, or to meet classification requirements, provided they do not compromise the integrity of the packaging during transport;

“built-up area” means an area that has one or more roads with street lighting or buildings at intervals of not more than 100 metres for a distance of at least 500 metres;

“bulk container”
(a) means an IBC or another container capable of transporting dangerous goods in bulk; but
(b) excludes a tank that is part of a vehicle;

“bus” means a motor vehicle:
(a) built mainly to carry passengers; and
(b) that seats more than 9 adults (including the driver);

“capacity” means the total internal volume of the container at a temperature of 15 degrees Celsius expressed in litres or cubic metres;

“cartouche” means a non-refillable packaging that:
(a) is designed to hold its contents under pressure; and
(b) needs to be punctured for removal of its contents;

“Class”, in relation to dangerous goods, means the Class assigned to the goods under regulation 2.3 of the Road Regulations;

“closure” means a device that closes an opening in a receptacle;

“Code” means this Code and includes any code, supplement or standard applied, adopted or incorporated in this Code;

“combination packaging” means a combination of packagings for transport purposes consisting of one or more inner packagings secured in an outer packaging;

“combination road vehicle” or “combination” means a group of road vehicles consisting of:
(a) a prime mover and 2 or more trailers; or
(b) a rigid vehicle and 1 or more trailers;

“Combustible liquid” means a combustible liquid within the meaning of AS 1940;
“Competent Authority”

(a) in relation to dangerous goods transported by road in a State or Territory, means the Competent Authority appointed for the State or Territory under subsection 13(1) of the Road Act; and

(b) in relation to dangerous goods transported by rail in a State or Territory, means the Competent Authority who performs functions and exercises powers under a law of that State or Territory about the transport of dangerous goods by rail;

“composite packaging” means a packaging consisting of an inner receptacle and an outer packaging, so constructed that the inner receptacle and the outer packaging form an integral packaging, and that once assembled remains an integrated unit and is filled, stored, emptied and transported as such;

“consignee”, in relation to a consignment of dangerous goods, means the person who receives, or is intended to receive, the consignment;

“Consignor” has the meaning given to it in regulation 2.19;

“Consumer commodity load” see clause 1.2.1;

“container” means anything in or by which dangerous goods are wholly or partly encased, covered, enclosed, contained or packed and includes any components or materials necessary for a container to perform its containment function;

“crate” means an outer packaging with incomplete surfaces;

“dangerous goods” means goods specified as dangerous goods under regulation 2.2;

“dangerous goods in bulk” has the meaning given to it in regulation 2.12;

“dangerous situation” means a situation involving the transport of dangerous goods by road or rail that is causing or is likely to cause imminent risk of death or injury to a person, or harm to the environment or to property;

“demountable tank” means a tank that is designed to be carried on a vehicle but that does not form part of and is not attached to the vehicle;

“drum” means a flat-ended or convex-ended cylindrical packaging (other than a wooden barrel or jerrican) made of metal, fibreboard, plastics, plywood or other material, and includes packagings of other shapes such as round taper-necked packagings, or pail-shaped packagings;

“emergency service” means:

(a) an ambulance, fire, police or other emergency service; or

(b) a unit of the Defence Force corresponding to a service mentioned in paragraph (a);

“enclosed vehicle” includes a vehicle, the load carrying area of which is enclosed by curtain sides or other means;

“fire risk substance” means any readily ignitable solid substance, including:

(a) waste paper;

(b) hay;

(c) sawdust; and

(d) wood chips;
“filling ratio” means the ratio of the mass of liquefied gas in a tank or cylinder to the mass of water that the tank or cylinder will hold at 15 degrees celsius;

“food” includes:
(a) a substance prepared or intended for human or animal consumption; and
(b) a substance (except dangerous goods) intended to be an ingredient of food;

“food packaging” means:
(a) a container that contains, or is designed or intended to contain, food; or
(b) material designed or intended to be used in a container that is designed or intended to contain food;

“free from dangerous goods” means, in relation to a container:
(a) if the container last held a gas or a volatile liquid—that the atmosphere in the container contains a concentration of the gas or liquid vapour that is less than the concentration listed for that gas or liquid vapour in “Exposure Standards for Atmospheric Contaminants in the Occupational Environment”; and
(b) if the container last held dangerous goods of Class 3—that the atmosphere in the container is less than 5% of the lower explosive limit for the goods when sampled at ambient temperature; and
(c) for non-volatile liquids and solids—that the container has been thoroughly cleaned;

“freight container” means a re-usable container of the kind mentioned in AS/NZS 3711 that is designed for repeated use for the transport of goods by 1 or more modes of transport;

“Hazchem code”, in relation to a load of dangerous goods, means the Hazchem code derived for those goods under Appendix 4;

“hose assembly” means a hose or hoses connected together, for use in the transfer of dangerous goods to or from a tank on a vehicle, bulk container or storage container and includes:
(a) if there are 2 or more hoses connected together—the connections between the hoses; and
(b) the attachment connecting the hose or hoses to the tank; and
(c) anything else (except the vehicle, bulk container or storage container) attached to the hose or hoses;

“incompatible”
(a) in relation to goods transported with dangerous goods, has the meaning given to it in subregulations 2.6(1) and (2); and
(b) in relation to a container used to transport dangerous goods, has the meaning given to it in subregulation 2.6(3); and
(c) in relation to equipment used in the transport of dangerous goods, has the meaning given to it in subregulation 2.6(4);

“inner packaging” means a packaging:
(a) that is capable of performing its containment function without being placed in another packaging; and
(b) that is placed in an outer packaging to form a combination packaging for transport;
“inner receptacle” means a receptacle that is not capable of performing its containment function unless it is placed in an outer packaging;

“IBC” has the meaning given to it in regulation 2.16;

“intermediate packaging” means a packaging placed between an inner packaging or article and an outer packaging;

“jerrican” means a metal or plastics packaging of rectangular or polygonal cross-section;

“journey” means the transport of dangerous goods from the point where the goods are consigned to the point where the goods are delivered to the consignee;

“label” means one or more of the following:
(a) a class label;
(b) a subsidiary risk label; or
(c) a mixed class label;

“load” means:
(a) in relation to goods that are being consigned for transport, the goods consigned; and
(b) in relation to goods that are being transported on a journey in a freight container, the goods in the freight container during the journey; and
(c) in relation to goods that are being transported on a vehicle on a journey, the goods on the vehicle during the journey; and
(d) in relation to goods that are being loaded onto or unloaded from a vehicle for transport, the goods being loaded or unloaded;

“manufactured product” means dangerous goods of Class 3 of Packing Group II or Packing Group III:
(a) that are a suspension or solution of at least 10% non-volatile materials as determined by AS 1580, Method 301.1; and
(b) of which less than 3% of the mobile solvent layer separates in the solvent separation test specified in the UN Recommendations: Manual of Tests and Criteria; and
(c) the viscosity of which meets the criteria in sub-clause 3.8.3(3);

“marking” includes:
(a) a label fixed to a package or unit load; and
(b) stencilled or printed information on a package or unit load;

“maximum delivery pressure” means the maximum pressure at which a transfer system can deliver liquid or gas between a storage container and a tank at zero flow;

“maximum net mass” means the maximum net mass of contents in a single packaging or maximum combined mass of inner packagings and the contents of the packaging expressed in kilograms;

“maximum working pressure” means the maximum pressure at which a hose assembly can operate at zero flow;

“motor vehicle” means a vehicle that is built to be propelled by a motor that forms part of the vehicle;
“multi-compartment tank” means a tank divided into compartments and able to transport different dangerous goods in each compartment;

“N.O.S.” means “Not Otherwise Specified”.

“outer packaging”
(a) means a packaging that forms the outer protection of a composite or combination packaging; and
(b) includes any absorbent material, cushioning and other components used to contain or protect inner receptacles or inner packagings;

“owner” in relation to a vehicle, is a person who:
(a) is the sole owner, joint owner or a part owner of the vehicle; or
(b) has possession or use of the vehicle under a credit, hire-purchase, lease or other agreement, except an agreement requiring the vehicle to be registered in the name of someone else;

“package” has the meaning given to it in subregulation 2.7(1);

“packaged dangerous goods” has the meaning given to it in regulation 2.11;

“packaging” has the meaning given to it in subregulation 2.7(2),

“Packing Group” in relation to dangerous goods means the Packing Group assigned the goods under regulation 2.5;

“Packing Group designator” means:
(a) in relation to dangerous goods of Packing Group I—“PG I” or “Packing Group I”; and
(b) in relation to dangerous goods of Packing Group II—“PG II” or “Packing Group II”; and
(c) in relation to dangerous goods of Packing Group III—“PG III” or “Packing Group III”;

“placard” includes:
(a) a label fixed to a bulk container, freight container or vehicle; or
(b) a label stencilled onto or printed on a bulk container, freight container or vehicle; or
(c) an Emergency Information Panel fixed or placed in a frame that is fixed to a bulk container, freight container or vehicle;

“placard load” means a load specified as a placard load in regulation 2.13;

“portable tank” means a demountable tank that is designed:
(a) to be loaded onto and unloaded from a vehicle when filled; and
(b) so that goods can be transferred when filled from one mode of transport to another without intermediate reloading;

“prime contractor” has the meaning given to it in regulation 2.22;

“prime mover” means a vehicle that is designed to tow a trailer;

“proper shipping name” has the meaning given to it in clause 2.2.1 of this Code;

“Rail Rules” means Rail (Dangerous Goods) Rules published by the Federal Office of Road Safety as a schedule to this Code;
“rail tank vehicle” means a rail wagon of which a tank forms an integral part;

“rail wagon” means a unit of rolling stock that:
(a) is designed to carry freight by rail; and
(b) bears a unique identifying number or alphanumeric identifier;

“receptacle” means a containment vessel for receiving and holding substances or articles including any means of closing the vessel;

“reconditioned packaging” means a packaging, including a metal drum that is:
(a) cleaned to original materials of construction, with all former contents, internal and external corrosion, and external coatings and markings removed;
(b) restored to original shape and contour, with chimes (if any) straightened and sealed, and all non-integral gaskets replaced; and
(c) inspected after cleaning but before painting, with rejection of a packaging with visible pitting, significant reduction in material thickness, metal fatigue, damaged threads or closures, or other significant defects;

“remanufactured packaging” includes a metal drum that:
(a) is produced as an approved design type from a design type that is not approved; or
(b) is converted from one design type to another design type; or
(c) undergoes the replacement of integral structural components (such as non-removable heads);

“reprocessing markings” means the markings specified in subclause 3.5.4(2);

“re-use” means to use a packaging that has already been used in the transport of dangerous goods to transport dangerous goods again;

“rigid vehicle” means a vehicle the load carrying area of which is fixed to the vehicle’s chassis or frame;

“Road Act” means:
(a) in relation to the Australian Capital Territory and Jervis Bay Territory, the Road Transport Reform (Dangerous Goods) Act 1995 of the Commonwealth; and
(b) in relation to a State or the Northern Territory, the Road Transport Reform (Dangerous Goods) Act 1995 of the Commonwealth as adopted and applied as the law of that State or the Northern Territory as the case may be;

“Road Regulations” means:
(a) in relation to the Australian Capital Territory and Jervis Bay Territory, the Road Transport Reform (Dangerous Goods) Regulations 1997 of the Commonwealth; and
(b) in relation to a State or the Northern Territory, the Road Transport Reform (Dangerous Goods) Regulations 1997 of the Commonwealth as adopted and applied as the law of that State or the Northern Territory as the case may be;

“road tank vehicle” means a road vehicle of which a tank forms part or to which a tank is attached;

“rolling stock” means a unit of transport that operates on or uses a railway track, but does not include a unit of transport designed for use both on and off a railway track when the unit is operated off the railway track;
“SADT” means self accelerating decomposition temperature;

“salvage packaging” means a special packaging into which damaged, defective or leaking packages, or dangerous goods that have spilled or leaked, are placed for the purpose of transport before recovery or disposal;

“segregation device” means a device for segregating dangerous goods from incompatible goods, that:
(a) complies with the requirements in relation to devices used to segregate those goods set out in the “Specification for Segregation Devices” (Supplement 2); or
(b) is approved by a Competent Authority as a segregation device for use in segregating the goods;

“semi-trailer” means a trailer having:
(a) 1 axle group, or a single axle, towards the rear of the trailer; and
(b) a means of attachment to a prime mover that, once attached, results in some of the load being imposed on the prime mover;

“shipping documentation” means documentation that complies with the requirements for shipping documentation in Chapter 11 of this Code;

“sift-proof”, in relation to packaging means impermeable to dry contents, including fine solid material produced during transport;

“sole packaging” means a packaging that does not require an inner packaging to be capable of performing its containment function during transport and includes a composite packaging;

“source of ignition” means a source of energy sufficient to ignite a flammable atmosphere including:
(a) a lighted match, a cigarette lighter, a lighted cigarette or other form of lighted tobacco, a lighted furnace, an incinerator, and any other naked flame; and
(b) electrical equipment that is not suitable for use in an area defined as a hazardous area in AS 2430;

“SP” (Special Provision) means a Special Provision set out in Appendix 3 to this Code;

“Subsidiary Risk” in relation to dangerous goods means the Subsidiary Risk assigned the goods under regulation 2.4;

“tank” means a container, other than an IBC, that is used, or designed to be used, to transport dangerous goods in the form of a gas or a liquid in bulk and includes fittings, closures and any other equipment that forms part of the container;

“tank container” means a container of the kind mentioned in AS/NZS 3711 that is designed for repeated use in the transport of goods in bulk by one or more modes of transport;

“tank vehicle” means:
(a) a road tank vehicle; or
(b) a rail tank vehicle;

“technical name” means a name, other than a trade name, that:
(a) if the substance is a pesticide, is used for the substance in applicable State or Territory legislation relating to pesticides; or is the accepted common name for the substance in AS 1719; or
(b) in any other case, is used to identify the substance in available scientific and technical literature; or

(c) is a recognised abbreviation that is sufficient to allow a substance being transported to be identified and an appropriate emergency response to be determined.

“telephone advisory service” has the meaning given by subregulation 14.4(1);

“track owner” means the person or body who is responsible by reason of ownership, control or management, for:

(a) the construction and maintenance of track, civil and electric traction infrastructure; or

(b) the construction, operation or maintenance of train control and communication systems; or

(c) a combination of these;

“trailer” means a vehicle that is designed to be towed, or is towed, by another vehicle but does not include a vehicle propelled by a motor that forms part of the vehicle;

“train” means 2 or more units of rolling stock coupled together, at least one unit of which is a locomotive or a self-propelled unit;

“transfer operation” means the process of transferring dangerous goods in bulk into or from a tank vehicle, bulk container or freight container and includes:

(a) the connection of any hose or other equipment to the tank vehicle, bulk container or freight container;

(b) the connection of any hose or other equipment to a storage container; and

(c) the movement of the goods into or from the tank vehicle, bulk container or freight container; and

(d) any other activity directly connected with the transfer of the goods;

“type designator”, in relation to a packaging, means the type designator specified for the packaging in Division 3.4 of this Code;

“ullage” means the difference between the capacity of a container and the net volume of the contents of the container, calculated as a percentage as follows:

\[
\text{ullage} = \frac{(\text{capacity} - \text{net volume of contents}) \times 100}{\text{capacity}}
\]

“unit load” has the meaning given to it in regulation 2.14;

“UN Number”, in relation to dangerous goods, means:

(a) the substance identification serial number shown in Appendix 1, and column 1 of Appendix 2 in relation to those goods; or

(b) the number assigned the goods by the UN Committee of Experts on the Transport of Dangerous Goods and published in the UN Recommendations as in force from time to time;

“vehicle” means:

(a) a road vehicle; and

(b) a unit of rolling stock.

“wooden barrel” means a packaging made of natural wood, of round cross-section, having convex walls, consisting of staves and heads and fitted with hoops.
List of codes, standards and rules referred to in this Code

1.1.4 (1) In this Code, unless the contrary intention appears:

“ADR” means the “European Agreement Concerning the International Carriage of Dangerous Goods by Road”, published by the Inland Transport Committee of the Economic Commission for Europe;

“ARA Rolling Stock Manual” means the “Code of Practice relating to the design, construction and operations of rolling stock” published by the Australasian Railways Association Inc.;

“Australian Explosives Code” means the “Australian Code for the Transport of Explosives by Road and Rail”, published by the Department of Transport (Commonwealth) and the Federal Office of Road Safety;

“Australian Standard” means a standard published by the Standards Association of Australia. (A list of Australian Standards referred to in this Code is set out in subclause (2));


“Drum Reprocessing Code” means the “Code of Practice for the Reprocessing of Closed Head Steel Drums in the Nominal Capacity Range of 200-220 Litres”, which is Supplement 1 to this Code;

“Exposure Standards for Atmospheric Contaminants in the Occupational Environment” means the standard of that name published by the National Occupational Health and Safety Commission;

“IATA Regulations” means the “Dangerous Goods Regulations” published by the International Air Transport Association (IATA);

“IBC Supplement” means “Specifications for Intermediate Bulk Containers for the Transport of Dangerous Goods” which is Supplement 2 to this Code;

“ICAO Rules” means the “Technical Instructions for the Safe Transport of Dangerous Goods by Air” published by the International Civil Aviation Organisation (ICAO);

“IMDG Code” means the “International Maritime Dangerous Goods Code” published by the International Maritime Organisation (IMO);


“ISO” refers to a standard published by the International Standards Organisation;

“Load Restraint Guide” means the “Guidelines for the safe carriage of loads on road vehicles” prepared by the Federal Office of Road Safety and the National Road Transport Commission and published as the “Load Restraint Guide” by the Australian Government Publishing Service;
“RID” means the “International Regulations Concerning the Carriage of Dangerous Goods by Rail” published by the Inland Transport Committee of the Economic Commission for Europe;

“Specification for Segregation Devices” means the specification of that name which is Supplement 3 to this Code;

“UN Recommendations” means the ninth revised edition of the “Recommendations on the Transport of Dangerous Goods” published by the United Nations;


“WHO Recommended Classification of Pesticides by Hazard and Guidelines to Classification 1996-1997” means the document of that name published jointly by the United Nations Environment Programme, the International Labour Organisation and the World Health Organisation.

(2) The following Australian Standards are referred to in this Code:

AS 1180.13(B)&(C) Determination of Electrical Continuity of a Hose Assembly with Reinforcing Wires
AS 1210 SAA Unfired Pressure Vessels Code
AS 1216-1996 Class Labels for Dangerous Goods
AS 1301.411s-1989 Water Absorbiveness of Paper and Paperboard (Cobb Test)
AS 1596 LP Gas-Storage and Handling
AS 1841 Portable Fire Extinguishers
AS 1850 Portable Fire Extinguishers – Classification, Rating and Performance Testing
AS 1851 Maintenance of Fire Protection Equipment
AS 1869 Hose and Hose Assemblies for Liquefied Petroleum Gas (LPGas), Natural Gas and Town Gas
AS 1894 Code of Practice for the Safe Handling of Cryogenic Liquids
AS 1940 The Storage and Handling of Flammable and Combustible Liquids
AS 2022 SAA Anhydrous Ammonia Code
AS 2030 SAA Gas Cylinders Code
AS 2278 Metal Aerosol Containers
AS 2381 Electrical Equipment for Explosive Atmospheres – Selection, Installation and Maintenance
AS 2430 Classification of Hazardous Areas
AS 2594 Hose and Hose Assemblies for Liquid Chemicals
AS 2683 Hose and Hose Assemblies for Distribution of Petroleum and Petroleum Products (excepting LP Gas)
AS 2809.1 Road Tank Vehicles for Dangerous Goods Part 1 – General Requirements
AS 2809.2 Road Tank Vehicles for Dangerous Goods Part 2 – Tankers for Flammable Liquids
AS 2809.3 Road Tank Vehicles for Dangerous Goods Part 3 – Tankers for Compressed Liquefiable Gases
AS 2809.4 Road Tank Vehicles for Dangerous Goods Part 4 – Tankers for Toxic and Corrosive Cargoes
AS 2809.5 Road Tank Vehicles for Dangerous Goods Part 5 – Tankers for Bitumen-based Products
AS 2809.6 Road Tank Vehicles for Dangerous Goods Part 6 – Tankers for Cryogenic Liquids
AS 2854 Tinplate Cans for General Use
AS/NZS 3711 Freight Containers
AS 3778 Measurement of Water Flow in Open Channels
AS 3790 Portable Warning Triangles for Motor Vehicles
References to other codes, standards and international rules

1.1.5 (1) In this Code, a reference to a code, standard or international rule or a provision of a code, standard or international rule includes another code, standard or international rule or a provision of another code, standard or international rule as applied or adopted by, or incorporated in, the first mentioned code, standard or international rule, as the case requires.

(2) In this Code, unless the contrary intention appears, a reference to a code, standard or international rule is a reference to that code, standard or international rule as amended from time to time.

(3) If a code, standard or international rule, or a provision of a code, standard or international rule:
   (a) is applied or adopted by, or is incorporated in, this Code; and
   (b) contains a provision that is inconsistent with a provision of this Code;
then the provision of this Code prevails.

Competent Authorities

1.1.6 (1) The Competent Authority for road transport in each State and Territory is the authority appointed by the Minister in that State or Territory under section 13 of the Road Act. The States and Territories have advised that the following people should be contacted for information relating to the road transport of dangerous goods:

<table>
<thead>
<tr>
<th>Address</th>
<th>Telephone No.</th>
<th>Facsimile No.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Australian Capital Territory</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chief Inspector of Dangerous Goods</td>
<td>02 6207 6355</td>
<td>02 6207 7249</td>
</tr>
<tr>
<td>A.C.T Bureau of Emergency Services</td>
<td></td>
<td></td>
</tr>
<tr>
<td>123 Carruthers Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CURTIN ACT 2605</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| **New South Wales**                          |               |               |
| Chief Inspector of Dangerous Goods          | 02 9370 5164  | 02 9370 6105  |
| Scientific Services Branch                  |               |               |
| WorkCover Authority NSW                      |               |               |
| Level 3, 400 Kent Street                     |               |               |
| SYDNEY NSW 2001                             |               |               |
| *(Classification, Packaging, Labelling)*    |               |               |
| Manager, Transport and Hazardous Materials  | 02 9325 5727  | 02 9325 5788  |
| Environment Protection Authority             |               |               |
| 799 Pacific Hwy cnr Victoria Ave            |               |               |
| Chatswood NSW 2057                          |               |               |
| *(All other matters)*                       |               |               |

<p>| <strong>Northern Territory</strong>                       |               |               |
| Chief Executive Officer                     | 08 8999 5010  | 08 8999 5141  |
| Work Health Authority                       |               |               |
| Minerals House                              |               |               |
| 66 The Esplanade                            |               |               |
| DARWIN NT 0801                              |               |               |</p>
<table>
<thead>
<tr>
<th>Address</th>
<th>Telephone No.</th>
<th>Facsimile No.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Queensland</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Director-General</td>
<td>07 3253 4035</td>
<td>07 3253 4943</td>
</tr>
<tr>
<td>Department of Transport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transport House</td>
<td></td>
<td></td>
</tr>
<tr>
<td>230 Brunswick Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FORTITUDE VALLEY QLD 4006</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>South Australia</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manager</td>
<td>08 8207 1888</td>
<td>08 8363 5652</td>
</tr>
<tr>
<td>Dangerous Substances Branch</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Department for Industrial Affairs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2nd Floor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18 Dequetteville Terrace</td>
<td></td>
<td></td>
</tr>
<tr>
<td>KENT TOWN 5071 SA</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Tasmania</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chief Inspector of Explosives</td>
<td>03 6233 8361</td>
<td>03 6233 8338</td>
</tr>
<tr>
<td>Workplace Standards Authority</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30 Gordons Hill Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ROSNY PARK TAS 7018</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Victoria</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Co-ordinator, Dangerous Goods</td>
<td>03 9641 1555</td>
<td>03 9641 1222</td>
</tr>
<tr>
<td>Victorian WorkCover Authority</td>
<td></td>
<td></td>
</tr>
<tr>
<td>485 La Trobe Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MELBOURNE VIC 3000</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Western Australia</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chief Inspector</td>
<td>08 9222 3390</td>
<td>08 9222 3525</td>
</tr>
<tr>
<td>Explosives and Dangerous Goods Division</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Department of Minerals and Energy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>100 Plain Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EAST PERTH WA 6004</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(2) The Competent Authority for rail transport in each State and Territory is the authority appointed by the Minister in that State or Territory under applicable State or Territory legislation. The States and Territories have advised that the following people should be contacted for information relating to the rail transport of dangerous goods:

<table>
<thead>
<tr>
<th>Address</th>
<th>Telephone No.</th>
<th>Facsimile No.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>New South Wales</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chief Executive Officer</td>
<td>02 9224 3823</td>
<td>02 9224 3737</td>
</tr>
<tr>
<td>State Rail Authority of New South Wales</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Level 2 Sydney Central Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.O. Box K349</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HAYMARKET NSW 1238</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Address

#### Australian Capital Territory
- **Chief Inspector of Dangerous Goods**
- A.C.T Bureau of Emergency Services
- 123 Carruthers Street
- CURTIN  ACT  2605

#### Northern Territory
- **Chief Executive Officer**
- Work Health Authority
- Minerals House
- 66 The Esplanade
- DARWIN NT  0801

#### Queensland
- **Chief Executive**
- Queensland Rail
- Railway Centre
- 305 Edward Street
- BRISBANE QLD  4000

#### South Australia
- **Manager**
- Dangerous Substances Branch
- Department for Industrial Affairs
- 2nd Floor, 18 Dequetteville Terrace
- KENT TOWN 5071 SA

#### Victoria
- **State Co-ordinator, Dangerous Goods**
- Victorian WorkCover Authority
- 485 La Trobe Street
- MELBOURNE VIC  3000

#### Western Australia
- **Chief Inspector**
- Explosives and Dangerous Goods Division
- Department of Mines and Energy
- 100 Plain Street
- EAST PERTH WA  6004

#### Tasmania
- **Chief Inspector of Explosives**
- Workplace Standards Authority
- 30 Gordons Hill Road
- ROSNY PARK TAS  7018
Division 1.2—Application of this Code

[NOTES: Not all transport of dangerous goods is subject to all the requirements of the Road Regulations, the Rail Rules or of this Code. Division 3 of Part 1 of the Road Regulations and Division 3 of Part 1 of the Rail Rules provide that those Regulations and Rules, or specified parts thereof, do not apply in certain circumstances.]

Consumer commodity loads

1.2.1 (1) A load of packaged dangerous goods is a consumer commodity load if it has the following characteristics:

(a) the load does not contain dangerous goods of Class 2.3 or Packing Group I; and

(b) the dangerous goods are packaged and distributed in a form intended or suitable for sale through retail agencies for consumption by individuals for purposes of personal care or household use; and

(c) if the package is a remade repacked combination package, that package contains no more than 5kg(L) of dangerous goods; and

(d) the quantity of dangerous goods in the load does not exceed 20% of the total quantity of goods in the load; and

(e) the aggregate quantity of dangerous goods on the vehicle does not exceed 2000kg(L); and

(f) any inner packagings of glass, porcelain or stoneware are transported only in approved combination packagings; and

(g) the vehicle is transporting the goods on a single trip, the end point of which is the point at which the goods will be retailed to the public; and

(h) in the case of dangerous goods of Class 1, the goods are class 1.4S fireworks; and

(i) in the case of dangerous goods of Classes 2, 3, 4, 5, 6 and 8, the quantity, in any inner or sole packaging, of the dangerous goods of the Class specified in column 1, of the Packing Group specified in column 2 and in the state specified in column 3 does not exceed the quantity specified in column 4 in Table 1.1; and

(j) in the case of dangerous goods of Class 7, the goods are contained in domestic smoke detectors; and

(k) in the case of dangerous goods of Class 9, the quantity, in any package, of dangerous goods described in column 1 and column 2 does not exceed the quantity specified in column 3 of Table 1.2.

(2) Where dangerous goods are transported under the circumstances set out in subclause (1) shipping documentation in the form or to the effect of Figure 1.1 may be provided instead of the shipping documentation specified in Chapter 11.
### Table 1.1

**Quantity Limitations for Class 2, 3, 4, 5, 6 and 8**

<table>
<thead>
<tr>
<th>Column 1 Class</th>
<th>Column 2 Packing Group</th>
<th>Column 3 State</th>
<th>Column 4 Maximum quantity per inner packaging</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>-</td>
<td>Gas</td>
<td>50 mL(^1) capacity (metal or plastics packaging)</td>
</tr>
<tr>
<td>2.2</td>
<td>-</td>
<td>Gas</td>
<td>120 mL capacity (glass packaging)</td>
</tr>
<tr>
<td>3</td>
<td>II</td>
<td>Liquid</td>
<td>1 L (metal); 500 mL (glass or plastics)</td>
</tr>
<tr>
<td>3</td>
<td>III</td>
<td>Liquid</td>
<td>5 L</td>
</tr>
<tr>
<td>4.1</td>
<td>II</td>
<td>Solid</td>
<td>500 g</td>
</tr>
<tr>
<td>4.1</td>
<td>III</td>
<td>Solid</td>
<td>3 kg</td>
</tr>
<tr>
<td>4.3</td>
<td>II</td>
<td>Liquid or solid</td>
<td>500 g</td>
</tr>
<tr>
<td>4.3</td>
<td>III</td>
<td>Liquid or solid</td>
<td>1 kg</td>
</tr>
<tr>
<td>5.1</td>
<td>II</td>
<td>Liquid or solid</td>
<td>500 g</td>
</tr>
<tr>
<td>5.1</td>
<td>III</td>
<td>Liquid or solid</td>
<td>1 kg</td>
</tr>
<tr>
<td>5.2(^2)</td>
<td>II</td>
<td>Solid</td>
<td>100 g</td>
</tr>
<tr>
<td>5.2(^2)</td>
<td>II</td>
<td>Liquid</td>
<td>25 mL</td>
</tr>
<tr>
<td>5.2(^3)</td>
<td>II</td>
<td>Solid</td>
<td>500 g</td>
</tr>
<tr>
<td>5.2(^3)</td>
<td>II</td>
<td>Liquid</td>
<td>125 mL</td>
</tr>
<tr>
<td>6.1</td>
<td>II</td>
<td>Solid</td>
<td>500 g</td>
</tr>
<tr>
<td>6.1</td>
<td>II</td>
<td>Liquid</td>
<td>100 mL</td>
</tr>
<tr>
<td>6.1</td>
<td>III</td>
<td>Solid</td>
<td>3 kg</td>
</tr>
<tr>
<td>6.1</td>
<td>III</td>
<td>Liquid</td>
<td>1 L</td>
</tr>
<tr>
<td>8</td>
<td>II</td>
<td>Solid</td>
<td>1 kg</td>
</tr>
<tr>
<td>8</td>
<td>II</td>
<td>Liquid</td>
<td>500 mL(^4)</td>
</tr>
<tr>
<td>8</td>
<td>III</td>
<td>Solid</td>
<td>2 kg</td>
</tr>
<tr>
<td>8</td>
<td>III</td>
<td>Liquid</td>
<td>1 L</td>
</tr>
</tbody>
</table>

\(^1\) This limit may be increased to 1,000 mL for aerosols, other than aerosols with a Subsidiary Risk 6.1.

\(^2\) The organic peroxide must be of type B or C and should not require temperature control.

\(^3\) The organic peroxide must be of type D, E or F and should not require temperature control.

\(^4\) Glass, porcelain or stoneware inner packagings must be enclosed in a compatible and rigid intermediate packaging.

### Table 1.2

**Quantity Limitations for Class 9**

<table>
<thead>
<tr>
<th>Column 1 UN Number</th>
<th>Column 2 Proper shipping name</th>
<th>Column 3 Maximum quantity per inner packaging</th>
</tr>
</thead>
<tbody>
<tr>
<td>1941</td>
<td>Dibromodifluoromethane</td>
<td>5 L</td>
</tr>
<tr>
<td>1990</td>
<td>Benzaldehyde</td>
<td>5 L</td>
</tr>
<tr>
<td>2071</td>
<td>Ammonium Nitrate Fertilizers</td>
<td>5 kg</td>
</tr>
<tr>
<td>3077</td>
<td>Environmentally Hazardous Substance, Solid, N.O.S.</td>
<td>5 kg</td>
</tr>
<tr>
<td>3082</td>
<td>Environmentally Hazardous Substance, Liquid, N.O.S.</td>
<td>5 L</td>
</tr>
</tbody>
</table>
Figure 1.1 – Sample Shipping Documentation for Consumer Quantity Dangerous Goods

(Consignor Identification and Address)

<table>
<thead>
<tr>
<th>DG Class</th>
<th>Product Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.4S</td>
<td>Confetti poppers, Sparklers, bon bons</td>
</tr>
<tr>
<td>2.1</td>
<td>Disposable cigarette lighters, gas match refills</td>
</tr>
<tr>
<td>2.2</td>
<td>Soda siphon charges</td>
</tr>
<tr>
<td>3</td>
<td>Shaving cream, hairspray, deodorant, after shave, polish, adhesive, paint, correcting fluid, methylated spirits, kerosene, mineral turpentine, white spirit</td>
</tr>
<tr>
<td>4.1</td>
<td>Safety matches, firelighters, mothballs, camphor blocks</td>
</tr>
<tr>
<td>5.1</td>
<td>Domestic bleach</td>
</tr>
<tr>
<td>5.2</td>
<td>Resin setting catalysts</td>
</tr>
<tr>
<td>6.1</td>
<td>Pest strips, flea collars, correcting fluid</td>
</tr>
<tr>
<td>7</td>
<td>Domestic smoke detectors</td>
</tr>
<tr>
<td>8</td>
<td>Caustic soda, dishwasher detergent</td>
</tr>
<tr>
<td>9</td>
<td>Ammonium nitrate fertiliser</td>
</tr>
</tbody>
</table>

This load contains CONSUMER COMMODITY DANGEROUS GOODS up to a maximum of 2000kg(L).

Examples of typical products likely to be shipped are listed below:

This is to certify that this load contains not more than 2000kg(L) of dangerous goods which are all in small packagings, packed and transported in accordance with clause 1.21 of the Australian Dangerous Goods Code.

<table>
<thead>
<tr>
<th>Name</th>
<th>Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>Date</td>
</tr>
</tbody>
</table>
CHAPTER 2—CLASSIFICATION AND OTHER KEY CONCEPTS

Introduction

2.0.1 (1) This Chapter deals predominantly with the classification of dangerous goods and sets out in general terms the nature and properties of each Class of dangerous goods. It also deals with other matters that determine which requirements apply to the transport of any particular load of dangerous goods, such as the allocation of dangerous goods to Packing Groups, and the classification of goods having more than one Class or Subsidiary Risk and the classification of solutions and mixtures. However this Chapter is intended to provide guidance only. In determining whether particular goods are dangerous goods, or dangerous goods of a particular Class, Subsidiary Risk or Packing Group, the Regulations require reference to be made to the UN Recommendations and the UN Recommendations: Manual of Tests and Criteria, and to Appendix 2 of this Code.

(2) The Australian Explosives Code deals with the classification of substances and articles of Class 1. This Chapter outlines the sub-divisions of Class 1.

(3) The appendices to this Code contain technical information relevant to the classification and transport of dangerous goods.

Appendix 1 is a numerical (by UN Number) list of dangerous goods.

Appendix 2 is an alphabetical list of dangerous goods. It includes:

(a) all dangerous goods, other than dangerous goods of Class 1, to which UN Numbers are assigned;
(b) proper shipping names;
(c) alternative names and common names for dangerous goods that are likely to be encountered;
(d) identification of SPs (special provisions) applicable to the goods; and
(e) other information concerning classification, packaging, marking and placarding, and other properties and observations concerning the goods.

Appendix 3 is a list of SPs (special provisions) applicable to certain dangerous goods.

Appendix 4 sets out information relating to the allocation of Hazchem Codes to certain dangerous goods.

Appendix 5 is an alphabetical list of goods considered too dangerous to be transported.

Appendix 6 is a list of currently assigned Self-reactive and related substances.

Appendix 7 is a list of currently assigned Organic Peroxides.

Appendix 8 is a list of Generic and N.O.S. Correct Shipping Names.

Appendix 9 is a list of common pesticides with corresponding UN Numbers.
Purpose of classification of dangerous goods

2.1.0  (1) Goods that are dangerous goods are assigned to a Class according to the most significant risk presented by the goods as determined by the criteria set out in the UN Recommendations and in the UN Recommendations: Manual of Tests and Criteria. Those criteria are summarised in this Chapter.

(2) In some instances dangerous goods may also be assigned a Subsidiary Risk, if the goods present risks in addition to those denoted by the Class.

(3) Where goods present more than one type of risk, goods are assigned to Class and Subsidiary Risk according to the precedence of hazard principles set out in this Chapter.

(4) The Class and Subsidiary Risk(s) (if any) of substances listed in Appendix 2 can be found, respectively, in columns 3 and 4 of that Appendix.

(5) In addition to the assignment of dangerous goods to a Class and Subsidiary Risk, dangerous goods (other than dangerous goods of Class 1, 2 and 7) are assigned to Packing Groups, according to the degree of risk the goods present during transport.

Class 1—Explosives

2.1.1  (1) Class 1 comprises:

(a) explosive substances (other than substances that are not explosives but that can form an explosive atmosphere of gas, vapour or dust), except those that are too dangerous to transport or those where the predominant hazard is appropriate to another class; and

(b) explosive articles, except devices containing explosive substances in such quantity or of such a character that their inadvertent or accidental ignition or initiation during transport will not cause any effect external to the device either by projection, fire, smoke, heat or loud noise; and

(c) substances and articles not mentioned under (a) and (b) that are manufactured with a view to producing a practical, explosive or pyrotechnic effect.

(2) Class 1 is divided into the following hazard divisions:

(a) Class 1.1 – substances and articles that have a mass explosion hazard. A mass explosion is one that affects almost the entire load virtually instantaneously.

(b) Class 1.2 – substances and articles that have a projection hazard but not a mass explosion hazard.

(c) Class 1.3 – substances and articles that have a fire hazard and either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard. This includes substances and articles that give rise to considerable radiant heat, or that burn one after another, producing minor blast or projection effects or both.

(d) Class 1.4 – substances and articles that present no significant hazard. This hazard division comprises substances and articles that present only a small hazard in the event of ignition or initiation during transport. The effects are largely confined to the package and no projection of fragments of appreciable size or range is to be expected. An external fire should not cause virtually instantaneous explosion of almost the entire contents of the package.
Class 1.5 – very insensitive substances that have a mass explosion hazard. This hazard division comprises substances that have a mass explosion hazard but are so insensitive that there is very little probability of initiation or of transition from burning to detonation under normal conditions of transport.

Class 1.6 – extremely insensitive articles that do not have a mass explosion hazard. This hazard division comprises articles that contain only extremely insensitive detonating substances and that demonstrate a negligible probability of accidental initiation or propagation.

Class 2—Gases

2.1.2 (1) A gas is a substance that: at 50°C has a vapour pressure greater than 300kPa; or is completely gaseous at 20°C at a standard pressure of 101.3kPa.

(2) Class 2 comprises:

(a) compressed gas – a gas (other than in solution) that when packaged under pressure for transport is entirely gaseous at 20°C; and

(b) liquefied gas – a gas that when packaged for transport is partially liquid at 20°C; and

(c) refrigerated liquefied gas – a gas that when packaged for transport is made partially liquid because of its low temperature; and

(d) gas in solution – compressed gas that when packaged for transport is dissolved in a solvent; and

(e) mixtures of one or more gases with one or more vapours of substances of other classes; and

(f) articles charged with a gas; and

(g) tellurium hexafluoride; and

(h) aerosols.

(3) Class 2 is sub-divided as follows, based on the primary hazard of the gas during transport.

(a) Class 2.1 – flammable gases comprises gases that at 20°C and a standard pressure of 101.3 kPa either:

(i) ignite when in a mixture of 13 per cent or less by volume with air; or

(ii) have a flammable range with air of at least 12 percentage points, regardless of the lower flammable limit.

(b) Class 2.2 – non-flammable, non-toxic gases comprises gases that are transported at a pressure not less than 280kPa at 20°C, or as refrigerated liquids, and that:

(i) are asphyxiant, that is which dilute or replace the oxygen normally in the atmosphere; or

(ii) are oxidizing, that is which may, generally by providing oxygen, cause or contribute to the combustion of other material more than air does; or

(iii) do not come under the other hazard divisions.

(c) Class 2.3 – toxic gases comprises gases that:

(i) are known to be so toxic or corrosive to humans as to pose a hazard to health; or

(ii) are presumed to be toxic or corrosive to humans because they have an LC₅₀ value equal to or less than 5,000 mL/m³ (ppm).
Class 3—Flammable liquids

2.1.3 (1) Flammable liquids are liquids, or mixtures of liquids, or liquids containing solids in solution or suspension (for example, paints, varnishes, lacquers, etc., but not including substances otherwise classified on account of their dangerous characteristics) that give off a flammable vapour at temperatures of not more than 60.5°C, closed-cup test, or not more than 65.6°C, open-cup test, normally referred to as the flash point.

(2) Liquids meeting the above criteria with a flash point of more than 35°C that do not sustain combustion are not flammable liquids for the purposes of this Code.

(3) Flammable liquids also include:
   (a) liquids offered for transport at temperatures at or above their flash point; and
   (b) substances that are transported or offered for transport at elevated temperatures in a liquid state and that give off a flammable vapour at a temperature at or below the maximum transport temperature.

Class 4—Flammable solids; substances liable to spontaneous combustion; and substances that in contact with water emit flammable gases

2.1.4 This class is subdivided as follows:

(a) Class 4.1 – flammable solids comprises:
   (i) solids that, under conditions encountered in transport, are readily combustible or may cause or contribute to fire through friction;
   (ii) self-reactive and related substances that are liable to undergo a strongly exothermic reaction; and
   (iii) desensitized explosives that may explode if not diluted sufficiently.

(b) Class 4.2 – substances liable to spontaneous combustion comprises substances that are liable to spontaneous heating under normal conditions encountered in transport; or to heating up in contact with air, and being then liable to catch fire.

(c) Class 4.3 – substances that in contact with water emit flammable gases comprises substances that, by interaction with water, are liable to become spontaneously flammable or to give off flammable gases in dangerous quantities.

Class 5—Oxidizing substances; organic peroxides

2.1.5 This class is subdivided as follows:

(a) Class 5.1 - oxidizing substances comprises substances that, while in themselves not necessarily combustible, may, generally by yielding oxygen, cause, or contribute to, the combustion of other material.

(b) Class 5.2 – organic peroxides comprises organic substances that contain the bivalent -0-0- structure and may be considered derivatives of hydrogen peroxide, where one or both of the hydrogen atoms have been replaced by organic radicals. Organic peroxides are thermally unstable substances, that may undergo exothermic self-accelerating decomposition. In addition, they may have one or more of the following properties:
   (i) be liable to explosive decomposition;
   (ii) to burn rapidly;
(iii) to be sensitive to impact or friction;
(iv) to react dangerously with other substances; or
(v) to cause damage to the eyes.

Class 6—Toxic and infectious substances

2.1.6 This class is subdivided as follows:

(a) Class 6.1 — toxic substances comprises substances liable either to cause death or serious injury or to harm human health if swallowed or inhaled or by skin contact.

(b) Class 6.2 — infectious substances are those substances known or reasonably expected to contain Pathogens.

Pathogens are defined as micro-organisms (including bacteria, viruses, rickettsjae, parasites and fungi) or recombinant micro-organisms (hybrid or mutant) that are known or reasonably expected to cause infectious disease in animals or humans.

However, infectious substances are not subject to the regulations and this Code as dangerous goods of Class 6.2 if they are unlikely to cause human or animal disease.

Infectious substances are subject to the regulations and this Code as dangerous goods of Class 6.2 if they are capable of spreading disease when exposure to them occurs.

[NOTES:
(1) Genetically modified micro-organisms and organisms that do not meet the definition of an infectious substance should be considered for classification in Class 9 and assignment to UN 3245.
(2) Toxins from plant, animal or bacterial sources that do not contain any infectious substances or toxins that are contained in substances that are not infectious substances, should be considered for classification in Class 6.1 and assignment to UN 3172.
(3) To facilitate the correct classification of Class 6.2 dangerous goods, a document has been prepared, titled “Guidance Notes for the Transport of Class 6.2 (Infectious Substances) Dangerous Goods”. This document can be obtained from your local Competent Authority]

Class 7—Radioactive material

2.1.7 Radioactive material is defined as any material for which the specific activity is greater than 70 kBq/kg (0.002 µCi/g). In this context, specific activity means the activity per unit mass of a radionuclide or, for a material in which the radionuclide is essentially uniformly distributed, the activity per unit mass of the material.

[NOTE: For information relating to the transport of radioactive substances, refer to the Code of Practice for the Safe Transport of Radioactive Substances.]

Class 8—Corrosive substances

2.1.8 Corrosive substances are substances that, by chemical action, will cause severe damage when in contact with living tissue, or, in the case of leakage, will materially damage, or even destroy, other goods or the means of transport; they may also cause other hazards.

Class 9—Miscellaneous dangerous goods and articles

2.1.9 This class comprises substances and articles that during transport present a danger not covered by other classes, and includes substances that are transported or offered for transport at temperatures equal to or exceeding 100°C in a liquid state or at temperatures equal to or exceeding 240°C in a solid state.
Combustible liquids

2.1.10 (1) Subject to sub-clause (2), for the purpose of this Code (other than Chapter 3 and Appendix 2), combustible liquids are taken to be dangerous goods of Class 3 if:

(a) the combustible liquids are transported in a bulk container or a tank which is part of a vehicle; and

(b) the combustible liquids are transported on the same vehicle with:

(i) dangerous goods of Class 3 in bulk; or

(ii) packaged dangerous goods of Class 3 in an aggregate quantity of more than 1000L.

(2) Sub-clause (1) does not apply to the transport of combustible liquids and dangerous goods of Class 3 on a rail wagon if the combustible liquids and the dangerous goods are in different bulk or freight containers which are separated by at least 12 metres.

Division 2.2—Naming dangerous goods

Proper shipping name

2.2.1 (1) The proper shipping name for dangerous goods of a particular kind is used in shipping documentation, in the marking of packages and in the placarding of containers and vehicles to ensure that goods of that kind can be readily identified during transport, and in the case of a spill or leak of the dangerous goods in order to determine what response actions, emergency equipment or antidotes for toxic substances are necessary.

(2) The proper shipping name may be any of the following:

(a) in relation to dangerous goods referred to in column 2 of Appendix 2 by an entry other than a N.O.S. entry or a generic entry—that portion of the name that most accurately describes the goods, expressed in upper case Roman characters, plus any numbers, Greek letters, ‘sec’, ‘tert’, m, n, o, p, that form an integral part of the name, specified as the proper shipping name in that column; or

(b) in relation to dangerous goods referred to in column 2 of Appendix 2 by an N.O.S. entry or a generic entry, or where the substance is a mixture—the name determined by reference to clauses 2.2.2, 2.2.3 or 2.2.4 of this Code; or

(c) in relation to dangerous goods of Class 1, 6.2 or 7—the name that under the legislation applying in the State or Territory in which the goods are transported may be used to describe the goods for transport purposes; or

(d) in relation to any dangerous goods—the name that, under IMDG, ICAO or IATA, may be used to describe the goods for transport purposes; or

(e) a name in common use within Australia as an alternative to the proper shipping name specified in the UN Recommendations and which appears as an entry in column 2 of Appendix 2 followed by the term [AUST.].

(3) Portions of an entry appearing in lower case are not part of the proper shipping name.

(4) Conjunctions such as “and” or “or” in lower case or segments of the name punctuated by commas denote that the entire name of the entry need not be shown in the documentation, marking or placarding.
N.O.S. and generic entries

2.2.2 Where it is not appropriate or practicable to list dangerous goods of a particular kind by specific proper shipping name, dangerous goods of that kind may be transported under a “Not Otherwise Specified” (N.O.S.) or “generic” entry specified for goods of that kind in Appendix 2.

Technical name

2.2.3 (1) If a “N.O.S.” or “generic” entry, or its corresponding UN Number, do not provide sufficient information about dangerous goods to ensure that appropriate response action is initiated in the event of a dangerous situation involving the goods, the “N.O.S.” or “generic” should be supplemented with the technical name of the goods. The “N.O.S.” or “generic” entries for which such supplementary information is necessary have been assigned special provision 274 in Appendix 2.

(2) The technical name should:
   (a) be shown in parentheses immediately following the proper shipping name;
   (b) be a recognized chemical or other name currently used in scientific and technical handbooks, journals and texts;
   (c) not be a trade name;
   (d) in the case of pesticides, be the ISO common name(s), other name(s) referenced in Appendix 9 or listed in the WHO Recommended Classification of Pesticides by Hazard and Guidelines to Classification, or the name(s) of the active substance(s).

Names for mixtures

2.2.4 (1) If:
   (a) a mixture of dangerous goods is described by one of the “N.O.S.” or “generic” entries designated by the use of special provision SP 274 in Appendix 2; and
   (b) it is not practicable to include on documentation, markings or placards the technical name of each constituent that contributes to the hazard of the mixture,

it is sufficient that the two constituents which most predominantly contribute to the hazard or hazards of a mixture are shown.

(2) If a package containing a mixture is marked with a Subsidiary Risk label, one of the two technical names shown in parentheses should be the name of the constituent for which the Subsidiary Risk label is required.

Division 2.3—Other classification principles

Classification of solutions and mixtures

2.3.1 (1) A mixture or solution containing dangerous goods identified by name in this Code and one or more substances not subject to this Code should be treated according to the requirements given for the dangerous goods provided that the packaging is appropriate to the physical state of the mixture or solution, unless:
   (a) the mixture or solution is specifically identified by name in this Code; or
   (b) the entry in this Code specifically indicates that it applies only to the pure substance; or
   (c) the Class, physical state or Packing Group of the solution or mixture is different from that of the dangerous goods; or
(d) there is significant change in the measures to be taken in emergencies; or
(e) the mixture is not classifiable under the criteria set out in the UN Recommendations or the UN Recommendations: Manual of Tests and Criteria.

(2) For a solution or mixture, when the hazard class, the physical state or the packing group is changed in comparison with the listed substance, the appropriate N.O.S. entry should be used including its packaging and labelling provisions.

(3) Where SP 274 applies, the supplementary information should contain an indication of the concentration in which the substance whose technical name appears is contained in the solution or mixture.

Assignment to Packing Groups

2.3.2 (1) Dangerous goods (other than Class 1, 2 and 7) are assigned to Packing Groups, according to the degree of risk the goods present during transport:

<table>
<thead>
<tr>
<th>Hazard Level</th>
<th>Packing Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>Great danger</td>
<td>I</td>
</tr>
<tr>
<td>Medium danger</td>
<td>II</td>
</tr>
<tr>
<td>Minor danger</td>
<td>III</td>
</tr>
</tbody>
</table>

(2) A determination about assignment to a Packing Group will depend on the Class and the Subsidiary Risks of the goods and on the nature of the physical hazard presented by the goods. Where dangerous goods present multiple hazards, they are assigned to the Packing Group appropriate to the most severe of the hazards presented by the goods.

(3) Dangerous goods are assigned to a Packing Group in accordance Appendix 2 (see regulation 2.5).

Precedence of hazard characteristics

2.3.3 (1) Table 2.1 is a guide for determining the Class of a substance, mixture or solution having more than one risk, when it is not named in the list of dangerous goods in Appendix 2. For goods having multiple risks that are not specifically listed by name, the most stringent Packing Group denoted to the respective hazards of the goods takes precedence over other Packing Groups, irrespective of the precedence of hazard shown in the Table. The precedence of hazard characteristics of the following have not been dealt with in the Precedence of Hazard Table, as these primary characteristics always take precedence:

Class 1,
Class 2,
self-reactive and related substances and desensitized explosives of Class 4.1,
pyrophoric substances of Class 4.2,
Class 5.2,
Class 6.1 with a Packing Group I inhalation toxicity¹,
Class 6.2,
Class 7.

¹ Except for substances or preparations meeting the criteria of Class 8 having an inhalation toxicity of dusts and mists (LC₅₀) in the range of Packing Group I, but toxicity through oral ingestion or dermal contact only in the range of Packing Group III or less, which should be allocated to Class 8.

(2) Gases and gas mixtures with hazards associated with more than one Class take the following precedence:

(a) Class 2.3 takes precedence over all other Classes;
(b) Class 2.1 takes precedence over Class 2.2.
Table 2.1
Precedence of Hazard

<table>
<thead>
<tr>
<th></th>
<th>4.2</th>
<th>4.3 I</th>
<th>5.1 I</th>
<th>5.1 II</th>
<th>5.1 III</th>
<th>6.1, I Dermal</th>
<th>6.1, I Oral</th>
<th>6.1 II</th>
<th>6.1 III</th>
<th>8, I Liquid</th>
<th>8, I Solid</th>
<th>8, II Liquid</th>
<th>8, II Solid</th>
<th>8, III Liquid</th>
<th>8, III Solid</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 I</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>-</td>
<td>-</td>
<td>3</td>
<td>-</td>
<td>-</td>
<td>3</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>3 II</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>8</td>
<td>-</td>
<td>3</td>
<td>-</td>
<td>3</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>3 III</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td>3**</td>
<td>8</td>
<td>-</td>
<td>8</td>
<td>-</td>
<td>3</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>4.1 II*</td>
<td>4.2</td>
<td>4.3</td>
<td>5.1</td>
<td>4.1</td>
<td>4.1</td>
<td>6.1</td>
<td>6.1</td>
<td>4.1</td>
<td>4.1</td>
<td>-</td>
<td>8</td>
<td>-</td>
<td>4.1</td>
<td>-</td>
<td>4.1</td>
</tr>
<tr>
<td>4.1 III*</td>
<td>4.2</td>
<td>4.3</td>
<td>5.1</td>
<td>4.1</td>
<td>4.1</td>
<td>6.1</td>
<td>6.1</td>
<td>4.1</td>
<td>4.1</td>
<td>-</td>
<td>8</td>
<td>-</td>
<td>8</td>
<td>-</td>
<td>4.1</td>
</tr>
<tr>
<td>4.2 II*</td>
<td>4.3</td>
<td>5.1</td>
<td>4.2</td>
<td>4.2</td>
<td>6.1</td>
<td>6.1</td>
<td>4.2</td>
<td>4.2</td>
<td>8</td>
<td>8</td>
<td>4.2</td>
<td>4.2</td>
<td>4.2</td>
<td>4.2</td>
<td>4.2</td>
</tr>
<tr>
<td>4.2 III*</td>
<td>4.3</td>
<td>5.1</td>
<td>5.1</td>
<td>4.2</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td>4.2</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>4.2</td>
<td>4.2</td>
<td>4.2</td>
<td>4.2</td>
</tr>
<tr>
<td>4.3 I</td>
<td>5.1</td>
<td>4.3</td>
<td>4.3</td>
<td>6.1</td>
<td>4.3</td>
<td>4.3</td>
<td>4.3</td>
<td>4.3</td>
<td>-</td>
<td>8</td>
<td>8</td>
<td>4.3</td>
<td>4.3</td>
<td>4.3</td>
<td>4.3</td>
</tr>
<tr>
<td>4.3 II</td>
<td>5.1</td>
<td>4.3</td>
<td>4.3</td>
<td>6.1</td>
<td>4.3</td>
<td>4.3</td>
<td>4.3</td>
<td>8</td>
<td>8</td>
<td>4.3</td>
<td>4.3</td>
<td>4.3</td>
<td>4.3</td>
<td>4.3</td>
<td>4.3</td>
</tr>
<tr>
<td>4.3 III</td>
<td>5.1</td>
<td>5.1</td>
<td>4.3</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td>4.3</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>4.3</td>
<td>4.3</td>
<td>4.3</td>
<td>4.3</td>
<td>4.3</td>
</tr>
<tr>
<td>5.1 I</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
<td>-</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
</tr>
<tr>
<td>5.1 II</td>
<td>6.1</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
<td>8</td>
<td>8</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.1 III</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td>5.1</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
<td>5.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.1 I, Dermal</td>
<td>8</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.1 I, Oral</td>
<td>8</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.1 II, Inhalation</td>
<td>8</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.1 II, Dermal</td>
<td>8</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.1 II, Oral</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.1 III</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Class 4.1 other than self-reactive and related substances and desensitized explosives.
** Class 6.1 for pesticides.
- Denotes an impossible combination.
For hazards not shown in this Table, see Clause 2.2.3.
CHAPTER 3—PACKAGING

Division 3.1—Application and outline of Chapter

Application

3.1.1 This Chapter applies to the packaging of dangerous goods that are not in bulk.

[NOTES:

(1) This Chapter does not contain specific requirements for the packaging of the following dangerous goods:
(a) dangerous goods of Class 1 (explosives);
(b) dangerous goods of Class 6.2 (infectious substances);
(c) dangerous goods of Class 7 (radioactive substances).

See section 10 of the Road Act.

(2) This Chapter does not contain requirements for the construction, testing, maintenance and use of pressure vessels. These matters are dealt with in existing State and Territory legislation relating to pressure vessels.

(3) For transport of dangerous goods by modes other than road or rail, refer to the IMDG Code, the IATA Regulations or ICAO Rules. Additional restrictions may apply to the use of packaging methods for the transport of particular dangerous goods by sea or air.]

General requirements

3.1.2 (1) Division 3.3 of this Chapter sets out general packaging requirements, such as requirements on the manner in which packagings must be filled, packed and vented.

(2) The kind of packaging to be used in transporting dangerous goods (other than Class 2, 4.1 and 5.2) is not specified. However, Division 3.8 of this Chapter limits the circumstances in which some kinds of packaging may be used in the transport of a specified class of dangerous goods. Refer to the clause in Division 3.8 that deals with that class of dangerous goods to determine what limitations are applicable to that class. If the goods are listed in Appendix 2, the relevant clause is identified in column 8 of the entry for the goods.

(3) Dangerous goods of Class 2 must be packaged in packaging of a kind specified in clause 3.8.2.

(4) Self-reactive and related substances of Class 4.1 must be packaged in packaging of a kind specified for the goods in clause 3.8.4.1.

(5) Organic peroxides of Class 5.2 must be packaged in packaging of a kind specified for the goods in clause 3.8.5.2.

(6) Particular dangerous goods must be packaged in accordance with any additional requirement for the packaging of those goods that is specified in a Special Provision applicable to the goods under column 7 of Appendix 2.

Performance testing and marking

3.1.3 (1) Performance tests for design types of packagings, and packagings that are exempt from performance testing, are specified in Division 3.7 of this Chapter.

(2) Performance and specification markings are specified in Divisions 3.4 and 3.5 of this Chapter.
Packaging construction

3.1.4 (1) Packaging construction standards are specified in Division 3.6 of this Chapter.

(2) Division 3.8 of this Chapter contains a number of provisions relating to the packaging of dangerous goods of specified classes. These include provisions on the construction of packaging.

Salvage packagings

3.1.5 Requirements for marking and testing salvage packagings are specified in Divisions 3.5 and 3.7. Damaged, defective or leaking dangerous goods packages, or dangerous goods that have spilled or leaked may be transported only in salvage packagings, or in larger packagings of the appropriate type and equivalent level of performance.

Used packagings

3.1.6 Division 3.9 of this Chapter contains requirements relating to the re-use of packagings to transport dangerous goods.

Division 3.2—Definitions

[NOTE: There are no technical requirements in this Division. 9.2 of the UN Recommendations sets out definitions that apply to those Recommendations. All definitions that apply to this Code are set out in Chapter 1 of this Code.]

Division 3.3—General packaging requirements

[NOTES:

(1) The Road Regulations and Rail Rules require dangerous goods to be transported in packagings that are suitable for the safe transport of dangerous goods of that type. They also prohibit the transport of dangerous goods in packagings that are incompatible with the goods and, except where the Code permits, that contain two or more inner packagings containing incompatible dangerous goods. They also prohibit the transport of dangerous goods in packages that are damaged or leaking. See Part 3 of the Road Regulations and Part 3 of the Rail Rules.

(2) This Division is based on 9.3 of the UN Recommendations.]

Suitability of packaging

3.3.1 Packaging must be constructed and closed so as to prevent the package as prepared for transport from any leakage that might occur under the normal conditions of transport, by vibration or by changes in temperature, humidity or pressure.

Compatibility of packaging and its contents

3.3.2 Parts of packagings that are in direct contact with dangerous goods must not be affected by chemical or other action of those goods. Where necessary, they should be provided with a suitable inner coating or treatment. Such parts of packagings should not incorporate constituents that are incompatible with the dangerous goods.

Design type testing

3.3.3 Each packaging must be of a design type that has been successfully tested in accordance with Division 3.7, unless the packaging is exempt from design type testing under this Code.
Filling of liquids

3.3.4 When filling packaging with liquids, sufficient ullage must be left to ensure that neither leakage nor permanent distortion of the packaging occurs as a result of an expansion of the liquid caused by temperatures likely to occur during transport. Liquid must not completely fill a packaging at a temperature of 55°C.

Packing of inner packagings

3.3.5 Inner packagings must be packed in an outer packaging in such a way that, under normal conditions of transport, they are protected from breakage, puncture or leakage. Inner packagings that are liable to break or be punctured easily, such as those made of glass, porcelain or stoneware or of certain plastic materials, must be secured in outer packagings with suitable cushioning material. Any leakage of the contents must not substantially impair the protective properties of the cushioning material or of the outer packaging.

Compatibility of dangerous goods in outer packaging

3.3.6 Inner packagings containing incompatible dangerous goods must not be packed together in the same outer packaging unless exempted from this requirement under this Code.

[See also Addendum XI in Appendix 3]

Wetted or diluted substances

3.3.7 The closures of packagings containing wetted or diluted dangerous goods must be such that the percentage of wetting or diluting substances (such as water, solvent or phlegmatizer) does not fall below limits specified in this Code or, where no limits are so specified, safe limits during transport.

Venting

3.3.8 Where pressure may develop in a package because of the emission of gas from the contents (as a result of temperature increase or other cause), the packaging may be fitted with a vent, provided that the gas emitted will not cause danger on account of its toxicity, its flammability, the quantity released, etc. The vent must be so designed that, when the packaging is in the attitude in which it is intended to be transported, leakages of liquid and the penetration of foreign substances are prevented under normal conditions of transport.

Condition of packaging

3.3.9 New, remanufactured, reconditioned or re-used packaging must be capable of passing the design type tests specified in Division 3.7. Before packaging is filled and handed over for transport, inspection procedures must be carried out to ensure that every packaging used is:

(a) either:
   (i) of a design type that has been certified as having been successfully performance tested; or
   (ii) exempt from performance testing; and

(b) free from corrosion, contamination or other damage likely to impair the performance of the packaging.
Pressure resistance

3.3.10  (1) Liquids must be filled only into packagings that have sufficient resistance to the internal pressure that may be developed under normal conditions of transport to allow for the safe transport of the goods.

(2) Packagings marked with the hydraulic test pressure prescribed in paragraph 3.5.1(2)(d)(ii) must be filled only with a liquid having a vapour pressure:

(a) such that the total gauge pressure in the packaging (that is, the vapour pressure of the filling substance plus the partial pressure of air or other inert gases, less 100kPa) at 55°C, determined on the basis of a maximum degree of filling in accordance with clause 3.3.4 and a filling temperature of 15°C, will not exceed two-thirds of the marked test pressure; or

(b) at 50°C less than four-sevenths of the sum of the marked test pressure plus 100kPa; or

(c) at 55°C less than two-thirds of the sum of the marked test pressure plus 100kPa.

Used empty packaging

3.3.11  A packaging that has contained dangerous goods and that is not free from dangerous goods must be treated in the same manner as a filled packaging.

Leakproofness testing

3.3.12  (1) Every packaging or article intended to contain liquids (other than a packaging or article to which paragraph (4) or (5) applies) must pass a leakproofness test in accordance with clause 3.7.4:

(a) before it is first used for transport; and

(b) after remanufacturing or reconditioning, before it is re-used for transport.

(2) For this test, the packaging need not have its own closure fitted.

(3) An inner receptacle of a composite packaging may be tested without the outer packaging provided the test results are not affected.

(4) An inner packaging of a combination package used for the transport of liquid is not required to be leakproofness tested.

(5) BATTERIES covered by UN Numbers 2794, 2795 and 2800 are not required to be leakproofness tested.

Packagings for solids in liquid state

3.3.13  Packagings used for solids that may become liquid at temperatures likely to be encountered during transport must be capable of containing the substance in the liquid state.

Quality assurance

3.3.14  Packagings should be manufactured and tested under a quality assurance program.

Salvage packagings

3.3.15  Damaged or leaking packages that are placed in salvage packaging must be prevented from excessive movement.
Technological advances

3.3.16 (1) The requirements for packagings in Division 3.6 are based on packagings currently used. In order to take progress in science and technology into account, it is acceptable for packagings with specifications other than those described in that Division to be used, provided that they are:

(a) equally effective;
(b) acceptable to the Competent Authority; and
(c) able successfully to withstand the tests described in clause 3.3.12 and Division 3.7.

(2) Methods of testing other than those in this Code are acceptable, provided that they are of an equivalent standard to those prescribed.

Use of packagings suitable for lesser Packing Group

3.3.17 Packagings of a design type that has been successfully tested for use with a particular Packing Group may be used for the transport of dangerous goods to which a Packing Group having a lesser degree of danger has been assigned.

Division 3.4—Type designator

[NOTE: This Division is based on 9.4 of the UN Recommendations.]

Type designator

3.4.1 The type designator consists of:

(a) an Arabic numeral indicating the kind of packaging, for example, drum, jerrican; followed by

(b) an upper case letter or letters in Roman characters indicating the nature of the material used in the construction of the packaging, for example, steel, wood; followed, where necessary, by

(c) an Arabic numeral indicating the category of packaging within the type to which the packaging belongs.

Composite packagings—type designator

3.4.2 In the case of composite packaging, two upper case letters in Roman characters are used in the second position of the type designator. The first letter identifies the material of the inner receptacle and the second that of the outer packaging.

Combination packagings—type designator

3.4.3 The type designator for the outer packaging of a combination packaging is the same as the type designator for a sole packaging of the same material and category as the outer packaging. The type designator is determined by reference to Table 3.1.

T, V or W after the type designator

3.4.4 (1) The letter ‘T’, ‘V’ or ‘W’ may follow the type designator.

(2) The letter ‘T’ signifies a salvage packaging conforming to the provisions of 3.7.1 (10).
(3) The letter ‘V’ signifies a special packaging that complies with subclause 3.7.1 (9).

(4) The letter ‘W’ signifies that the packaging, although of the same design type indicated by that designator, is manufactured to a specification different from that in Division 3.6.

Numerals—types of packaging

3.4.5 The numeral used for a type of packaging is as follows:

1. Drum
2. Wooden barrel
3. Jerrican
4. Box
5. Bag
6. Composite packaging
7. Pressure receptacle.

Upper case letters—packaging material

3.4.6 The upper case letter used for a packaging material is:

A. Steel (all types and surface treatments)
B. Aluminium
C. Natural wood
D. Plywood
E. Reconstituted wood
G. Fibreboard
H. Plastics material
L. Textile
M. Paper, multiwall
N. Metal (other than steel or aluminium)
P. Glass, porcelain or stoneware.

Type designators assigned

3.4.7 Table 3.1 indicates the type designator applicable to different packagings, depending on the kind of packagings, the material used in its construction and its category. Column 1 contains a description of a kind of packaging. Column 2 contains a description of the material used in its construction. Column 3 contains a description of the category of the packaging. Column 4 specifies the type designator for the packaging. Column 5 refers to the section of this Code that sets out the requirements for that package.
Table 3.1
Packagings and Type Designators

<table>
<thead>
<tr>
<th>Column 1 Packaging</th>
<th>Column 2 Material</th>
<th>Column 3 Category</th>
<th>Column 4 Type Designator</th>
<th>Column 5 Clause</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drums</td>
<td>Steel</td>
<td>non-removable head</td>
<td>1A1</td>
<td>3.6.1</td>
</tr>
<tr>
<td>Drums</td>
<td>Steel</td>
<td>removable head</td>
<td>1A2</td>
<td>3.6.1</td>
</tr>
<tr>
<td>Drums</td>
<td>Aluminium</td>
<td>non-removable head</td>
<td>1B1</td>
<td>3.6.2</td>
</tr>
<tr>
<td>Drums</td>
<td>Aluminium</td>
<td>removable head</td>
<td>1B2</td>
<td>3.6.2</td>
</tr>
<tr>
<td>Drums</td>
<td>Plywood</td>
<td>—</td>
<td>1D</td>
<td>3.6.4</td>
</tr>
<tr>
<td>Drums</td>
<td>Fibre</td>
<td>—</td>
<td>1G</td>
<td>3.6.6</td>
</tr>
<tr>
<td>Drums</td>
<td>Plastics</td>
<td>non-removable head</td>
<td>1H1</td>
<td>3.6.7</td>
</tr>
<tr>
<td>Drums</td>
<td>Plastics</td>
<td>removable head</td>
<td>1H2</td>
<td>3.6.7</td>
</tr>
<tr>
<td>Barrels</td>
<td>Wooden</td>
<td>bung type</td>
<td>2C1</td>
<td>3.6.5</td>
</tr>
<tr>
<td>Barrels</td>
<td>Wooden</td>
<td>slack type (removable head)</td>
<td>2C2</td>
<td>3.6.5</td>
</tr>
<tr>
<td>Jerricans</td>
<td>Steel</td>
<td>non-removable head</td>
<td>3A1</td>
<td>3.6.3</td>
</tr>
<tr>
<td>Jerricans</td>
<td>Steel</td>
<td>removable head</td>
<td>3A2</td>
<td>3.6.3</td>
</tr>
<tr>
<td>Jerricans</td>
<td>Aluminium</td>
<td>non-removable head</td>
<td>3B1</td>
<td>3.6.3</td>
</tr>
<tr>
<td>Jerricans</td>
<td>Aluminium</td>
<td>removable head</td>
<td>3B2</td>
<td>3.6.3</td>
</tr>
<tr>
<td>Jerricans</td>
<td>Plastics</td>
<td>non-removable head</td>
<td>3H1</td>
<td>3.6.7</td>
</tr>
<tr>
<td>Jerricans</td>
<td>Plastics</td>
<td>removable head</td>
<td>3H2</td>
<td>3.6.7</td>
</tr>
<tr>
<td>Boxes</td>
<td>Steel</td>
<td>—</td>
<td>4A1</td>
<td>3.6.13</td>
</tr>
<tr>
<td>Boxes</td>
<td>Aluminium</td>
<td>—</td>
<td>4B1</td>
<td>3.6.13</td>
</tr>
<tr>
<td>Boxes</td>
<td>Natural wood</td>
<td>ordinary</td>
<td>4C1</td>
<td>3.6.8</td>
</tr>
<tr>
<td>Boxes</td>
<td>Natural wood</td>
<td>with sift-proof walls</td>
<td>4C2</td>
<td>3.6.8</td>
</tr>
<tr>
<td>Boxes</td>
<td>Plywood</td>
<td>—</td>
<td>4D</td>
<td>3.6.9</td>
</tr>
<tr>
<td>Boxes</td>
<td>Reconstituted wood</td>
<td>—</td>
<td>4F</td>
<td>3.6.10</td>
</tr>
<tr>
<td>Boxes</td>
<td>Fibreboard</td>
<td>—</td>
<td>4G</td>
<td>3.6.11</td>
</tr>
<tr>
<td>Boxes</td>
<td>Plastics</td>
<td>expanded</td>
<td>4H1</td>
<td>3.6.12</td>
</tr>
<tr>
<td>Boxes</td>
<td>Plastics</td>
<td>solid</td>
<td>4H2</td>
<td>3.6.12</td>
</tr>
<tr>
<td>Bags</td>
<td>Woven plastics</td>
<td>without inner lining or coating</td>
<td>5H1</td>
<td>3.6.15</td>
</tr>
<tr>
<td>Bags</td>
<td>Woven plastics</td>
<td>sift-proof</td>
<td>5H2</td>
<td>3.6.15</td>
</tr>
<tr>
<td>Bags</td>
<td>Woven plastics</td>
<td>water resistant</td>
<td>5H3</td>
<td>3.6.15</td>
</tr>
<tr>
<td>Bags</td>
<td>Plastics film</td>
<td>—</td>
<td>5H4</td>
<td>3.6.16</td>
</tr>
<tr>
<td>Bags</td>
<td>Textile</td>
<td>without inner lining or coating</td>
<td>5L1</td>
<td>3.6.14</td>
</tr>
<tr>
<td>Bags</td>
<td>Textile</td>
<td>sift-proof</td>
<td>5L2</td>
<td>3.6.14</td>
</tr>
<tr>
<td>Bags</td>
<td>Textile</td>
<td>water resistant</td>
<td>5L3</td>
<td>3.6.14</td>
</tr>
</tbody>
</table>
### Table 3.1
Packagings and Type Designators (continued)

<table>
<thead>
<tr>
<th>Column 1 Packaging</th>
<th>Column 2 Material</th>
<th>Column 3 Category</th>
<th>Column 4 Type Designator</th>
<th>Column 5 Clause</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bags</td>
<td>Paper</td>
<td>multiwall</td>
<td>5M1</td>
<td>3.6.17</td>
</tr>
<tr>
<td>Bags</td>
<td>Paper</td>
<td>multiwall, water resistant</td>
<td>5M2</td>
<td>3.6.17</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Plastics receptacle</td>
<td>in steel drum</td>
<td>6HA1</td>
<td>3.6.18</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Plastics receptacle</td>
<td>in steel crate or box</td>
<td>6HA2</td>
<td>3.6.18</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Plastics receptacle</td>
<td>in aluminium drum</td>
<td>6HB1</td>
<td>3.6.18</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Plastics receptacle</td>
<td>in aluminium crate or box</td>
<td>6HB2</td>
<td>3.6.18</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Plastics receptacle</td>
<td>in wooden box</td>
<td>6HC</td>
<td>3.6.18</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Plastics receptacle</td>
<td>in plywood drum</td>
<td>6HD1</td>
<td>3.6.18</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Plastics receptacle</td>
<td>in plywood box</td>
<td>6HD2</td>
<td>3.6.18</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Plastics receptacle</td>
<td>in fibre drum</td>
<td>6HG1</td>
<td>3.6.18</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Plastics receptacle</td>
<td>in fibreboard box</td>
<td>6HG2</td>
<td>3.6.18</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Plastics receptacle</td>
<td>in plastics drum</td>
<td>6HH1</td>
<td>3.6.18</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Plastics receptacle</td>
<td>in solid plastics box</td>
<td>6HH2</td>
<td>3.6.18</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Glass, porcelain or stoneware receptacle</td>
<td>in steel drum</td>
<td>6PA1</td>
<td>3.6.19</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Glass, porcelain or stoneware receptacle</td>
<td>in steel crate or box</td>
<td>6PA2</td>
<td>3.6.19</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Glass, porcelain or stoneware receptacle</td>
<td>in aluminium drum</td>
<td>6PB1</td>
<td>3.6.19</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Glass, porcelain or stoneware receptacle</td>
<td>in aluminium crate or box</td>
<td>6PB2</td>
<td>3.6.19</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Glass, porcelain or stoneware receptacle</td>
<td>in wooden box</td>
<td>6PC</td>
<td>3.6.19</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Glass, porcelain or stoneware receptacle</td>
<td>in plywood drum</td>
<td>6PD1</td>
<td>3.6.19</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Glass, porcelain or stoneware receptacle</td>
<td>in wickerwork hamper</td>
<td>6PD2</td>
<td>3.6.19</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Glass, porcelain or stoneware receptacle</td>
<td>in fibre drum</td>
<td>6PG1</td>
<td>3.6.19</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Glass, porcelain or stoneware receptacle</td>
<td>in fibreboard box</td>
<td>6PG2</td>
<td>3.6.19</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Glass, porcelain or stoneware receptacle</td>
<td>in expanded plastics packaging</td>
<td>6PH1</td>
<td>3.6.19</td>
</tr>
<tr>
<td>Composite packagings</td>
<td>Glass, porcelain or stoneware receptacle</td>
<td>in solid plastics packaging</td>
<td>6PH2</td>
<td>3.6.19</td>
</tr>
</tbody>
</table>
**Division 3.5—Packaging performance and specification markings**

[NOTES:]

(1) This Division is based on 9.5 of the UN Recommendations.

(2) The Road Regulations and Rail Rules prohibit the use of a packaging for transport of dangerous goods unless it is marked with the performance and specification markings set out in this Division or exempt from those requirements.

(3) Packaging performance and specification markings indicate that the packaging which bears it is of a successfully tested design type and that it complies with the provisions of this Chapter related to the manufacture, but not to the use, of the packaging. Use of the packaging remains subject to the requirements of the Regulations and Rules and of this Code.

(4) Packaging performance and specification markings are intended to be of assistance to packaging manufacturers, reconditioners, packaging users, carriers and regulatory authorities. Markings on new packagings help identify the design type and provide an indication that the design type has been successfully performance tested. However, markings do not always provide full details of testing that has been carried out. Reference must therefore be made to test certificates and other proof that performance testing has been carried out.

(5) This Division does not apply to packagings that are used to transport dangerous goods of Class 2 and that meet the requirements of clause 3.8.2.

(6) The packaging performance and specification markings required under this Division may not necessarily provide full details of the levels to which packagings have been tested, and further account may need to be taken of test certificates and test reports. For example, a packaging having an X or Y marking may be used for substances to which a Packing Group having a lesser degree of danger has been assigned with the relevant maximum permissible value of the specific gravity determined by taking into account the factor 1.5 or 2.25 indicated in the packaging test requirements in Division 3.7. For example, Packing Group I packaging tested for products of relative density 1.2 could be used as a Group II packaging for products of SG 1.8 or a Packing Group III packaging of SG 2.7, provided all the performance criteria are met with the higher SG product.]

**Packaging markings**

3.5.1  (1) A packaging must be marked with packaging performance and specification markings if:

(a) the packaging is a sole packaging, a composite packaging, or the outer packaging of a combination packaging; and

(b) the packaging is of a design type that is not exempt from performance testing; and

(c) the packaging is of a design type that has been performance tested by a recognised testing facility and certified by that facility as having passed the performance tests specified for the type of packaging.

(2) The packaging performance and specification markings are as follows:

(a) the United Nations packaging symbol:

![UN symbol]

or, if the packaging on which the marking is to be placed is an embossed metal packaging the upper case letters ‘UN’ may be applied instead of the United Nations packaging symbol; and

(b) the type designator for the packaging; and
(c) a marking in 2 parts:

(i) firstly, one of the following letters designating the Packing Group for which the design type has been successfully tested:

‘X’ for a design type that has passed the tests specified for packaging intended to contain dangerous goods of Packing Group I, II or III;

‘Y’ for a design type that has passed the tests specified for packaging intended to contain dangerous goods of Packing Group II or III;

‘Z’ for a design type that has passed the tests specified for packaging intended to contain dangerous goods of Packing Group III;

(ii) secondly:

if the packaging is a sole packaging or a composite packaging of a type intended to contain liquids—the density in kg/L, rounded off to the first decimal, for which the type has been tested (this may be omitted when the density does not exceed 1.2); or

if the packaging is a sole packaging or composite packaging of a type intended to contain solids, or the outer packaging of a combination package—the maximum gross mass in kilograms for which the type has been tested; and

(d) either:

(i) if the packaging is a sole packaging or composite packaging of a type intended to contain solids, or if the packaging is the outer packaging of a combination packaging intended to contain solids or an inner packaging—the letter ‘S’; or

(ii) if the packaging is a sole packaging or a composite packaging of a type intended to contain liquids and the type has passed the hydraulic pressure test—the test pressure in kPa rounded down to the nearest 10kPa; and

(e) a marking made up of:

(i) the last two digits of the year during which the packaging was manufactured; and

(ii) if the packaging is a plastic drum or a plastic jerrican, the month of manufacture. A recommended method of marking the month of manufacture is:

(f) a marking indicating the country that authorised the allocation of the packaging performance and specification marking (it is the distinguishing sign for motor vehicles in international traffic—for example, if the marking is authorised in Australia, it is ‘AUS’); and

(g) the approval identification assigned to that design type of packaging by a Competent Authority, or, if no such number is assigned, the name of the manufacturer of the packaging.

(3) Packaging performance and specification markings that are applied in accordance with this Code must meet the following requirements:

(a) markings must be durable, legible and placed in a location and of such a size relative to the packaging as to be readily visible; and
(b) if a package has a gross mass of more than 30 kg, the markings or a duplicate of the markings should appear on the top or on a side of the packaging; and

(c) if a packaging has a capacity of more than 30 kg or 30 litres, letters, numerals and symbols must be at least 12 mm high; and

(d) if a packaging has a capacity of 30 kg or 30 litres or less but of more than 5 kg or 5 litres, letters, numerals and symbols must be at least 6 mm high; and

(e) if a packaging has a capacity of 5 kg or 5 litres or less, letters, numerals and symbols must be of an appropriate size.

(4) Examples of markings for new packages are set out in Table 3.2.

**Table 3.2**

<table>
<thead>
<tr>
<th>Marking</th>
<th>Reference Paragraphs</th>
<th>Description/Use of Packaging</th>
</tr>
</thead>
<tbody>
<tr>
<td>4G/Y140/S/97 AUS/9014</td>
<td>3.5.1(2)(a), (b), (c), (d) &amp; (e) 3.5.1(2)(f) &amp; (g)</td>
<td>New fibreboard box</td>
</tr>
<tr>
<td>A1/Y1.4/150/97 AUS/9334</td>
<td>3.5.1(2)(a), (b), (c), (d) &amp; (e) 3.5.1(2)(f) &amp; (g)</td>
<td>New steel drum to contain liquids</td>
</tr>
<tr>
<td>A2/Y150/S/97 AUS/8861</td>
<td>3.5.1(2)(a), (b), (c), (d) &amp; (e) 3.5.1(2)(f) &amp; (g)</td>
<td>New steel drum to contain solids, or inner packagings</td>
</tr>
<tr>
<td>4HW/Y136/S/97 AUS/9702</td>
<td>3.5.1(2)(a), (b), (c), (d) &amp; (e) 3.5.1(2)(f) &amp; (g)</td>
<td>New plastics box of equivalent specification</td>
</tr>
</tbody>
</table>

**Sequence of package markings**

**3.5.2**

(1) The performance and specification markings must be placed on the packaging in the sequence set out in subclause 3.5.1(2) (for example, the marking described in 3.5.1(2)(a) must appear before the marking described in 3.5.1(2)(b)).

(2) If a Competent Authority determines under the regulations that an additional marking is to be placed on a packaging, the marking must be placed after the last performance specification marking.

**Durability for reprocessing**

**3.5.3**

Every packaging liable to undergo reprocessing that might obliterate the packaging markings must bear the marks indicated in 3.5.1(2)(a) to (e) in a form that is able to withstand reprocessing (eg embossed).

**Reprocessing markings**

**3.5.4**

(1) A packaging must be marked with reprocessing markings if:

(a) the packaging is a sole packaging or a composite packaging; and

(b) the packaging has been reprocessed; and

(c) the packaging is of a design type that has been performance tested by a recognised testing facility and certified by that facility as having passed the performance tests specified for the type of reprocessed packaging.
(2) The reprocessing markings are as follows:

(a) a marking indicating the country that authorised the allocation of the reprocessing marking (it is the distinguishing sign for motor vehicles in international traffic—for example, if the reprocessing marking is authorised in Australia, it is ‘AUS’); and

(b) the identification assigned to that design type of packaging by a Competent Authority, or, if no such identification is assigned, the name of the manufacture of the packaging; and

(c) a marking in 3 parts:

(i) the year in which the packaging was reprocessed; followed by

(ii) the letter ‘R’ (indicating that the packaging has been reprocessed); followed by

(iii) the letter ‘L’—if the reprocessed packaging is of a design type that has passed a leakproofness test as a reprocessed packaging.

(3) Examples of reprocessing markings are set out in Table 3.3.

Table 3.3

<table>
<thead>
<tr>
<th>Marking</th>
<th>Reference Paragraphs</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUS/COY</td>
<td>3.5.4(2)(a) &amp; (b)</td>
</tr>
<tr>
<td>97/RL</td>
<td>3.5.4(2)(c)</td>
</tr>
</tbody>
</table>

Location and sequence of reprocessing markings

3.5.5 (1) Reprocessing markings must be placed on the packaging in the sequence set out in clause 3.5.4 (for example, the marking described in paragraph 3.5.4 (2)(a) must appear before the marking described in paragraph 3.5.4 (2)(b)).

(2) Reprocessing markings should be applied near the specification and performance markings.

Salvage packaging

3.5.6 (1) Salvage packagings must be marked in accordance with the provisions applicable to Packing Group II packagings intended for the transport of solids or inner packagings.

(2) An example of a salvage marking is set out in Table 3.4.

Table 3.4

<table>
<thead>
<tr>
<th>Marking</th>
<th>Reference paragraphs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A2T/Y300/S97</td>
<td>3.5.1(2)(a), (b), (c), (d) and (e)</td>
</tr>
<tr>
<td>AUS/abc</td>
<td>3.5.1(2)(f) and (g)</td>
</tr>
</tbody>
</table>
Inner packaging markings

3.5.7  (1) A plastic inner packaging must be marked with the following:
(a) the approval number assigned to that design type of packaging by a Competent Authority; and
(b) the month and year of manufacture of the inner packaging; and
(c) a marking that enables the origins of the packaging to be traced.

(2) A packaging that is only used as an inner packaging must not be marked with the United Nations packaging symbol.

Packagings that have not been performance tested

3.5.8  If a packaging is exempt from performance testing, it must be marked in a manner that enables its origins to be traced.

Division 3.6—Packaging construction standards

[NOTE: This Division (except 3.6.20) is based on 9.6 of the UN Recommendations.]

Steel drums

3.6.1  1A1 non-removable head

1A2 removable head

(1) Body and heads must be constructed of steel sheet of suitable type and of adequate thickness in relation to the capacity of the drum and to its intended use.

(2) Body seams must be welded on drums intended to contain more than 40L of liquid. Body seams must be mechanically seamed or welded on drums intended to contain solids, or 40L or less of liquids.

(3) Chimes must be mechanically seamed or welded. Separate reinforcing rings may be applied.

(4) The body of a drum of a capacity greater than 60L must, in general, have at least two expanded rolling hoops or, alternatively, at least two separate rolling hoops. If there are separate rolling hoops they must be fitted tightly on the body and so secured that they cannot shift. Rolling hoops must not be spot welded.

(5) Openings for filling, emptying and venting in the bodies or heads of non-removable head (1A1) drums must not exceed 70mm in diameter. Drums with larger openings are considered to be of the removable head type (1A2). Closures for openings in the bodies and heads of drums must be so designed and applied that they will remain secure and leakproof under normal conditions of transport. Closure flanges may be mechanically seamed or welded in place. Gaskets or other sealing elements must be used with closures, unless the closure is inherently leakproof.

(6) Closure devices for removable head drums (1A2) must be so designed and applied that they will remain secure and drums will remain leakproof under normal conditions of transport. Gaskets or other sealing elements must be used with all removable heads.

(7) If materials used for body, heads, closures and fittings are not in themselves compatible with the contents to be transported, suitable internal protective coatings or treatments must be applied. These coatings or treatments must retain their protective properties under normal conditions of transport.
(8) Maximum nominal capacity of drum: 450L.

(9) Maximum net mass: 400kg.

(10) Reconditioned steel drums may only be used for dangerous goods of Packing Group II or III.

Aluminium drums

3.6.2 1B1 non-removable head
1B2 removable head

(1) Body and heads must be constructed of aluminium at least 99% pure or of an aluminium based alloy. Material must be of a suitable type and of adequate thickness in relation to the capacity of the drum and to its intended use.

(2) All seams must be welded. Chime seams, if any, must be reinforced by the application of separate reinforcing rings.

(3) The body of a drum of a capacity greater than 60L must, in general, have at least two expanded rolling hoops or, alternatively, at least two separate rolling hoops. If there are separate rolling hoops they must be fitted tightly on the body and so secured that they cannot shift. Rolling hoops must not be spot welded.

(4) Openings for filling, emptying and venting in the bodies or heads of non-removable head (1B1) drums must not exceed 70mm in diameter. Drums with larger openings are considered to be of the removable head type (1B2). Closures for openings in the bodies and heads of drums must be so designed and applied that they will remain secure and leakproof under normal conditions of transport. Closure flanges must be welded in place so that the weld provides a leakproof seam. Gaskets or other sealing elements must be used with closures, unless the closure is inherently leakproof.

(5) Closure devices for removable head drums (1B2) must be so designed and applied that they will remain secure and drums will remain leakproof under normal conditions of transport. Gaskets or other sealing elements must be used with all removable heads.

(6) Maximum nominal capacity of drum: 450L.

(7) Maximum net mass: 400kg.

Steel or aluminium jerricans

3.6.3 3A1 steel, non-removable head
3A2 steel, removable head
3B1 aluminium, non-removable head
3B2 aluminium, removable head

(1) Body and heads must be constructed of steel sheet, of aluminium at least 99% pure or of an aluminium based alloy. Materials must be of suitable type and of adequate thickness in relation to the capacity of the jerrican and to its intended use.

(2) Chimes of steel jerricans must be mechanically seamed or welded. Body seams of steel jerricans intended to contain more than 40L of liquid must be welded. Body seams of steel jerricans intended to carry 40L or less must be mechanically seamed or welded. For aluminium jerricans, all seams should be welded. Chime seams, if any, should be reinforced by the application of a separate reinforcing ring.
Openings in jerricans (3A1 and 3B1) must not exceed 70mm in diameter. Jerricans with larger openings are considered to be of the removable head type (3A2 and 3B2). Closures must be so designed that they will remain secure and leakproof under normal conditions of transport. Gaskets or other sealing elements must be used with closures, unless the closure is inherently leakproof.

If materials used for body, heads, closures and fittings are not in themselves compatible with the contents to be transported, suitable internal protective coatings or treatments must be applied. These coatings or treatments must retain their protective properties under normal conditions of transport.

Maximum nominal capacity of jerrican: 60L.

Maximum net mass: 120kg.

**Plywood drums: 1D**

3.6.4 (1) The wood used must be well seasoned, commercially dry and free from any defect likely to lessen the effectiveness of the drum for the purpose intended. If a material other than plywood is used for the manufacture of the heads, it must be of a quality equivalent to the plywood.

(2) At least two-ply plywood must be used for the body and at least three-ply plywood for the heads. The plies must be firmly glued together by a water resistant adhesive with their grain crosswise.

(3) The body and heads of the drum and their joins must be of a design appropriate to the capacity of the drum and intended use.

(4) In order to prevent sifting of the contents, lids must be lined with kraft paper or some other equivalent material that must be securely fastened to the lid and extend to the outside along its full circumference.

(5) Maximum nominal capacity of drum: 450L.

(6) Maximum net mass: 400kg.

**Wooden barrels**

3.6.5 2C1 bung type

2C2 removable head

(1) The wood used must be of good quality, straight grained, well seasoned and free from knots, bark, rotten wood, sapwood or other defects likely to lessen the effectiveness of the barrel for the purpose intended.

(2) The body and heads must be of a design appropriate to the capacity of the barrel and to its intended use.

(3) Staves and heads must be sawn or cleft with the grain so that no annual ring extends over more than half the thickness of a stave or head.

(4) Barrel hoops must be of steel or iron of good quality. The hoops of 2C2 barrels may be of a suitable hardwood.

(5) Wooden barrels 2C1: The diameter of the bunghole must not exceed half the width of the stave in which it is placed.
Wooden barrels: 2C2

3.6.6 (1) The body of the drum must consist of multiple plies of heavy paper or fibreboard (without corrugations) firmly glued or laminated together and may include one or more protective layers of bitumen, waxed kraft paper, metal foil, plastic material, etc.

(2) The heads must be of natural wood, fibreboard, metal, plywood, plastics or other suitable material and may include one or more protective layers of bitumen, waxed kraft paper, metal foil, plastic material, etc.

(3) The body and heads of the drum and their joins must be of a design appropriate to the capacity of the drum and to its intended use.

(4) The assembled packaging must be sufficiently water resistant so as not to delaminate under normal conditions of transport.

(5) Maximum nominal capacity of drum: 450L.

(6) Maximum net mass: 400kg.

Fibre drums: 1G

Plastics drums and jerricans

3.6.7 1H1 drums, non-removable head

1H2 drums, removable head

3H1 jerricans, non-removable head

3H2 jerricans, removable head

(1) The packaging must be manufactured from suitable plastics material and be of adequate strength in relation to its capacity and intended use. No used material other than production residues or regrind from the same manufacturing process may be used. The packaging must be adequately resistant to ageing and to degradation caused either by the substance contained or by ultra-violet radiation. Any permeation of the substance contained must not constitute a danger under normal conditions of transport.

(2) Unless exempted by the Competent Authority, the period of use permitted for the transport of dangerous goods should be five years from the date of manufacture of the packaging, except where a shorter period of use is required because of the nature of the substance to be transported.

(3) If protection against ultra-violet radiation is required, it must be provided by the addition of carbon black or other suitable pigments or inhibitors. These additives must be compatible with the contents and remain effective throughout the life of the packaging.

(4) If use is made of carbon black, pigments or inhibitors other than those used in the manufacture of the tested design type, retesting may be waived if the carbon black content does not exceed 2% by mass. If the pigment content does not exceed 3% by mass, the content of inhibitors of ultra-violet radiation is not limited.

(5) Additives serving purposes other than protection against ultra-violet radiation may be included in the composition of the plastic material provided that they do not adversely affect the chemical and physical properties of the material of the packaging. In such circumstances, retesting may be waived.
The wall thickness at every point of the packaging must be appropriate to its capacity and intended use, taking into account the stresses to which each point is liable to be exposed.

Openings for filling, emptying and venting in the bodies or heads of non-removable head drums (1H1) and jerricans (3H1) must not exceed 70mm in diameter. Drums and jerricans with larger openings are considered to be of the removable head type (1H2 and 3H2). Closures for openings in the bodies or heads of drums and jerricans must be so designed and applied that they will remain secure and leakproof under normal conditions of transport. Gaskets or other sealing elements must be used with closures, unless the closure is inherently leakproof.

Closure devices for removable head drums and jerricans must be so designed and applied that they will remain secure and leakproof under normal conditions of transport. Gaskets must be used with all removable heads unless the drum or jerrican design is such that when the removable head is properly secured, the drum or jerrican is inherently leakproof.

Maximum nominal capacity of drums:

- 1H1, 1H2: 450L
- 3H1, 3H2: 60L

Maximum net mass:

- 1H1, 1H2: 400kg
- 3H1, 3H2: 120kg.

Boxes of natural wood

4C1 ordinary
4C2 with sift-proof walls

The woods used must be well seasoned, commercially dry and free from defects that would materially lessen the strength of any part of the box. The strength of the material used and the method of construction must be appropriate to the capacity and intended use of the box. The tops and bottoms may be made of water resistant reconstituted wood such as hardboard, particle board or other suitable type.

Fastenings should be resistant to vibration experienced under normal conditions of transport. End grain nailing should be avoided whenever practicable. Joins that are likely to be highly stressed should be made using clenched or annular ring nails or equivalent fastenings.

Box 4C2: Each part must consist of one piece or be equivalent thereto. Parts are considered equivalent to one piece when one of the following methods of glued assembly is used: Linderman joint, tongue and groove joint, ship lap or rabbet joint or butt joint with at least two corrugated metal fasteners at each joint.

Maximum net mass: 400kg.

Plywood boxes: 4D

Plywood used must be at least three-ply. It must be made from well seasoned rotary cut, sliced or sawn veneer, commercially dry and free from defects that would materially lessen the strength of the box. The strength of the material used and the method of construction must be appropriate to the capacity and intended use of the box. All adjacent plies must be glued with water resistant adhesive. Other suitable materials may be used together with plywood in the construction of boxes. Boxes must be firmly nailed or secured to corner posts or ends or be assembled by equally suitable devices.

Maximum net mass: 400kg.
Reconstituted wood boxes: 4F

3.6.10  
(1) The walls of boxes must be made of water resistant reconstituted wood such as hardboard, particle board or other suitable type. The strength of the material used and the method of construction must be appropriate to the capacity of the box and its intended use.

(2) Other parts of the boxes may be made of other suitable material.

(3) Boxes must be securely assembled by means of suitable devices.

(4) Maximum net mass: 400kg.

Fibreboard boxes: 4G

3.6.11  
(1) Strong and good quality solid or double-faced corrugated fibreboard (single or multiwall) must be used, appropriate to the capacity of the box and its intended use. The water resistance of the outer surface must be such that the increase in mass, as determined in a test carried out over a period of 30 minutes by the Cobb method (AS 1301- method 411s – 1989) of determining water absorption, is not greater than 155g/m². It must have proper bending qualities. Fibreboard must be cut, creased without scoring, and slotted so as to permit assembly without cracking, surface breaks or undue bending. The fluting of corrugated fibreboard must be firmly glued to the facings.

(2) The ends of boxes may have a wooden frame or be entirely of wood or other suitable material. Reinforcements of wooden or other suitable material battens may be used.

(3) Manufacturing joins in the body of boxes must be taped, lapped and glued or lapped and stitched with metal staples. Lapped joins must have an appropriate overlap.

(4) Where closing is effected by gluing or taping, a water resistant adhesive should be used.

(5) Boxes must be designed so as to provide a good fit to the contents.

(6) Maximum net mass: 400kg.

Plastics boxes

3.6.12  
4H1 expanded plastics boxes

4H2 solid plastics boxes

(1) The box must be manufactured from suitable plastics material and be of adequate strength in relation to its capacity and intended use. The box must be adequately resistant to ageing and to degradation caused either by the substance contained or by ultra-violet radiation.

(2) An expanded plastics box must comprise two parts made of a moulded expanded plastics material, a bottom section containing cavities for the inner packagings and a top section covering and interlocking with the bottom section. The top and bottom sections must be designed so that the inner packagings fit snugly. The closure cap for any inner packaging must not be in contact with the inside of the top section of this box.

(3) For dispatch, an expanded plastics box must be closed with a self-adhesive tape having sufficient tensile strength to prevent the box from opening. The adhesive tape must be weather resistant and its adhesive compatible with the expanded plastics material of the box. Other closing devices at least equally effective may be used.

(4) For solid plastics boxes, protection against ultra-violet radiation, if required, must be provided by the addition of carbon black or other suitable pigments or inhibitors. These
additives must be compatible with the contents and remain effective throughout the life of the box. Where use is made of carbon black, pigments or inhibitors other than those used in the manufacture of the tested design type, retesting may be waived if the carbon black content does not exceed 2% by mass or if the pigment content does not exceed 3% by mass; the content of inhibitors of ultra-violet radiation is not limited.

(5) Additives serving purposes other than protection against ultra-violet radiation may be included in the composition of the plastics material provided that they do not adversely affect the chemical physical properties of the material of the box. In such circumstances, retesting may be waived.

(6) Solid plastics boxes must have closure devices made of a suitable material of adequate strength and so designed as to prevent the box from unintentional opening.

(7) Maximum net mass:
4H1: 60kg
4H2: 400kg.

Steel or aluminium boxes

3.6.13
4A1 steel
4B1 aluminium

(1) The strength of the metal and the construction of the box must be appropriate to the capacity of the box and its intended use.

(2) Boxes must be lined with fibreboard or felt packing pieces or must have an inner liner or coating of suitable material as required. If a double seam metal liner is used, steps must be taken to prevent the ingress of substances, particularly explosives, into the recesses of the seams.

(3) Closures may be of any suitable type and must remain secured under normal conditions of transport.

(4) Maximum net mass: 400kg.

Textile bags

3.6.14
5L1 without inner lining or coating
5L2 sift-proof
5L3 water resistant

(1) The textiles used must be of good quality. The strength of the fabric and the method of construction of the bag must be appropriate to the capacity of the bag and its intended use.

(2) Bags, sift-proof, 5L2:

The bag must be made sift-proof by the use of, for example:

(a) paper bonded to the inner surface of the bag by a water resistant adhesive such as bitumen; or
(b) plastics film bonded to the inner surface of the bag; or
(c) one or more inner liners made of paper or plastics material.
(3) Bags, water resistant, 5L3:

To prevent the entry of moisture the bag must be made waterproof by the use of, for example:

(a) separate inner liners of water resistant paper (for example, waxed kraft paper, tarred paper or plastic-coated kraft paper); or

(b) plastics film bonded to the inner surface of the bag; or

(c) one or more inner liners made of plastics material.

(4) Maximum net mass: 50kg.

**Woven plastics bags**

3.6.15 5H1 without inner lining or coating

5H2 sift-proof

5H3 water resistant

(1) Bags must be made from stretched tapes or monofilaments of a suitable plastics material. The strength of the material used and the construction of the bag must be appropriate to the capacity of the bag and to its intended use.

(2) If the fabric is woven flat, the bags must be made by sewing or some other method ensuring closure of the bottom and one side. If the fabric is tubular, the bag must be closed by sewing, weaving or some other equally strong method of closure.

(3) Bags, sift-proof, 5H2:

The bag must be made sift-proof by means of, for example:

(a) paper or plastics film bonded to the inner surface of the bag; or

(b) one or more separate inner liners made of paper or plastics material.

(4) Bags, water resistant, 5H3:

To prevent the entry of moisture the bag must be made waterproof, for example, by means of:

(a) separate inner liners of water resistant paper (for example, waxed kraft paper, double-tarred kraft paper or plastics-coated kraft paper); or

(b) plastics film bonded to the inner or outer surface of the bag; or

(c) one or more inner plastics liners.

(5) Maximum net mass: 50kg.

**Plastics film bags: 5H4**

3.6.16 (1) Bags must be made of a suitable plastics material. The strength of the material used and the method of construction of the bag must be appropriate to the capacity of the bag and its intended use. Joins and closures must withstand pressures and impacts liable to occur under normal conditions of transport.

(2) Maximum net mass: 50kg.
Paper bags

3.6.17 5M1 multiwall

5M2 multiwall, water resistant

(1) Bags must be made of a suitable kraft paper or of an equivalent paper with at least three plies. The strength of the paper and the method of construction must be appropriate to the capacity of the bag and its intended use. Joins and closures must be sift-proof.

(2) Bags 5M2:

To prevent the entry of moisture, a bag of four plies or more must be made waterproof by the use of either a water resistant ply as one of the two outermost plies or a water resistant barrier made of a suitable protective material between the two outermost plies. A bag of three plies must be made waterproof by the use of a water resistant ply as the outermost ply. Where there is a danger of the substance contained reacting with moisture or where it is packed damp, a waterproof ply or barrier, such as double-tarred kraft paper, plastics-coated kraft paper, plastics film bonded to the inner surface of the bag, or one or more inner plastics liners, should also be placed next to the substance. Joins and closures should be waterproof.

(3) Maximum net mass: 50kg.

Composite packagings (Plastics material)

3.6.18 6HA1 plastics receptacle with outer steel drum

6HA2 plastics receptacle with outer steel crate or box

6HB1 plastics receptacle with outer aluminium drum

6HB2 plastics receptacle with outer aluminium crate or box

6HC plastics receptacle with outer wooden box

6HD1 plastics receptacle with outer plywood drum

6HD2 plastics receptacle with outer plywood box

6HG1 plastics receptacle with outer fibre drum

6HG2 plastics receptacle with outer fibreboard box

6HH1 plastics receptacle with outer plastics drum

6HH2 plastics receptacle with outer solid plastics box

INNTER RECEPTACLE

(1) Subclauses 3.6.7(1), (5), (6), (7) and (8) apply to plastics inner receptacles.

(2) The plastic inner receptacle must fit snugly inside the outer packaging, which must be free of any projection that might abrade the plastics material.

(3) Maximum nominal capacity of inner receptacle:

6HA1, 6HB1, 6HD1, 6HG1, 6HH1: 250L

6HA2, 6HB2, 6HC, 6HD2, 6HG2, 6HH2: 60L
(4) Maximum net mass:

- 6HA1, 6HB1, 6HD1, 6HG1, 6HH1: 400kg
- 6HA2, 6HB2, 6HC, 6HD2, 6HG2, 6HH2: 75kg

**OUTER PACKAGING**

(5) Plastics receptacle with outer steel or aluminium drum, 6HA1 or 6HB1:

The relevant provisions of clauses 3.6.1 and 3.6.2, as appropriate, apply to the construction of the outer packaging.

(6) Plastics receptacle with outer steel or aluminium crate or box, 6HA2 or 6HB2:

The relevant provision of clause 3.6.13 apply to the construction of the outer packaging.

(7) Plastics receptacle with outer wooden box 6HC:

The relevant provisions of clause 3.6.8 apply to the construction of the outer packaging.

(8) Plastics receptacle with outer plywood drum 6HD1:

The relevant provisions of clause 3.6.4 apply to the construction of the outer packaging.

(9) Plastics receptacle with outer plywood box 6HD2:

The relevant provisions of clause 3.6.9 apply to the construction of the outer packaging.

(10) Plastics receptacle with outer fibre drum 6HG1:

The relevant provisions of clause 3.6.6 apply to the construction of the outer packaging.

(11) Plastics receptacle with outer fibreboard box 6HG2:

The relevant provisions of clause 3.6.11 apply to the construction of the outer packaging.

(12) Plastics receptacle with outer plastics drum 6HH1:

The relevant provisions of clause 3.6.7 apply to the construction of the outer packaging.

(13) Plastics receptacle with outer solid plastics box (including corrugated plastic material) 6HH2:

The relevant provisions of 3.6.12 apply to the construction of the outer packaging.

**Composite packagings (glass, porcelain or stoneware)**

3.6.19

- 6PA1 receptacle with outer steel drum
- 6PA2 receptacle with outer steel crate or box
- 6PB1 receptacle with outer aluminium drum
- 6PB2 receptacle with outer aluminium crate or box
- 6PC receptacle with outer wooden box
- 6PD1 receptacle with outer plywood drum
- 6PD2 receptacle with outer wickerwork hamper
INNER RECEPTACLE

(1) Receptacles must be of a suitable form (cylindrical or pear shaped) and be made of good quality material free from any defect that could impair their strength. The walls must be sufficiently thick at every point.

(2) Screw-threaded plastics closures, ground glass stoppers or closures at least as equally effective must be used as closures for receptacles. Any part of the closure likely to come into contact with the contents of the inner receptacle must be resistant to those contents. Care must be taken to ensure that the closures are so fitted as to be leakproof and are suitably secured to prevent any loosening during transport. If vented closures are necessary, they must comply with clause 3.3.8.

(3) The receptacle must be firmly secured in the outer packaging by means of cushioning and/or absorbent materials.

(4) Maximum capacity of receptacle: 60L.

(5) Maximum net mass: 75kg.

OUTER PACKAGING

(6) Receptacle with outer steel drum 6PA1:

The relevant provisions of clause 3.6.1 apply to the construction of the outer packaging. The removable lid required for this type of packaging may nevertheless be in the form of a cap.

(7) Inner receptacle with outer steel crate or box 6PA2:

The relevant provisions of clause 3.6.13 apply to the construction of the outer packaging. For cylindrical receptacles the outer packaging should, when upright, rise above the receptacle and its closure. If the crate surrounds a pear-shaped receptacle and is of matching shape, the outer packaging should be fitted with a protective cover (cap).

(8) Receptacle with outer aluminium drum 6PB1:

The relevant provisions of clause 3.6.2 apply to the construction of the outer packaging.

(9) Receptacle with outer aluminium crate or box 6PB2:

The relevant provisions of clause 3.6.13 apply to the construction of the outer packaging.

(10) Receptacle with outer wooden box 6PC:

The relevant provisions of clause 3.6.8 apply to the construction of the outer packaging.

(11) Receptacle with outer plywood drum 6PD1:

The relevant provisions of clause 3.6.4 apply to the construction of the outer packaging.
(12) Receptacle with outer wickerwork hamper 6PD2:

The wickerwork hamper must be properly made with material of good quality. It must be fitted with a protective cover (cap) so as to prevent damage to the inner receptacle.

(13) Receptacle with outer fibre drum 6PG1:

The relevant provisions of clause 3.6.6(1) to (4) apply to the construction of the outer packaging.

(14) Receptacle with outer fibreboard box 6PG2:

The relevant provisions of clause 3.6.11 apply to the construction of the outer packaging.

(15) Receptacle with outer expanded plastics or solid plastics packaging (6PH1 or 6PH2):

The materials of both outer packagings must meet the relevant provisions of clause 3.6.12. Solid plastics packaging must be manufactured from high density polyethylene or some other comparable plastics material. The removable lid for this type of packaging may, nevertheless, be in the form of a cap.

Inner packagings

3.6.20 (1) An inner packaging that is a cylindrical tinplate can with a friction closure must be manufactured in accordance with AS 2854.

(2) An inner packaging that is a tinplate can with a threaded closure must be manufactured in accordance with AS 2854.

(3) An inner packaging that is a glass packaging must be free from faults of a nature liable to impair their strength. In particular internal strains must have been suitably relieved. The thickness of wall must be at least 3mm for containers that with their contents have a mass of more than 35kg and a least 2mm for other containers. Glass bottles and other glass containers must be capable of withstanding without permanent damage hydraulic pressure of 175kPa for one minute.

(4) An inner packaging that is a plastics bottle used to transport a liquid must be capable of withstanding at ambient temperature, without leakage:

(a) a hydraulic pressure of 175kPa for one minute; and

(b) a drop of 1m, in all of the orientations illustrated in Figure 3.1, onto a hard, smooth and horizontal surface when full of fresh water.

No bottle need be used for more than one test.

(5) An inner packaging that is a plastics container that is used to transport a solid must be capable of withstanding at ambient temperature, without leakage or rupture, a drop of 1m, in all of the orientations illustrated in Figure 3.1 (page 58), onto a hard, smooth and horizontal surface, when filled to maximum gross lidded capacity with the goods to be packed or substituted with substances of the same density and other relevant physical properties. No container need be used for more than one test.

(6) Plastics and glass inner packagings of the following types are not required to comply with subclauses (4) and (5):

(a) inner packagings for dangerous goods of Packing Group II and III, that are smaller than the size for which marking is required under Division 7.1; and

(b) inner packagings assembled in a combination package that is smaller than the size for which marking is required under Division 7.1.
Division 3.7—Performance testing

[NOTES:

(1) The Road Regulations and Rail Rules require that every design type of a packaging used to transport dangerous goods must have been performance tested by a recognised testing facility unless exempt from those requirements.

(2) Under Regulation 3.8 a Competent Authority may approve a packaging design type subject to any condition necessary for the safe transport of dangerous goods by road. In particular, a Competent Authority may allow or require:

(a) a performance test on production samples of the design type; and

(b) a performance test on packaging differing in minor respects from the design type; and

(c) repeated performance testing on a single sample of packaging of the design type.

(3) This Division sets out the requirements for performance testing of packages.

(4) This Division does not apply to packagings that are used to transport dangerous goods of Class 2 and that meet the requirements of clause 3.8.2

(5) This Division (except 3.7.1 (3), (5) and (6)) is based on 9.7 of the UN Recommendations.]

Design type testing

3.7.1 (1) A design type, in relation to packaging, is defined by the following characteristics:

(a) the design of the packaging;

(b) the dimensions of the packaging;

(c) the material of which the packaging is made;

(d) the thickness of the material of which the packaging is made;

(e) the manner in which the packaging is constructed;

(f) the manner in which the packaging is packed;

(g) the surface treatment on the packaging; and

(h) the type or means of closure, including the material of which the closure is made and, if applicable, grade of plastics, material and type of seal and type of closure tape.

(2) Packagings are of the same design type if:

(a) they are identical in all of the characteristics set out in subclause (1); or

(b) there are minor variations in any of the characteristics set out in subclause (1), but the packagings meet at least the same level of performance; or

(c) they are identical in all of the characteristics set out in subclause (1) but they are not as tall.

(3) Wooden barrels of up to 250L capacity intended for use in the transport of alcoholic beverages (UN 3065) are exempt from performance testing.

(4) If an inner treatment or coating on a package is required for safety reasons, it must retain its protective properties after the package has been performance tested.
PROVISIONS APPLICABLE TO COMBINATION PACKAGINGS

(5) A design type of combination packaging must be tested using the performance tests that would be applicable to the outer packaging if it were a sole packaging.

(6) The following design types of combination packaging are exempt from performance testing:

(a) a design type of combination packaging intended for use in the transport of dangerous goods of Packing Group II or III, if the aggregate quantity of the dangerous goods in the package is 5kg/L or less;

(b) a design type of combination packaging intended for use in the transport of dangerous goods of Class 3, if:

   (i) the dangerous goods have a viscosity of at least 2680 centistokes at 23°C; or

   (ii) the dangerous goods are manufactured products and have a viscosity of at least 250 centistokes at 23°C or require stirring before use and have a viscosity of at least 20 centistokes at 23°C; and

   (iii) the inner packagings are of 5L capacity or less; and

   (iv) the gross mass of the package does not exceed 40kg;

(c) a design type of combination packaging intended for use in the transport of BATTERIES described by UN numbers 2794, 2795 and 2800.

(7) Where an outer packaging of a combination packaging has been successfully performance tested with different design types of inner packagings, a variety of such inner packagings may also be assembled within that outer packaging. In addition, provided an equivalent level of performance is maintained, the following variations in inner packagings are permitted without further testing of the combination packaging:

(a) inner packaging of equivalent or smaller size; and

(b) inner packagings of a similar design (for example, shape-round, rectangular, etc) to the inner packaging in the design type of combination packaging tested; and

(c) material of construction of the inner packagings (for example, glass, plastics metal, etc) that offers resistance to impact and stacking forces equal to or greater than that of the inner packaging in the design type of combination packaging tested; and

(d) inner packagings that have the same or smaller openings and the closures are of similar design (for example, screw cap, friction lid, etc) as those in the inner packaging of the design type of combination packaging tested; and

(e) additional cushioning material to take up void spaces and to prevent significant movement of the inner packagings; and

(f) orientation of the inner packagings within the outer packaging in the same manner as in the packaging tested.

(8) A lesser number of the tested inner packagings, or of the alternative types of inner packagings identified in the subclause (7)(a), may be used provided sufficient cushioning is added to fill the void space(s) and to prevent significant movement of the inner packagings.

PROVISIONS APPLICABLE TO ‘V’ TYPE PACKAGINGS

(9) Articles or inner packagings of a design type for solids or liquids may be assembled in an outer packaging and transported without further testing under the following conditions:

(a) the outer packaging has been successfully drop tested with fragile (eg glass) inner packagings containing liquid using the Packing Group I drop height; and
(b) the total combined gross mass of inner packagings does not exceed one half the gross mass of inner packagings used for the drop test in paragraph (a) above; and

(c) the thickness of cushioning material between inner packagings, and between the inner packagings and the outside of the packaging, is not reduced below the corresponding thickness in the originally tested packaging; and

(d) if a single inner packaging was used in the original test, the thickness of cushioning between inner packagings is not less than the thickness of cushioning between the outside of the packaging and the inner packaging in the original test; and

(e) if fewer or smaller inner packagings are used (as compared to the inner packagings used in the drop test), sufficient additional cushioning material is used to take up void spaces; and

(f) the outer packaging has successfully passed the stacking test while empty; and

(g) the total mass of identical packagings is based on the combined mass of inner packagings used for the drop test in paragraph (a); and

(h) inner packagings containing liquids are completely surrounded with a sufficient quantity of absorbent material to absorb the entire liquid contents of the inner packagings; and

(i) when the outer packaging is intended to contain inner packagings for liquids and is not leakproof, or is intended to contain inner packagings for solids and is not sift-proof—a means of containing any liquid or solid contents, in the event of leakage, is provided in the form of a leakproof liner, plastic bag or other equally efficient means of containment; and

(j) for packagings containing liquids, the absorbent material required in (h) above should be placed inside the means of containing the liquid contents; and

(k) packagings are marked in accordance with clause 3.5 as having been tested to Packing Group I performance for combination packagings; and

(l) the marked gross mass in kilograms is the sum of the mass of the outer packaging plus one half of the mass of the inner packaging(s) as used for the drop test referred to in (a) above; and

(m) the package mark contains a letter ‘V’ as described in 3.4.4.

PROVISIONS APPLICABLE TO ‘T’ TYPE PACKAGINGS

(10) Salvage packagings should be tested in accordance with the provisions applicable to Packing Group II packagings intended for the transport of solids or inner packagings, except as follows:

(a) The test substance used in performing the tests must be water, and the packagings must be filled to not less than 98% of their maximum capacity. Additives, such as bags of lead shot, may be used to achieve the requisite total package mass so long as they are placed so that the test results are not affected. Alternatively, in performing the drop test, the drop height may be varied in accordance with paragraph 3.7.3.(7)(b).

(b) Packagings must have been successfully subjected to the leakproofness test at 30kPa, with the results of the test reflected in the test report as required in clause 3.7.8.
Preparation of packagings for performance testing

3.7.2  (1) Tests must be carried out on packagings prepared for transport including, with respect to combination packagings, the inner packagings used. Inner or sole receptacles or packagings must be filled to not less than 98% of their capacity for liquids or 95% for solids. For combination packagings where the inner packaging is designed to carry liquids and solids, separate testing is required for both liquid and solid contents. The substances or articles to be transported in the packagings may be replaced by other substances or articles except where this would invalidate the results of the tests. For solids, when another substance is used it must have the same physical characteristics (mass, grain size, etc) as the substance to be carried. It is permissible to use additives, such as bags of lead shot, to achieve the requisite total package mass, so long as they are placed so that the test results are not affected.

(2) In the drop tests for liquids, when another substance is used, it must be of similar relative density and viscosity to those of the substance being transported. Water may also be used for the liquid drop test under the conditions in clause 3.7.3(7).

(3) Paper or fibreboard packagings must be conditioned for at least 24 hours in an atmosphere having controlled temperature and relative humidity (rh). There are three options, one of which must be chosen. The preferred atmosphere is 23°C ± 2°C and 50% ± 2%rh. The two other options are 20°C ± 2°C and 65% ± 2%rh or 27°C ± 2°C and 65% ± 2%rh.

[NOTE: Average values must fall within these limits. Short-term fluctuations and measurement limitations may cause individual measurements to vary up to ± 5% relative humidity without significant impairment of test reproducibility.]

(4) Bung type barrels made of natural wood must be left filled with water for at least 24 hours before the tests.

(5) Additional steps must be taken to ascertain that the plastics material used in the manufacture of plastics drums, plastics jerricans and composite packagings (plastics material) is not incompatible with the goods and complies with the provisions of subclauses 3.3.2, 3.6.7(1) and 3.6.7(5). This may be done, for example, by submitting sample receptacles or packagings to a preliminary test extending over a long period, for example six months, during which the samples would remain filled with the substances they are intended to contain, and after which the samples would be submitted to the applicable tests set out in clauses 3.7.3, 3.7.4, 3.7.5 and 3.7.6. For substances that may cause stress-cracking or weakening in plastics drums or jerricans, the sample, filled with the substance or another substance that is known to have at least as severe a stress-cracking influence on the plastics materials in question, must be subjected to a superimposed load equivalent to the total mass of identical packages that might be stacked on it during transport. The minimum height of the stack, including the test sample that must be considered, is 3m.

Drop type test

3.7.3  (1) The drop type test is specified for all design types of packaging intended to contain dangerous goods.

(2) The number of test samples (per design type and manufacturer) and drop orientation are specified in Table 3.5.
### Table 3.5

#### Drop Test Requirements

<table>
<thead>
<tr>
<th>Packaging</th>
<th>Number of samples</th>
<th>Drop orientation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steel drums</td>
<td>SIX (three for each drop)</td>
<td>First drop (using three samples): the packaging must strike the target diagonally on the chime or, if the packaging has no chime, on a circumferential seam or an edge.</td>
</tr>
<tr>
<td>Aluminium drums</td>
<td></td>
<td>Second drop (using the other three samples): the packaging must strike the target on the weakest part not tested by the first drop, for example a closure or, for some cylindrical drums, the welded longitudinal seam of the drum body.</td>
</tr>
<tr>
<td>Steel jerricans</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aluminium jerricans</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plywood drums</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wooden drums</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fibre drums</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plastics drums and jerricans</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Composite packaging that are in the shape of a drum</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boxes of natural wood</td>
<td>FIVE (one for each drop)</td>
<td>First drop: flat on the bottom</td>
</tr>
<tr>
<td>Plywood boxes</td>
<td></td>
<td>Second drop: flat on the top</td>
</tr>
<tr>
<td>Reconstituted wood boxes</td>
<td></td>
<td>Third drop: flat on the long side</td>
</tr>
<tr>
<td>Fibreboard boxes</td>
<td></td>
<td>Fourth drop: flat on the short side</td>
</tr>
<tr>
<td>Plastics boxes</td>
<td></td>
<td>Fifth drop: on a corner</td>
</tr>
<tr>
<td>Steel or aluminium boxes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Composite packagings that are in the shape of a box</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bags – single ply with a side seam</td>
<td>THREE (three drops per bag)</td>
<td>First drop: flat on a wide face</td>
</tr>
<tr>
<td>Bags – single ply without a side seam, or multi-ply</td>
<td>THREE (two drops per bag)</td>
<td>Second drop: flat on a narrow face</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Third drop: on an end of the bag</td>
</tr>
</tbody>
</table>

[NOTE: Figure 3.1 depicts examples of drop test orientations found to be acceptable for the above packagings.]
Figure 3.1
Examples of Drop Test Orientations

1. Diagonally, with centre of mass directly above the top edge, adjacent the major closure, so as the closure and seam strike the target.

2. Diagonally, with centre of mass directly above the bottom seam, major closure at the lowest position on the drum head.

3. Diagonally, with centre of mass directly above the top seam diametrically opposite the major closure.

4. Vertically, so as to strike the target flat on the bottom.

5. Vertically, so as to strike the target flat on the top.

6. Horizontally, so as to strike the target on the side on the drum with the major closure at the lowest point.
(3) For other than flat drops the centre of gravity must be vertically over the point of impact.

(4) The temperature of the test sample and its contents must be reduced to -18°C or lower for the following packagings:
   (a) plastics drums;
   (b) plastics jerricans;
   (c) plastics boxes other than expanded polystyrene boxes;
   (d) composite packagings (plastics material); and
   (e) combination packagings with plastics inner packagings, other than plastics bags intended to contain solids or articles.

Where test samples are prepared in this way, the conditioning in paragraph 3.7.2 (3) may be waived. Test liquids should be kept in the liquid state by the addition of anti-freeze if necessary.

(5) The target must be a rigid, non-resilient, flat and horizontal surface.

(6) For solids and liquids, if the test is performed with the solid or liquid to be carried or with another substance having essentially the same physical characteristics, the drop height must be as follows:

<table>
<thead>
<tr>
<th>Packing Group I</th>
<th>Packing Group II</th>
<th>Packing Group III</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.8m</td>
<td>1.2m</td>
<td>0.8m</td>
</tr>
</tbody>
</table>

(7) For liquids, if the test is performed with water:
   (a) where the substances to be transported have a relative density not exceeding 1.2, the drop height must be as follows:

<table>
<thead>
<tr>
<th>Packing Group I</th>
<th>Packing Group II</th>
<th>Packing Group III</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.8m</td>
<td>1.2m</td>
<td>0.8m</td>
</tr>
</tbody>
</table>

   (b) where the substances to be transported have a relative density exceeding 1.2, the drop height must be calculated on the basis of the relative density (d) of the substance to be carried, rounded up to the first decimal, as follows:

<table>
<thead>
<tr>
<th>Packing Group I</th>
<th>Packing Group II</th>
<th>Packing Group III</th>
</tr>
</thead>
<tbody>
<tr>
<td>d x 1.5(m)</td>
<td>d x 1.0(m)</td>
<td>d x 0.67(m)</td>
</tr>
</tbody>
</table>

(8) Each packaging containing liquid must be leakproof when equilibrium has been reached between the internal and external pressures, except for inner packagings of combination packagings, in which case it is not necessary that the pressures be equalised.

(9) Where a packaging for solids undergoes a drop test and its upper face strikes the target, the test sample passes the test if the entire contents are retained by an inner packaging or inner receptacle (for example, a plastics bag), even if the closure is no longer sift-proof.
(10) The packaging or outer packaging of a composite or combination packaging must not exhibit any damage liable to affect safety during transport. There must be no leakage of the filling substance from the inner receptacle or inner packaging(s).

(11) Neither the outermost ply of a bag nor an outer packaging may exhibit any damage liable to affect safety during transport.

(12) A slight discharge from the closure(s) upon impact need not be considered to be a failure of the packaging, provided that no further leakage occurs.

(13) No rupture is permitted in the packaging for dangerous goods of Class 1 that would permit the spillage of loose explosive substances or articles from the outer packaging.

(14) For a combination packaging, the inner packagings:
   
   (a) must be retained within the outer packaging; and
   
   (b) must not be capable of being removed from the outer packaging without further damage to the outer packaging.

Leakproofness test

3.7.4 (1) The leakproofness test must be performed on all design types of packagings intended to contain liquids, other than the inner package of a combination packaging.

(2) The inner receptacle of composite packagings may be tested without the outer packaging provided the test results are not affected.

(3) Number of test samples: three test samples per design type and manufacturer are required.

(4) Special preparation of test samples: either vented closures must be replaced by similar non-vented closures or the vent must be sealed.

(5) Test method and pressure to be applied: one of the following methods must be used:
   
   (a) the packagings including their closures must be restrained under water for 5 minutes while an internal air pressure is applied—the method of restraining must not affect the results of the test; or
   
   (b) any other method that is at least as effective.

(6) The air pressure (gauge) to be applied must be as follows:

<table>
<thead>
<tr>
<th>Packing Group I</th>
<th>Packing Group II</th>
<th>Packing Group III</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not less than 30kPa</td>
<td>Not less than 20kPa</td>
<td>Not less than 20kPa</td>
</tr>
</tbody>
</table>

(7) Criteria for passing the test: No package leaks.

Internal pressure (hydraulic) test

3.7.5 (1) The internal pressure (hydraulic) type test is specified for all metal, plastic and composite packagings intended to contain liquids.

(2) Number of test samples: Three test samples per design type and manufacturer are required.
(3) Special preparation of test samples: Vented closures must either be replaced by similar non-vented closures or the vent must be sealed.

(4) Test method: Metal packagings and composite packagings (glass, porcelain or stoneware) including their closures must be subjected to the test pressure for 5 minutes. Plastics packagings and composite packagings (plastics material) including their closures must be subjected to the test pressure for 30 minutes. The manner in which the packagings are supported must not invalidate the test. The test pressure must be applied continuously and evenly; it must be kept constant throughout the test period.

(5) Pressure to be applied: The hydraulic pressure to be applied, as determined by one of the following methods, must be:

(a) not less than the total gauge pressure measured in the packaging (that is, the vapour pressure of the filling substance and the partial pressure of the air or other inert gases, minus 100kPa) at 55°C, multiplied by a safety factor of 1.5 (this total gauge pressure must be determined on the basis of a maximum degree of filling in accordance with clause 3.3.4 and a filling temperature of 15°C);

(b) not less than 1.75 times the vapour pressure at 50°C of the substance to be transported, minus 100kPa, but with a minimum test pressure of 100kPa; or

(c) not less than 1.5 times the vapour pressure at 55°C of the substance to be transported, minus 100kPa, but with a minimum test pressure of 100kPa.

This pressure is the one to be included in the marking required under paragraph 3.5.1(2)(d)(ii).

(6) In addition, packagings intended to contain substances of Packing Group I must be tested to a minimum test pressure of 250kPa (gauge) for a test period of 5 or 30 minutes depending upon the material of construction of the packaging.

(7) Criteria for passing test: No packaging leaks.

Stacking test

3.7.6

(1) The stacking test is required for each design type of packaging other than bags.

(2) Number of test samples: Three test samples per design type and manufacturer must be used.

(3) Test method: The test sample must be subjected to a force applied to the top surface of the test sample equivalent to the total weight of identical packages that might be stacked on it during transport. Where the contents of the test sample are non-dangerous goods liquids with relative density different from that of the liquid to be transported, the force must be calculated in relation to the latter. The minimum height of the stack including the test sample must be 3m. The duration of the test must be 24 hours except that plastics drums, jerricans, and composite packagings 6HH1 and 6HH2 intended for liquids must be subjected to the stacking test for a period of 28 days at a temperature of not less than 40°C.

(4) Criteria for passing test: No package leaks. In composite packagings or combination packagings, there must be no leakage of the filling substance from the inner receptacle or inner packaging. No test sample must show any deterioration that could adversely affect transport safety or any distortion liable to reduce its strength or cause instability in stacks of packages. In instances (such as guided load tests of drums and jerricans) where stacking stability is assessed after completion of the test, this may be considered sufficient when two filled packagings of the same type placed on each test sample maintain their position for one hour. Plastics packagings must be cooled to ambient temperature before the assessment.
Cooperage test for bung type wooden barrels

3.7.7   (1) The cooperage test is required for bung type wooden barrels.

(2) Number of test samples: One barrel

(3) Method of testing: Remove all hoops above the bilge of an empty barrel at least two days old.

(4) Criteria for passing test: The barrel passes the test if the diameter of the cross-section of the upper part of the barrel does not increase by more than 10%.

Test certificates

3.7.8(1) A test certificate must contain the following particulars:

(a) Name and address of the test facility;

(b) Name and address of applicant (where appropriate);

(c) A unique test report identification;

(d) Date of the test report;

(e) Manufacturer of the packaging;

(f) Description of the packaging design type (eg dimensions, materials, closures, thickness, etc), including method of manufacture (eg blow moulding) and that may include drawing(s) and/or photograph(s);

(g) Maximum capacity;

(h) Characteristics of test contents, eg viscosity and relative density for liquids and particle size for solids;

(i) Test descriptions and results; and

(j) The test report should be signed with the name and status of the signatory.

(2) The test certificate must contain statements that the packaging as prepared for transport was tested in accordance with this Code and that the use of other packaging methods or components may render it invalid.

(3) A copy of the test certificate must be made available on request to a Competent Authority and to any person who packs, consigns or transports the packaging.

Division 3.8—Special provision for packaging of particular classes of dangerous goods

[NOTES:

(1) This Division limits the circumstances in which some kinds of packaging may be used in the transport of a specified class of dangerous goods. This Division also sets out requirements for packaging for Class 2, 4.1 and 5.2 dangerous goods. The requirements in this Division therefore apply in addition to the provisions of the Regulations that require packaging to be suitable for and compatible with the dangerous goods to be transported.

(2) The requirements in this Division apply unless otherwise indicated in column 8 of Appendix 2.

(3) This Division does not deal with explosives. For information on packaging methods for explosives refer to the Australian Explosives Code or applicable Commonwealth, State or Territory legislation.]
Class 1

3.8.1 (reserved)

Class 2

3.8.2 (1) Except where otherwise indicated in column 8 of Appendix 1, dangerous goods of Class 2 must be packaged:

(a) in a cylinder that complies with AS 2030; or
(b) in an aerosol dispenser that complies with AS 2278; or
(c) in a package specified for the dangerous goods in the relevant Special Provision; or
(d) in the case of a refrigerated liquefied gas, in a metal vacuum insulated vessel or flask which may be vented to atmosphere; or
(e) in a small receptacle that is non-refillable and without a release device (UN 2037), designed and manufactured to withstand a pressure of at least 1.5 times the vapour pressure of the contents at 55°C; or
(f) in another package approved by a Competent Authority for the purpose of transporting dangerous goods of Class 2.

(2) Each aerosol and small receptacle for dangerous goods of Class 2 must be leakproofness tested in a hot water bath:

(a) at a temperature and for a duration such that the internal pressure reaches that which would be reached at 55°C (50°C if the liquid phase does not exceed 95% of the capacity of the receptacle at 50°C); but

(b) if the contents are sensitive to heat or if the receptacles are made of plastics material which softens at this test temperature, the temperature of the bath may be between 20°C and 30°C provided that one receptacle in 2000 is tested at the temperatures referred to in paragraph (a).

Class 3

3.8.3 (1) Drums and jerricans must be of the non-removable head type.

(2) If a can is used as the inner packaging, the can must have a screwed closure. All packagings must be hermetically sealed.

(3) Despite subclauses (1) and (2), removable head packagings, cans with friction closures and low pressure tubes and cartridges may be used provided that the Class 3 product:

(a) has a viscosity of at least 2680 centistokes at 23°C; or
(b) is a manufactured product having a viscosity of at least 250 centistokes at 23°C; or
(c) is a manufactured product that requires stirring before use and has a viscosity of at least 20 centistokes at 23°C.

(4) Combination packagings of glass bottles must contain inert cushioning around each glass bottle. Where the substance is of Packing Group I, the packaging must contain sufficient inert absorbent to absorb any spillage. Where the outer packaging is a close fitting moulded plastics box, these requirements need not apply. Where the substance is incompatible with the plastics box, the glass bottles must be securely closed in individual compatible plastics bags.
3.8.4 Class 4, other than self-reactive and related substances of Class 4.1

(1) Drums and jerricans must be of the non-removable head type. Also, where a can is used as the inner packaging, the can must have a screwed closure.

(2) Despite subclause (1), removable head packaging and cans with friction closures may be used for Class 4 provided that the Class 4 product is a solid or a liquid with a viscosity of at least 2680 centistokes at 23°C.

(3) All combination packagings for Packing Groups I and II must contain cushioning material.

(4) All substances of Class 4.2 Packing Groups I and II must be hermetically sealed under an inert atmosphere.

(5) All solid substances of Class 4.3, Packing Groups I and II that are transported as solids must be packaged under an inert, dry gas in a hermetically sealed container.

(6) All packagings for solids of Class 4 must be hermetically sealed.

(7) All combination packagings for substances of Class 4 that are liquids must include cushioning material and sufficient inert absorbent material to absorb completely any leakage that might occur. This requirement need not apply where the outer packaging is a close fitting moulded plastics box. Where the substance is incompatible with the plastics box, the inner packagings must be securely closed in individual compatible plastics bags.

(8) Packaging for solid fused substances of Class 4.3 must be closed with a liquid tight closure.

3.8.4.1 Class 4.1—Self-reactive and related substances

(1) The method of ascertaining the packaging method for self-reactive and related substances is the same as set out for organic peroxides under clause 3.8.5.2. Table 3.6 (page 66) sets out the types of packagings to be used, and the quantity permitted in each, for organic peroxides. These requirements also apply to self-reactive and related substances. If the dangerous goods are a self-reactive or related substance, refer to Appendix 6.

(2) Self-reactive and related substances are listed in column 1 of Appendix 6. A concentration of the self-reactive or related substance is specified in column 2 of the Appendix. In column 3 of the Table, a Packing method (for example, “OP7B”) is assigned to a self-reactive or related substance named in column 1 in the concentration specified in column 2 of the Table.

(3) The procedure for ascertaining the packaging method for organic peroxides that have been assigned a packing method set out in subclauses 3.8.5.2(2) to (4) must be followed for self-reactive and related substances that have been assigned a packing method under Appendix 6. Viscous liquids must be treated as solids if the criteria in 1.10 of the UN Recommendations are met.

(4) If the self-reactive or related substance appears in a generic entry as “SELF-REACTIVE...TYPE...” in Appendix 2, the packaging method for that substance is set out in column 8 of Appendix 2.

(5) If a self-reactive or related substance has not been assigned a Packing method in Appendix 6, the procedure set out in subclauses 3.8.5.2(5)(a) to (e) for the assignment of a Packing method to organic peroxides types B to F must be followed to assign the self-reactive or related substance a Packing method.

(6) To avoid unnecessary confinement, metal packagings meeting the test criteria of Packing Group I must not be used. Self-reactive and related substances are assigned to Packing Group II.
(7) If a self-reactive or related substance is required to bear a Class 1 ‘Explosive’ Subsidiary Risk label, subsection 5.3 of the Australian Explosives Code must be complied with.

(8) Packagings for self-reactive and related substances must be constructed so that none of the materials in contact with the contents will catalyse or otherwise dangerously affect the properties of their contents. For combination packagings, cushioning materials must not be readily combustible and must not cause decomposition of the self reactive substance if leakage occurs.

Class 5.1

3.8.5.1

(1) Drums and jerricans must be of the non-removable head type. Also, where a can is used as the inner packaging, the can must have a screwed closure.

(2) Despite subsection (1), removable head packaging and cans with friction closures can be used for Class 5.1 substances provided the substance:

(a) is a solid; or

(b) has a viscosity of not less than 2680 centistokes at 23°C.

(3) All inner and sole packagings for substances in Packing Group I must be hermetically sealed.

(4) All combination packagings containing inner packagings of glass must contain inert cushioning material around each inner packaging. Where the outer packaging is a close fitting moulded plastics box, these requirements need not apply. Where the substance is incompatible with the plastics box, the glass inner must be securely closed in individual compatible plastics bags.

(5) All combination packagings of glass bottles for liquids of Packing Groups I and II must contain inert cushioning around each bottle and contain sufficient inert absorbent to absorb any spillage. Where the outer packaging is a close fitting moulded plastics box, these requirements need not apply. Where the substance is incompatible with the plastics box, the glass bottles must be securely closed in individual compatible plastics bags.

Class 5.2—Organic peroxides – General Packing Requirements

3.8.5.2

(1)

(a) To avoid unnecessary confinement, metal packagings meeting the test criteria of Packing Group I must not be used. Organic peroxides are assigned to Packing Group II.

(b) If an organic peroxide is required to bear a Class 1 ‘Explosive’ Subsidiary Risk label, subsection 5.3 of the Australian Explosives Code must be complied with.

(c) Packagings for organic peroxides must be constructed so that none of the materials which are in contact with the contents will catalyse or otherwise dangerously affect the properties of their contents. For combination packagings, cushioning materials must not be readily combustible and must not cause decomposition of the organic peroxide if leakage occurs.

ORGANIC PEROXIDES – PACKING METHODS

(2) The packing methods for organic peroxides are listed in Table 3.6. They are designated OP1 to OP8. The quantities specified for each packing method represent the maximum quantities of organic peroxides that may be packed using that method. The following kinds of packagings may be used:
(a) drums conforming to clauses 3.6.1, 3.6.2, 3.6.4, 3.6.6 or 3.6.7; or
(b) jerricans conforming to clauses 3.6.3 or 3.6.7; or
(c) boxes conforming to clauses 3.6.8, 3.6.9, 3.6.10, 3.6.11, 3.6.12 or 3.6.13; or
(d) composite packagings with a plastic inner receptacle, conforming to clauses 3.6.18 provided that:
   (i) metal packagings (including inner packagings of combination packagings and outer packagings of combination or composite packagings) are only used for packing methods OP7 and OP8; and
   (ii) in combination packagings, glass receptacles are used only as inner packagings with a maximum content of 0.5 kg or 0.5 L.

### Table 3.6

**Maximum Quantity per Packaging / Package** ¹ for Packing Methods OP1 to OP8

<table>
<thead>
<tr>
<th></th>
<th>OP1</th>
<th>OP2 ¹</th>
<th>OP3</th>
<th>OP4 ¹</th>
<th>OP5</th>
<th>OP6</th>
<th>OP7</th>
<th>OP8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum mass (kg) for solids and for combination packagings (liquid and solid)</td>
<td>0.5</td>
<td>0.5/10</td>
<td>5</td>
<td>5/25</td>
<td>25</td>
<td>50</td>
<td>50</td>
<td>200 ²</td>
</tr>
<tr>
<td>Maximum contents for liquids (L) ³</td>
<td>0.5</td>
<td>n/a</td>
<td>5</td>
<td>n/a</td>
<td>30</td>
<td>60</td>
<td>60</td>
<td>225 ⁴</td>
</tr>
</tbody>
</table>

¹ If two values are given, the first applies to the maximum net mass per inner packaging and the second to the maximum net mass of the complete package.

² 60 kg for jerricans 100 kg for boxes.

³ Viscous liquids should be treated as solids if the criterion in 1.10 of the UN Recommendations is met.

⁴ 60 L for jerricans.

(3) Organic peroxides are listed in column 1 of the Table at Appendix 7. A concentration of the organic peroxide is specified in column 2 of the Table. The percentage of diluent type A is specified in column 3 of the Table. The percentage of diluent type B is specified in column 4 of the Table. The percentage of inert solid within the organic peroxide is specified in column 5 of the Table and the percentage of water within the organic peroxide is specified in column 6 of the Table.

(4) In column 7 of the Table at Appendix 7, a packing method (for example, “OP7A”) is assigned to an organic peroxide named in column 1 in the concentration specified in column 2, containing the percentage of diluent, solid and water specified in columns 3, 4, 5 and 6 of the Table.

(5) If an organic peroxide has not been assigned a packing method in Appendix 7 the following procedure must be used to assign the organic peroxide a packing method.
ORGANIC PEROXIDE TYPE B

(a) Packing method OP5 is to be assigned, provided that the organic peroxide satisfies the criteria in paragraph 11.3.3.3(b) of the UN Recommendations in one of the packagings shown for the packing method. If the organic peroxide can only satisfy those criteria in a smaller packaging than those listed for packing method OP5 (viz. one of the packagings listed for OP1 to OP4), then the corresponding packing method with the lower OP number is assigned.

ORGANIC PEROXIDE TYPE C

(b) Packing method OP6 is assigned, provided that the organic peroxide satisfies the criteria in paragraph 11.3.3.3(c) of the UN Recommendations in one of the packagings shown for the packing method. If the organic peroxide can only satisfy these criteria in a smaller packaging than those listed for packing method OP6, then the corresponding packing method with the lower OP number is assigned.

ORGANIC PEROXIDE TYPE D

(c) Packing method OP7 is assigned to this type of organic peroxide.

ORGANIC PEROXIDE TYPE E

(d) Packing method OP8 is assigned to this type of organic peroxide.

ORGANIC PEROXIDE TYPE F

(e) Packing method OP8 is assigned to this type of organic peroxide.

Class 6.1

3.8.6.1 (1) Drums and jerricans must be of the non-removable head type. Also, where a can is used as the inner packaging, the can must have a screwed closure.

(2) Despite subclause (1), removable head packaging, cans with friction closures and low pressure tubes and cartridges may be used for Class 6.1, provided that the Class 6.1 product:

   (a) is a solid at a temperature between 15°C and 40°C; or
   (b) has a viscosity of not less than 2680 centistokes at 23°C; or
   (c) is a Packing Group III mixture containing at least 10% solid material that requires stirring before use and has a viscosity of not less than 25 centistokes at 23°C.

(3) All inner and sole packagings for substances that have been assigned to Packing Groups I or II on the basis of inhalation toxicity criteria, must be hermetically sealed.

(4) All combination packaging containing inner packagings of glass must contain inert cushioning material around each inner packaging. Where the outer packaging is a close fitting moulded plastics box, these requirements need not apply. Where the substance is incompatible with the plastics box, the glass inners must be securely closed in individual compatible plastics bags.

(5) All combination packagings of glass bottles for liquids of Packing Group I must contain inert cushioning around each bottle and contain sufficient inert absorbent to absorb any spillage. Where the outer packaging is a close fitting moulded plastics expanded box, these requirements need not apply. Where the substance is incompatible with the plastics box, the glass bottles must be securely closed in individual compatible plastics bags.
3.8.7 (Reserved)

Class 8

3.8.8 (1) Drums and jerricans must be of the non-removable head type. Also, where a can is used as the inner packaging, the can must have a screwed closure.

(2) Despite subclause (1), removable head packaging and cans with friction closures and low pressure tubes and cartridges, may be used provided that the Class 8 product:
   (a) is a solid at a temperature between 15°C and 40°C; or
   (b) has a viscosity of at least 2680 centistokes at 23°C; or
   (c) is a Packing Group II or III mixture containing at least 10% solid material that requires stirring before use and has a viscosity not less than 25 centistokes at 23°C.

(3) All inner and sole packagings for substances that are liable to dangerous reaction with water must be hermetically sealed.

(4) A Class 8 substance is taken to be a solid substance if it is a solid at a temperature between 15°C and 40°C.

(5) All combination packagings containing inner packagings of glass, porcelain or stoneware must contain inert cushioning material around each inner packaging. Where the outer packaging is a close fitting moulded plastic box, these requirements need not apply. Where the substance is incompatible with the plastics box, the glass inners must be securely closed in individual compatible plastics bags.

Class 9

3.8.9 (1) Drums and jerricans must be of the non-removable head type. Also, where a can is used as the inner packaging, the can must have a screwed closure.

(2) Despite subclause (1), removable head packaging, cans with friction closures and low pressure tubes and cartridges may be used for Class 9 provided that the Class 9 product:
   (a) is a solid at a temperature between 15°C and 40°C; or
   (b) has a viscosity of not less than 2680 centistokes at 23°C; or
   (c) is a mixture containing at least 10% solid material (such as resins, waxes or pigments) that requires stirring before use and has a viscosity of not less than 25 centistokes at 23°C.

(3) All combination packagings containing inner packagings of glass must contain inert cushioning material around each inner packaging. Where the outer packaging is a close fitting moulded plastics box, these requirements need not apply. Where the substance is incompatible with the plastics box, the glass inners must be securely closed in individual compatible plastics bags.

(4) All combination packagings of glass bottles for liquids of Packing Group I must contain inert cushioning around each bottle and contain sufficient inert absorbent to absorb any spillage. Where the outer packaging is a close fitting moulded plastics expanded box, these requirements need not apply. Where the substance is incompatible with the plastics box, the glass bottles must be securely closed in individual compatible plastics bags.
Division 3.9—Used packagings

Re-use of packagings generally

3.9.1 (1) Subject to subclauses (2) to (9) inclusive, a packaging may be re-used to transport dangerous goods.

(2) Plastics drums and jerricans must not be re-used to transport dangerous goods of Packing Group I.

(3) If the packaging uses a vented cap, a new closure of original specification must be fitted before the packaging is re-used.

(4) If the packaging is a composite packaging with a flexible plastics inner receptacle (other than a poly-lined steel drum), the packaging must be fitted with a new inner receptacle of original specification before the packaging is re-used.

(5) A plastics packaging must not be re-used to transport dangerous goods more than five years after the date of its manufacture.

(6) Each packaging must be examined before re-use.

(7) If the packaging exhibits signs of interior or exterior damage or deterioration affecting its ability to withstand performance testing, it must not be re-used to transport dangerous goods.

(8) Any irrelevant markings and labels must be removed from the package before it is re-used.

(9) The packaging must be transported only within distribution chains controlled by the consignor of the dangerous goods.

Reprocessed steel drums

3.9.2 1A1 non-removable head

1A2 removable head

(1) A reprocessed steel drum must not be used to transport dangerous goods of Packing Group I.

(2) A reprocessed steel drum may be used to transport dangerous goods of Packing Group II or III, if:

(a) the drum has been selected for reprocessing in accordance with the Drum Reprocessing Code (Supplement 1 to this Code); and

(b) the drum does not exhibit damage that would require it to be designated ‘Not Acceptable’ under the Drum Reprocessing Code; and

(c) the drum has been reprocessed by a reprocessor approved by a Competent Authority under the Drum Reprocessing Code; and

(d) the reprocessed drum has satisfied the tests that are required under the Drum Reprocessing Code; and

(e) the reprocessed drum is marked in accordance with the Drum Reprocessing Code.
CHAPTER 4—BULK CONTAINERS

Division 4.1—Restrictions on transport in bulk

Certain dangerous goods must not be transported in bulk

4.1.1 Subject to clauses 4.7.1 and 4.7.2, dangerous goods must not be transported in bulk if it is stated in column 9 of Appendix 2 in relation to the goods, or in any special provision applicable to the goods, that dangerous goods of that type must not be transported in bulk.

[NOTE: Clauses 4.7.1 and 4.7.2 outline the method for determining if dangerous goods of Class 4.1 and Class 5.2 may be transported in bulk].

Division 4.2—General requirements for transport in bulk

Containers must not be incompatible or damaged

4.2.1 Dangerous goods must not be transported in a bulk container if the container is:

(a) constructed of material which is incompatible with the goods; or

(b) leaking, defective or damaged so that it is not safe to transport the goods.

Dangerous goods as a liquid or gas in bulk

4.2.2 If a vehicle is transporting dangerous goods as a liquid or a gas in bulk, every valve, cap, manhole cover or other closure on the vehicle, bulk container or any associated piping must be kept closed and secured so as to avoid unsafe loss of containment.

Polymers and molten solids

4.2.3 (1) If a tank is used to transport dangerous goods that are likely to polymerise or solidify, any fittings on the tank that are likely to come into contact with the goods (whether in a liquid or vapour state) should not be obstructed by the goods so as to create a risk.

(2) Any material removed from a tank during cleaning operations should be kept wetted or otherwise kept safe until it has been removed to a safe place.

Division 4.3—Approval of tank designs

Application for approval of a tank design

4.3.1 (1) An application for the approval of a tank design must include the following information:

(a) the name and address of the applicant; and

(b) the name and address of manufacturer; and

(c) the names of the States or Territories in which it is intended that the tank design will be used; and
(d) any evidence of approvals already issued in respect of the submitted design; and

(e) a description of the applicable characteristic properties of the dangerous goods in relation to which approval is sought, including:

(i) chemical properties, eg toxicity, reactivity, corrosivity, stability; and

(ii) vapour pressure at 46°C, 50°C and 65°C; and

(iii) flash point; and

(iv) boiling point; and

(v) melting point; and

(vi) density; and

(vii) molecular mass; and

(viii) specific heat at constant volume; and

(ix) specific heat at constant pressure; and

(x) latent heat of vaporisation of the liquid at a pressure which is 20% above the start-to-discharge pressure of the relief device specified in the tank design; and

(xi) gas compressibility factor at a pressure which is 20% above the start-to-discharge pressure of the relief device; and

(xii) absolute temperature of the vapour below the pressure relief device when that device is discharging and the pressure is 20% above the start-to-discharge pressure of that device; and

(f) drawings, data and calculations indicating details of:

(i) any codes and standards used to determine eligibility for approval; and

(ii) construction materials and welding consumables; and

(iii) openings including manhole openings and openings for filling, emptying and venting, opening covers and the means of securing those covers; and

(iv) provisions made for protection of valves and fittings in case of overturn or collision (if this is not provided by external frame members); and

(v) any pressure relieving device intended to be fitted; and

(vi) seating and supports; and

(vii) lifting arrangements; and

(viii) external fittings and attachments.

(2) If a tank is intended to form part of, or be attached to, a vehicle, an application for approval of the tank design should include the following information, in addition to the information required under sub-clause (1):

(a) drawings of the tank and the vehicle, showing the means by which the tank is to form part of, or be attached to, the vehicle;

(b) other information relevant to whether a tank and vehicle manufactured or attached in accordance with the design complies with:

(i) the part of AS 2809 applicable to the tank and vehicle; or

(ii) another standard to which it is intended to manufacture the tank.
Division 4.4—Design approval of tanks

Standards applicable to tanks manufactured in Australia

4.4.1 (1) Subject to subclause (2), a Competent Authority to whom an application is made for approval of a tank design must not approve the design if a tank manufactured in accordance with the design:

(a) in the case of a tank that is intended to form part of or to be attached to a road vehicle—would not be constructed in accordance with a standard referred to in Table 4.1 that applies to:
   (i) a tank of the type to which the application relates; or
   (ii) a tank used to transport dangerous goods of the kind specified in the application.

(b) in any other case—would not be constructed in accordance with a standard referred to in clause 4.4.3 that applies to:
   (i) a tank of the type to which the application relates; or
   (ii) a tank used to transport dangerous goods of the kind specified in the application.

(2) If no standard referred to in subclause (1) is applicable to the tank design, the Competent Authority may approve the design if it is satisfied that the use of a tank manufactured in accordance with the design to transport dangerous goods of the type specified in the application would not increase risk.

Table 4.1

Construction standards for road tank vehicles

<table>
<thead>
<tr>
<th>Column 1 Design key</th>
<th>Column 2 Standard</th>
<th>Column 3 Type of dangerous goods</th>
</tr>
</thead>
<tbody>
<tr>
<td>RT1</td>
<td>AS 2809 – Parts 1 &amp; 2</td>
<td>Flammable liquids</td>
</tr>
<tr>
<td>RT2</td>
<td>AS 2809 – Parts 1 &amp; 3</td>
<td>Liquefied compressed gases</td>
</tr>
<tr>
<td>RT3</td>
<td>AS 2809 – Parts 1 &amp; 6</td>
<td>Cryogenic gases &amp; liquids</td>
</tr>
<tr>
<td>RT4</td>
<td>AS 2809 – Parts 1 &amp; 4, Type 1</td>
<td>Toxic or corrosive liquids</td>
</tr>
<tr>
<td>RT5</td>
<td>AS 2809 – Parts 1 &amp; 4, Type 2</td>
<td>Toxic or corrosive liquids</td>
</tr>
<tr>
<td>RT6</td>
<td>AS 2809 – Parts 1 &amp; 4, Type 3</td>
<td>Toxic or corrosive liquids (substances with a high vapour pressure or which are unloaded by gas pressure)</td>
</tr>
<tr>
<td>RT7</td>
<td>AS 2809 – Parts 1 &amp; 4, Type 4</td>
<td>Toxic or corrosive liquids (density ≤ 1)</td>
</tr>
<tr>
<td>RT8</td>
<td>AS 2809 – Parts 1 &amp; 4, Type 5</td>
<td>Toxic or corrosive liquids (density &gt; 1)</td>
</tr>
<tr>
<td>RT9</td>
<td>AS 2809 – Parts 1 &amp; 5</td>
<td>Tars, liquid (UN 1999)</td>
</tr>
<tr>
<td>RT10</td>
<td>As approved by the Competent Authority</td>
<td>Other</td>
</tr>
</tbody>
</table>

NOTES:  
RT4 may be used where RT5 is appropriate  
RT8 may be used where RT7 is appropriate.
Standards for tanks intended to form part of or be attached to road vehicles

4.4.2 (1) Column 1 contains a list of RT numbers. An RT number refers to a particular kind of tank that is intended to form part of a road vehicle or to be attached to a road vehicle.

(2) Column 2 specifies the standard applicable to a kind of tank with a corresponding RT number.

(3) An RT number may be specified for certain types of dangerous goods in column 8 of Appendix 2. A tank having an RT number corresponding to dangerous goods of a particular type may, subject to the tank design approval, be used to transport dangerous goods of that type.

(4) Column 3 contains descriptions of types of dangerous goods which generally correspond to the type of dangerous goods for which the corresponding RT number is specified in column 8 of the Appendix.

Standards for other tanks manufactured in Australia

4.4.3 The following standards are relevant for the purpose of subclause 4.4.1(1)(b):

(a) AS 1210—SAA Unfired Pressure Vessels Code (for a pressure vessel);

(b) AS 2022—SAA Anhydrous Ammonia Code (for a tank intended to transport anhydrous ammonia);

(c) AS/NZS 3711.6—Freight Containers: Tank containers (for a tank container);

(d) section 13 of the General Introduction to the IMDG Code (for a portable tank);

(e) RID (for a portable tank);

(f) ARA Rolling Stock Manual (for a tank forming part of a rail tank vehicle).

Standards for tanks manufactured outside Australia

4.4.4 A tank that is manufactured outside Australia and which is approved under any of the following standards is a foreign approved tank for the purpose of transport in Australia:

(a) section 13 of the General Introduction to the IMDG Code;

(b) RID;

(c) ADR.

Division 4.5—Compliance plates and other approval information

Compliance plate—specified information

4.5.1 A compliance plate fixed to a tank vehicle or tank must include the following information:

(a) the name of the manufacturer of the tank; and

(b) the date on which the tank was manufactured; and

(c) the tank serial number; and

(d) the maximum allowable working pressure for the tank; and

(e) test pressure; and
(f) metallurgical design temperature of the tank if the temperature is above 50°C or below -20°C; and
(g) the capacity of the tank; and
(h) the maximum mass of dangerous goods that may be transported in the tank under the design approval; and
(i) maximum gross mass of the tank; and
(j) the name of the Competent Authority who granted the approval and the approval number; and
(k) the initial hydraulic test date and subsequent test dates for the tank; and
(l) the name of the authority or organisation that witnessed the last hydraulic test; and
(m) if the design approval is based on compliance with an Australian Standard or other standard or code, the standard or code to which the tank or vehicle has been designed.

Compliance plate—other requirements

4.5.2 A compliance plate must:
(a) be durable, non-corrosive and fireproof; and
(b) be stamped, embossed or marked in any other permanent and legible manner; and
(c) have letters and numbers that are at least 5mm high; and
(d) be securely attached to the tank or its mounting; and
(e) be clearly visible when the tank is placed on the vehicle; and
(f) where an applicable standard specifies a location for the plate—be placed in that location.

Tanks transporting organic peroxides

4.5.3 An approval of a tank for the transport of an organic peroxide must specify any control temperature and emergency temperature for the substance when transported in a tank of the approved design, as derived from the SADT.

Division 4.6—IBCs

[NOTES:
(1) The specific technical requirements for this Division for particular IBCs are contained in the “Specifications for Intermediate Bulk Containers for the Transport of Dangerous Goods”. This document should be consulted for guidance on:
   (a) the selection of an IBC for a particular type of dangerous goods; and
   (b) the appropriate use of a particular IBC; and
   (c) the requirements for periodic in-service testing and inspection of IBCs and the keeping of records.
(2) The operational requirements for IBCs are based on recommendations contained in Chapter 16 of the UN Recommendations.]
Approval of IBC design

4.6.1 A Competent Authority to whom an application is made for approval of an IBC design must not approve the design unless the design complies with the requirements of the “Specifications for Intermediate Bulk Containers for the Transport of Dangerous Goods” (Supplement 2 to this Code) for an IBC of that kind.

IBCs transporting organic peroxides and self-reactive and related substances

4.6.2 An approval of an IBC for the transport of an organic peroxide or self-reactive or related substance must specify any control temperature and emergency temperature for the substance when transported in an IBC of the approved design, as derived from the SADT.

Operational requirements for IBCs

4.6.3 (1) An IBC must be inspected before being filled and transported to ensure that:

(a) it is free from corrosion, contamination or other damage which renders it unsafe to transport the goods; and

(b) any service equipment is functioning properly.

(2) Any IBC which, upon inspection, show signs of reduced strength as compared with the tested design type must not be used or must be reconditioned so that it is able to withstand the design type tests.

(3) When filling an IBC with liquid, sufficient ullage must be left to ensure that at the mean bulk temperature of 50°C, the IBC is not filled to more than 98% of its capacity.

(4) Where several closure systems are fitted in series to an IBC, the closure system nearest to the substance being transported must be closed first.

(5) During transport, no dangerous residue should adhere to the outside of the IBC.

(6) An empty IBC that has contained dangerous goods must be treated as if it contains that substance until it has been purged of the residue of that substance.

(7) If an IBC is used to transport liquids with a flash point of not more than 60.5°C (closed cup), or powders liable to dust explosion, measures must be taken to prevent a dangerous electrostatic discharge.

(8) If an IBC is used to transport solids which may become liquid at temperatures likely to be encountered during transport, the IBC must be capable of containing the substance in the liquid state.

(9) If an IBC is used to transport liquids, the outlet must be securely sealed with a secondary closure fitted to the bottom discharge valve.

(10) If an IBC is carried on a vehicle, it must be restrained by a method appropriate to its characteristics which complies with sub-clause (11).

(11) A method used to restrain an IBC on a vehicle must be capable of withstanding a load not less than twice the total mass of the IBC and its contents.
Division 4.7—Transport of organic peroxides and self-reactive and related substances

Transport of self-reactive and related substances in bulk

4.7.1 (1) A self-reactive or related substance of Class 4.1 (other than a self-reactive or related substance of Type F) must not be transported in bulk.

(2) A self-reactive or related substance of Type F must not be transported in bulk unless it is transported in an IBC.

Transport of organic peroxides in bulk

4.7.2 (1) An organic peroxide of Class 5.2 must not be transported in an IBC unless:

(a) the organic peroxide is of a type and in the quantity which is specified in relation to an IBC in Table 4.2; and

(b) the IBC is of the type specified for the organic peroxide in Table 4.2.

(2) An organic peroxide must not be transported in a tank unless the organic peroxide is of a type which is specified for transport in a tank in Table 4.3 or in Appendix 7.

How to read Table 4.2

4.7.3 (1) Each organic peroxide prescribed for transport in an IBC is described by reference to its UN number in column 1 of the table and its proper shipping name in column 2 of the table.

(2) The IBC specified for the organic peroxide is an IBC of the type specified in column 3 of the table, with the maximum quantity specified in column 4 of the table.

How to read Table 4.3

4.7.4 (1) Each organic peroxide prescribed for transport in a tank is described by reference to its UN number in column 1 of the table and its proper shipping name in column 2 of the table.

[NOTE: You will find Tables 4.2 and 4.3 at the end of this Chapter.]

Emergency-relief devices

4.7.5 (1) A metal IBC or a composite IBC with a complete metal casing transporting a self-reactive or related substance of type F or an organic peroxide must be fitted with an emergency-relief device.

(2) The emergency-relief device must be designed to vent all the decomposition products and vapours evolved during a period of not less than one hour of complete fire-engulfment (heat load 110kW/m²).

IBCs containing organic peroxides in an enclosed vehicle

4.7.6 If an IBC contains an organic peroxide of Class 5.2, the IBC must be transported wholly within an enclosed vehicle.
Guidelines—emergencies in the transport of an organic peroxide

4.7.7 When deciding how to transport an organic peroxide, the likelihood of emergencies such as the self-accelerating decomposition of the organic peroxide and fire-engulfment, should be considered.

Guidelines—maintenance

4.7.8 (1) An IBC or tank used in the transport in bulk of an organic peroxide should be thoroughly inspected before loading.

(2) The driver of a road vehicle transporting an organic peroxide in bulk should be given instruction about the operation of the refrigeration system in the IBC or tank.

(3) In the event of loss of temperature control in an IBC or a tank used in the transport in bulk of an organic peroxide, established procedures to deal with loss of temperature control should be followed.

(4) There should be regular monitoring of operating temperatures in an IBC or tank used in the transport in bulk of an organic peroxide.

(5) In the event of loss of temperature control in an IBC or tank used in the transport in bulk of an organic peroxide, there should be provision made for a back-up refrigeration system or for spare parts to be available for the refrigeration system.

Guidelines—temperature in the refrigeration system

4.7.9 (1) Any control or temperature sensing device in the refrigeration system of an IBC or tank used in the transport in bulk of an organic peroxide should be readily accessible, and all electrical connections in the refrigeration system should be weather-proof.

(2) The temperature of air space within an IBC or tank used in the transport in bulk of an organic peroxide should be:

(a) checked every four to six hours and logged; and

(b) measured by two independent sensors.

(3) The output of the independent sensors in an IBC or tank used in the transport in bulk of an organic peroxide should be recorded so that temperature changes are readily detectable.

(4) If a substance with a control temperature of less than +25°C is transported in an IBC or tank, the IBC or tank should be equipped with visible and audible alarms.

(5) If an IBC or tank is equipped with visible and audible alarms, the alarms should be:

(a) powered independently of the refrigeration system; and

(b) set to operate at or below the control temperature.

Guidelines—exceeding control temperature

4.7.10 (1) If the control temperature in an IBC or tank is exceeded during the transport in bulk of an organic peroxide, an alert procedure should be initiated involving:

(a) if necessary, repairs to the refrigeration equipment; and

(b) if necessary, an increase in the cooling capacity of the refrigeration equipment (eg by adding liquid or solid refrigerants); and
(c) frequent checking of the temperature; and  
(d) preparation for implementation of the emergency procedures.

(2) If the emergency temperature is reached or exceeded, the emergency procedures should be set in operation.

Guidelines—determining suitable temperature control

4.7.11 In determining the suitability of a particular means of temperature control for the transport in bulk of an organic peroxide, the following factors should be considered:

(a) the control temperature of the substance to be transported; and  
(b) the difference between the control temperature and the anticipated ambient temperature conditions; and  
(c) the effectiveness of the thermal insulation; and  
(d) the duration of transport; and  
(e) the allowance of a safety margin for delays.

Guidelines—preventing temperature control excess

4.7.12 In choosing a suitable method for preventing the control temperature being exceeded, when transporting an organic peroxide in bulk, the following factors should be considered in order of increasing control capability:

(a) thermal insulation, provided that the initial temperature of the organic peroxide is sufficiently below the control temperature; and  
(b) thermal insulation with coolant system, provided that:
   (i) an adequate quantity of coolant (e.g., liquid nitrogen or solid carbon dioxide), allowing a reasonable margin for delay, is transported; and  
   (ii) liquid oxygen or air is not used as coolant; and  
   (iii) there is a uniform cooling effect even when most of the coolant has been consumed; and  
   (iv) the need to ventilate the unit before entering is clearly indicated by a warning on each door of the unit; and  
(c) single mechanical refrigeration, provided that flameproof fittings are used within the coolant compartment to prevent ignition of flammable vapours from the organic peroxides; and  
(d) combined mechanical refrigeration system with coolant system, provided that:
   (i) the two systems are independent of one another; and  
   (ii) the requirements in (b) and (c) are complied with; and  
(e) dual mechanical refrigeration system, provided that:
   (i) apart from the integral power supply unit, the two systems are independent of one another; and  
   (ii) each system alone is capable of maintaining adequate temperature control; and  
   (iii) flameproof fittings are used in the coolant compartment to prevent ignition of flammable vapours from the organic peroxide.
Division 4.8—Maintenance of bulk containers

Pressure vessels
4.8.1 A bulk container that is a pressure vessel must be maintained, tested and inspected in accordance with:
   (a) AS3788; or
   (b) a State or Territory law relating to pressure vessels, or
   (c) in the case of a pressure vessel which is a foreign approved tank—in accordance with any requirements of the standard under which the tank design is approved.

Bulk containers that form part of or are attached to road vehicles
4.8.2 A bulk container (other than a pressure vessel that is referred to in clause 4.8.1) that forms part of, or is attached to, a road vehicle must be:
   (a) hydraulically tested at intervals of not more than 5 years to ensure that the tank continues to meet the test pressures specified in:
       (i) the standard under which the tank design is approved; or
       (ii) if the standard does not specify test requirements or test intervals—in the design approval; and
   (b) visually inspected internally and externally at intervals of not more than five years and at such other periods as may be necessary to ensure that the tank remains suitable for the safe transport of dangerous goods of the type specified in the design approval.

Tanks that form part of rail tank vehicles
4.8.3 A tank that forms part of a rail tank vehicle must be hydraulically tested and visually inspected at intervals prescribed by the ARA Rolling Stock Manual.

Portable tanks
4.8.4 A portable tank must be hydraulically tested and visually inspected internally and externally at intervals specified in:
   (a) section 13 of the General Introduction to the IMDG Code; or
   (b) another standard under which the tank design is approved.

Foreign approved tanks
4.8.5 A foreign approved tank must be maintained, tested and inspected in accordance with any requirements of the standard under which the tank design is approved.

Division 4.9—Attachment systems

Securing containers
4.9.1 (1) A bulk container which is transported on a vehicle must be:
   (a) securely fastened to the vehicle; or
   (b) contained within the periphery of the vehicle;
   so as to prevent movement during transport, and so as to provide adequate external support.
(2) A tank container must be secured on a vehicle using either:
   (a) four engaged twist locks; or
   (b) another equally effective method for securing the container.

**Stability of tank containers**

4.9.2 (1) A tank container which is transported on a road vehicle must be placed on the vehicle so that the height of the centroid of the tank cross section at tank half length falls within an isosceles triangle having:
   (a) a base length at ground level equal to the overall width between the outside walls of the outside tyres of the main load bearing axle groups, and
   (b) base angles not exceeding 64 degrees.

(2) It is sufficient compliance with sub-clause (1) if the distance between the ground and the load bearing surface of the loaded container’s bottom corner casting does not exceed 1100mm.

**Design criterion for attachment systems of tanks to vehicles**

4.9.3 Unless the standard to which the tank is constructed provides otherwise, the design criterion for the attachment systems between a tank and a vehicle must not be less than twice that due to the total mass of the container and the accessories and load of the container.

**Calculations in determining design criterion of attachment systems**

4.9.4 Unless the standard to which the tank is constructed provides otherwise, calculations in determining the design criterion of the attachment systems between a tank and a vehicle must be based upon the greater of the density of the load and a value of 1000kg/m$^3$.

**Cargo quantity in determining design criterion of attachment systems**

4.9.5 The cargo quantity in determining the design criterion of the attachment systems between a tank and a vehicle must be the maximum permissible loading.
# Table 4.2
Currently assigned organic peroxides suitable for transport in IBCs

<table>
<thead>
<tr>
<th>UN No.</th>
<th>Organic peroxide</th>
<th>Type of IBC</th>
<th>Maximum Capacity (L)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3109</td>
<td>ORGANIC PEROXIDE, TYPE F, LIQUID</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>tert-Butyl peroxyacetate, not more than 32% in diluent type A</td>
<td>31 A</td>
<td>1250</td>
</tr>
<tr>
<td></td>
<td>tert-Butyl peroxy-3,5,5-trimethylhexanoate, not more than 32% in diluent type A</td>
<td>31A1</td>
<td>1000</td>
</tr>
<tr>
<td></td>
<td>Cumyl hydroperoxide, not more than 90% in diluent type A</td>
<td>31HA1</td>
<td>1250</td>
</tr>
<tr>
<td></td>
<td>Dibenzoyl peroxide, not more than 42% as a stable dispersion</td>
<td>31H1</td>
<td>1000</td>
</tr>
<tr>
<td></td>
<td>Di-tert-butyl peroxide, not more than 32% in diluent type A</td>
<td>31 A</td>
<td>1250</td>
</tr>
<tr>
<td></td>
<td>1,1-Di-(tert-butylperoxy) cyclohexane, not more than 42% in diluent type A</td>
<td>31H1</td>
<td>1000</td>
</tr>
<tr>
<td></td>
<td>Dilauroyl peroxide, not more than 42%, stable dispersion, in water</td>
<td>31HA1</td>
<td>1000</td>
</tr>
<tr>
<td></td>
<td>Isopropyl cumyl hydroperoxide, not more than 72% in diluent type A</td>
<td>31HA1</td>
<td>1250</td>
</tr>
<tr>
<td></td>
<td>p-Menthyl hydroperoxide, not more than 72% in diluent type A</td>
<td>31HA1</td>
<td>1250</td>
</tr>
<tr>
<td></td>
<td>Peroxyacetic acid, stabilized, not more than 17%</td>
<td>31H1</td>
<td>1500</td>
</tr>
<tr>
<td>3110</td>
<td>ORGANIC PEROXIDES, TYPE F, SOLID</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3119</td>
<td>ORGANIC PEROXIDE, TYPE F, LIQUID, TEMPERATURE CONTROLLED</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>tert-Butyl peroxo-2-ethylhexanoate, not more than 32% in diluent type B</td>
<td>31HA1</td>
<td>1000</td>
</tr>
<tr>
<td></td>
<td>tert-Butyl peroxypivalate, not more than 27% in diluent type B</td>
<td>31A1</td>
<td>1250</td>
</tr>
<tr>
<td></td>
<td>Di-(4-tert-butycyclohexyl) peroxydicarbonate, not more than 42%, stable dispersion, in water</td>
<td>31HA1</td>
<td>1000</td>
</tr>
<tr>
<td></td>
<td>Dimyristyl peroxydicarbonate, not more than 42%, stable dispersion, in water</td>
<td>31A1</td>
<td>1250</td>
</tr>
<tr>
<td></td>
<td>Di-(3,5,5-trimethylhexanoyl) peroxide, not more than 38% in diluent type A</td>
<td>31HA1</td>
<td>1000</td>
</tr>
</tbody>
</table>

[NOTES:

(1) When consigning an organic peroxide in an IBC in accordance with the above provisions, it is the responsibility of the consignor to ensure that:
   
   (a) the pressure and emergency relief valves installed on the IBC are designed to take appropriate account of the self-accelerating decomposition of the organic peroxide and of fire engulfment; and
   
   (b) when applicable, the control and emergency temperatures indicated in Appendix 7 are appropriate, taking into account the design (e.g. insulation) of the IBC to be used.

(2) For the following IBCs, bottom openings are allowed—see Section 6 of Supplement 2].
Table 4.3  
Currently assigned organic peroxides suitable for transport in tank containers

<table>
<thead>
<tr>
<th>UN No.</th>
<th>Organic Peroxide</th>
</tr>
</thead>
<tbody>
<tr>
<td>3109</td>
<td>ORGANIC PEROXIDES, TYPE F, LIQUID</td>
</tr>
<tr>
<td></td>
<td>tert-Butyl hydroperoxide(^1) not more than 72% with water</td>
</tr>
<tr>
<td></td>
<td>Cumyl hydroperoxide, not more than 90% in diluent type A</td>
</tr>
<tr>
<td></td>
<td>Di-tert-butyl peroxide, not more than 32% in diluent type A</td>
</tr>
<tr>
<td></td>
<td>Isopropyl cumyl hydroperoxide, not more than 72% in diluent type A</td>
</tr>
<tr>
<td></td>
<td>p-Menthyl hydroperoxide, not more than 72% in diluent type A</td>
</tr>
<tr>
<td></td>
<td>Pinanyl hydroperoxide, not more than 56% in diluent type A</td>
</tr>
<tr>
<td>3110</td>
<td>ORGANIC PEROXIDES TYPE F, SOLID</td>
</tr>
<tr>
<td></td>
<td>Dicumyl peroxide(^2)</td>
</tr>
<tr>
<td>3119</td>
<td>ORGANIC PEROXIDES, TYPE F, LIQUID, TEMPERATURE CONTROLLED</td>
</tr>
<tr>
<td></td>
<td>tert-Butyl peroxyacetate, not more than 32% in diluent type B</td>
</tr>
<tr>
<td></td>
<td>tert-Butyl peroxy-2-ethylhexanoate, not more than 32% in diluent type B</td>
</tr>
<tr>
<td></td>
<td>tert-Butyl peroxy-3,5,5-trimethylhexanoate, not more than 32% in diluent type B</td>
</tr>
<tr>
<td></td>
<td>Di-[(3,5,5-trimethylhexanoyl) peroxide, not more than 38% in diluent type A</td>
</tr>
<tr>
<td>3120</td>
<td>ORGANIC PEROXIDES, TYPE F, SOLID, TEMPERATURE CONTROLLED</td>
</tr>
</tbody>
</table>

\(^1\) Provided that steps have been taken to achieve the safety equivalence of 65% tert-Butyl hydroperoxide and 35% water.

\(^2\) Maximum quantity per receptacle 2000 kg
CHAPTER 5—FREIGHT CONTAINERS

Safety standards

5.1.1 A freight container used to transport dangerous goods must:
(a) be suitable for transporting the goods; and
(b) be free of any defect that is likely to cause a hazard in transporting the goods; and
(c) be clean and dry on the inside; and
(d) be free of dangerous residues.

Securing freight containers

5.1.2 A freight container containing dangerous goods which is transported on a vehicle must be secured on the vehicle using either:
(a) four engaged twist locks; or
(b) another equally effective method for securing the container.

Standards for freight containers

5.1.3 A freight container used to transport dangerous goods must:
(a) comply with the standards specified in AS/NZS 3711 relating to the construction, maintenance and use of freight containers; or
(b) comply with the standards specified by ISO for freight containers used to transport dangerous goods.
CHAPTER 6—UNIT LOADS

General requirements

6.1.1 If packages are transported in a unit load, the following provisions apply:

(a) the packages must be

   (i) approved sole or combination packages unless otherwise exempted; and

   (ii) secured in the unit load; and

(b) the unit load must be wrapped, strapped or otherwise secured in a manner that minimises the likelihood of damage to the packages during transport; and

(c) if the unit load is intended to support overstowage it must be of a shape suitable for this purpose and strong enough to support stacking of unit loads of similar density to the height to which they are intended to be stacked during transport; and

(d) the unit load must be strong enough to withstand repeated handling; and

(e) the materials used to wrap the unit load must be capable of withstanding exposure to moisture, extremes of temperature, sunlight and minor leakages of substance in the unit load; and

(f) the unit load must be suitable for lifting by fork lift truck or other lifting apparatus; and

(g) if the lifting points are not apparent on the unit load, they must be marked on the load.

Inner packagings

6.1.2 An inner packaging that is not contained within an outer packaging must not be transported in a unit load unless a Competent Authority approves a method of unitising the packaging for transport in a unit load.

Incompatible dangerous goods

6.1.3 Packages containing dangerous goods which are incompatible may be transported together in a unit load if a Competent Authority approves the transport of the packages in a unit load.
CHAPTER 7—MARKING AND PLACARDING

Division 7.1—Format of labels and emergency information panels

Class and subsidiary risk labels

7.1.1 (1) A class label, in relation to a class of dangerous goods described in column 1 of Table 7.2, is a label substantially of the format, design and colour of the label specified for dangerous goods of that class in column 2 of the Table.

(2) A subsidiary risk label, in relation to dangerous goods with a Subsidiary Risk described in column 1 of Table 7.2, is:

(a) a label substantially of the format, design and colour of the label specified in column 3 of the Table for the goods; or

(b) a label substantially of the format, design and colour of the label specified in column 2 of the Table with the class number removed, as shown in Figure 7.1; or

(c) for elevated temperature substances (UN numbers 3256, 3257 or 3258), an elevated temperature label in accordance with the one illustrated at the end of Table 7.2.

(3) A mixed class label must be substantially of the design and colour specified in Figure 7.2.

(4) The surface immediately surrounding and within 5mm of a class or subsidiary risk label on a package or a bulk or freight container must, if practicable, be of a colour contrasting with the background colour(s) of the label, except that when a class label for Classes 2.3, 4.1, 4.2, 6.1, 6.2, 7, 8 or 9 is printed on a white background, it will be sufficient if the outer dotted line illustrated in Table 7.2 is a solid line.

(5) If a class label or subsidiary risk label is attached to a package or a bulk or freight container that has been imported into Australia, the label is taken to be substantially in the form specified for a particular class or subsidiary risk in Table 7.2 if the label meets the specifications for format, design and colour applicable to dangerous goods of that class or subsidiary risk in any of the following:

(a) UN Recommendations;

(b) the IMDG Code;

(c) the IATA Regulations;

(d) the ICAO Rules.

[NOTES:

(1) You will find Table 7.2 and Figures 7.1 and 7.2 at the end of this Chapter.

(2) Recommended layout and design of lettering for class and subsidiary risk labels is set out in AS 1216.

(3) The labelling requirements for dangerous goods of Class 1 and Class 7 are not dealt with in this Code.]

Emergency Information Panel

7.1.2 An Emergency Information Panel is a placard that is substantially of the format and design specified in Figure 7.3 and that includes the following particulars:
(a) in space (a):
   (i) the proper shipping name for the dangerous goods being transported in bulk; and
   (ii) if the proper shipping name includes the expression “N.O.S.”—that expression must be included but the names of substances which contribute most to the hazard of the goods may be omitted; and

(b) in space (b)—the UN Number for the dangerous goods; and

(c) in space (c):
   (i) any Hazchem Code assigned to the dangerous goods; and
   (ii) if the letter ‘[S]’, ‘[T]’, ‘[Y]’ or ‘[Z]’ appears in square brackets in column 5 of the entry for the dangerous goods in Appendix 2—that letter must be in reverse print, that is, white letter on black background; and
   (iii) if the dangerous goods are environmentally hazardous substances (UN3077 and UN3082)—the expression “CONTAIN SPILLAGE”; and

(d) in space (d)—the expression “IN EMERGENCY DIAL 000, POLICE or FIRE BRIGADE”; and

(e) in space (e)—the class label for the dangerous goods and any subsidiary risk label or labels applicable to the dangerous goods; and

(f) in space (f)—the name of an organisation responsible for providing the telephone advisory service, and a telephone number of the service, including (STD) area code.

[NOTES:
(1) You will find Figure 7.3 at the end of this Chapter.
(2) An example of a completed Emergency Information Panel is illustrated in the example to Figure 7.3 at the end of this Chapter.]

Multi-load Emergency Information Panel

7.1.3 A multi-load Emergency Information Panel is a placard substantially of the format and design specified in Figure 7.3 that includes the following particulars:

(a) in space (a)—nothing, the space is to be left blank; and

(b) in space (b)—the expression “Multi-Load”; and

(c) in space (c)—the mixed load Hazchem Code ascertained in accordance with Appendix 4 for the combination of the dangerous goods being transported in bulk; and

(d) in space (d)—the expression “IN EMERGENCY DIAL 000, POLICE or FIRE BRIGADE”; and

(e) in space (e):
   (i) if the dangerous goods belong to the same class—the class label appropriate to that class; or
   (ii) if the dangerous goods do not belong to the same class—a mixed class label; and

(f) in space (f)—the name of an organisation responsible for providing the telephone advisory service and a telephone number of the service, including (STD) area Code.
Mixed load (refined petroleum product) Emergency Information Panel

7.1.4 A mixed load (refined petroleum product) Emergency Information Panel is a placard substantially of the format and design specified in Figure 7.3 that includes the following particulars:

(a) in space (a)—the expression “PETROLEUM FUEL”; and
(b) in space (b)—the expression “1270”; and
(c) in space (c)—the mixed load Hazchem Code ascertained in accordance with Appendix 4 for the combination of the dangerous goods being transported in bulk; and
(d) in space (d)—the expression “IN EMERGENCY DIAL 000, POLICE or FIRE BRIGADE”; and
(e) in space (e)—a Class 3 label; and
(f) in space (f)—the name of an organisation responsible for providing the telephone advisory service and a telephone number of the service, including (STD) area Code.

Dimensions of an Emergency Information Panel

7.1.5 (1) An Emergency Information Panel referred to in clause 7.1.2, 7.1.3 or 7.1.4 must be of the dimensions specified in Figure 7.3.

(2) Despite subclause (1), if an IBC or tank has a capacity of not more than 3 cubic metres, an Emergency Information Panel fixed to the IBC or tank may have dimensions not less than half those shown in Figure 7.3.

(3) If an Emergency Information Panel of smaller dimensions than those specified in Figure 7.3 is used, the size of a label and the height of lettering and numerals on the panel must be reduced in proportion to the reduced dimensions of the panel.

Dividing an Emergency Information Panel

7.1.6 If, because of an obstruction on the vehicle or container, it is not reasonably practicable to mount an emergency information panel as a whole, the panel may be divided into two parts and mounted on either side of the obstruction.

Division 7.2—Marking packages

Marking packages containing dangerous goods

7.2.1 (1) Subject to (2), a package containing dangerous goods must be marked with the markings specified in a flow chart for dangerous goods of the type to which the flow chart applies.

(2) A combination packaging containing dangerous goods in a load to which clause 1.2.1 (consumer commodities) applies, is not required to be marked in accordance with this chapter.

How to read the flow charts

7.2.2 (1) There is a flow chart (starting on page 95) for each of the following dangerous goods:

(a) Class 2.1;
(b) Class 2.2;
(c) Class 2.3;
(d) Class 3 (other than Packing Group III manufactured product);
(e) Class 3 (Packing Group III manufactured product);
(f) Class 4.1;
(g) Class 4.2;
(h) Class 4.3;
(i) Class 5.1;
(j) Class 5.2, Type B;
(k) Class 5.2, Types C-F;
(l) Class 6.1;
(m) Class 6.2;
(n) Class 8;
(o) Class 9.

(2) Each flow chart sets out a series of questions for determining whether and how a package containing dangerous goods of each type is to be marked.

(3) The questions are set out at the top of each flow chart. The possible answers are contained in the boxes beneath the question.

(4) The marking or markings specified for the package are set out after the arrow at the end of the chart. If no marking is specified, the words “no marking” will appear after the arrow.

[NOTE: You will find the flow charts at the end of this Division.]

Standard marking for a package

7.2.3 A standard marking for a package, when specified in a flow chart for a package, is a marking that includes:

(a) the proper shipping name of each type of dangerous goods in the package; and
(b) the UN Number for each type of dangerous goods in the package, prefaced with either “UN” or “UN No.”; and
(c) a class label for each class of dangerous goods in the package; and
(d) at least one each of any subsidiary risk label that is applicable to the goods in the package and that is not the same as any class label applicable to the goods in the package; and
(e) the name and address in Australia of the manufacturer or consignor of the dangerous goods, or their agent.

Inner package marking

7.2.4 An inner package marking, when specified in a flow chart for an inner package, is a marking that includes:

(a) the proper shipping or technical name for the dangerous goods in the package; and
(b) the class label for the dangerous goods in the package; and
(c) the subsidiary risk label or labels applicable to the goods.
Marking of aerosols and cylinders

7.2.5 (1) A gas cylinder must also be marked in accordance with AS 2030.

(2) An inner packaging that is an aerosol must be marked:
   (a) with the markings applicable to dangerous goods of Class 2 and, where relevant, any subsidiary risk of the aerosol; and
   (b) may also be marked with any consumer safety advice in accordance with AS 2278.

Method of applying markings to packages

7.2.6 (1) If a package must be marked, the marking may be fixed to the package or may be stencilled onto or printed on the package.

(2) If a package must be marked, the method of applying the marking to the package must be capable of passing the following test:
   (a) not less than 10 samples of the markings must be applied to one or more of the packagings; and
   (b) the packaging must be immersed in water at a temperature of 25°C ± 2°C for a continuous period of 4 hours; and
   (c) the packagings must be removed from the water and dried.

(3) The method of applying a marking to a package has passed the test if:
   (a) each of the markings on the packagings remain completely affixed; and
   (b) the details on each marking are legible; and
   (c) the colour of the class labels and subsidiary risk labels has not substantially changed.

Dimensions of labels on a package

7.2.7 If a class label or a subsidiary risk label must be marked on a package containing dangerous goods, the label must be of at least the dimensions specified for the package in Table 7.1.

Size of a marking other than a label

7.2.8 If a marking other than a label must be marked on a package, the marking should be in letters and numbers of at least the size specified for the package in Table 7.1.

How to read Table 7.1

7.2.9 (1) Column 1 of Table 7.1 contains a description of a package containing dangerous goods.

(2) The minimum dimensions of a class label that is to appear on a package described in column 1 of the table are specified in column 2 of the table.

(3) The recommended minimum size of letters and numbers of a marking, other than a label, that is to appear on a package described in column 1 of the table is specified in column 3 of the table.
Guideline—position of markings on a package

7.2.10 (1) Where practicable, a marking on a package should be placed in a position in which it will be visible if the package is stacked with other packages in the normal way.

(2) Where a package must be marked with more than one label, the labels should be placed in positions adjacent to one another on the same face of the package.

Table 7.1
Minimum Dimensions of Class and Subsidiary Risk Labels

<table>
<thead>
<tr>
<th>Column 1 Description of packaged dangerous goods</th>
<th>Column 2 Minimum dimensions of Class and Subsidiary Risk Labels in mm</th>
<th>Column 3 Recommended minimum size of lettering in mm</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Class 2 (other than aerosols)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>If the package has a capacity of:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• not more than 0.5 L</td>
<td>15 x 15</td>
<td>2.5</td>
</tr>
<tr>
<td>• more than 0.5 L but not more than 5 L</td>
<td>20 x 20</td>
<td>3</td>
</tr>
<tr>
<td>• more than 5 L but not more than 150 L</td>
<td>30 x 30</td>
<td>5</td>
</tr>
<tr>
<td>• more than 150 L</td>
<td>100 x 100</td>
<td>7</td>
</tr>
<tr>
<td><strong>Class 2 (Aerosols)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>If the aerosol is:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• not more than 25 g</td>
<td>10 x 10</td>
<td>2</td>
</tr>
<tr>
<td>• more than 25 g but not more than 0.5 kg</td>
<td>15 x 15</td>
<td>2.5</td>
</tr>
<tr>
<td>• more than 0.5 kg but not more than 5 kg</td>
<td>20 x 20</td>
<td>3</td>
</tr>
<tr>
<td>• more than 5 kg but not more than 25 kg</td>
<td>50 x 50</td>
<td>5</td>
</tr>
<tr>
<td>• more than 25 kg</td>
<td>100 x 100</td>
<td>7</td>
</tr>
<tr>
<td><strong>Class 3, 4, 5, 6, 8 or 9</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>If the goods in the package are:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• in a liquid state and in a quantity of not more than 0.5 L; or in a solid state and in a quantity of not more than 0.5 kg</td>
<td>15 x 15</td>
<td>2.5</td>
</tr>
<tr>
<td>• are in a liquid state and in a quantity of more than 0.5 L but not more than 5 L; or in a solid state and in a quantity of more than 0.5 kg; but not more than 5 kg</td>
<td>20 x 20</td>
<td>3</td>
</tr>
<tr>
<td>• are in a liquid state and in a quantity of more than 5 L but not more than 25 L; or in a solid state and in a quantity of more than 5 kg but not more than 25 kg</td>
<td>50 x 50</td>
<td>5</td>
</tr>
<tr>
<td>• are in a liquid state and in a quantity of more than 25 L; or in a solid state and in a quantity of more than 25 kg</td>
<td>100 x 100</td>
<td>7</td>
</tr>
</tbody>
</table>
Package marking - Class 2 (other than inner packaging aerosols)
Class 2.1 and Class 2.3

What Class of dangerous goods are in the package?

- Class 2.1
- Class 2.3

What Kind of packaging is used?

- inner packaging of combination packaging
- sole packaging or outer packaging of combination packaging

What is the water capacity of the packaging?

- packaging with a capacity of less than 30mL
- packaging with a capacity of 30mL or more
- packaging with a capacity of 100mL or more

The marking specified for the package?

- no marking
- inner package marking
- standard marking

Class 2.2

- inner packaging of combination packaging
- sole packaging or outer packaging of combination packaging

- packaging with a capacity of less than 100mL
- packaging with a capacity of 100mL or more
Flow Charts

Package marking - Class 3 (other than PGIII manufactured product)

What Class of dangerous goods are in the package?

Into what Packing Group do the goods fall?

What Kind of packaging is used?

What is the quantity of packaged dangerous goods?

The marking specified for the package?

Class 3 (other than manufactured PGIII product)

Packing Group I

inner packaging of combination packaging

less than 20mL → no marking

20mL or more → inner package marking

sole packaging or composite packaging or outer packaging of combination packaging

any quantity → standard marking

Packing Group II

inner packaging of combination packaging

less than 150mL → no marking

150mL or more → inner package marking

sole packaging or composite packaging or outer packaging of combination packaging

less than 150mL → no marking

150mL or more → standard marking

Packing Group III

inner packaging of combination packaging

less than 300mL → no marking

300mL or more → inner package marking

sole packaging or composite packaging or outer packaging of combination packaging

less than 300mL → no marking

300mL or more → standard marking

Package marking - Class 3 (Packing Group III manufactured product)

Class 3 (PGIII manufactured product)

Packing Group III

inner packaging of combination packaging

less than 2L → no marking

2L or more → inner package marking

sole packaging or composite packaging or outer packaging of combination packaging

less than 2L → no marking

2L or more → standard marking
Flow Charts

Package marking - Class 4.1

What Class of dangerous goods are in the package?

Into what Packing Group do the goods fall?

What Kind of packaging is used?

What is the quantity of packaged dangerous goods?

The marking specified for the package?

Class 4.1

Packing Group I

inner packaging of combination packaging

less than 20g → no marking

20g or more → inner package marking

sole packaging or composite packaging or outer packaging of combination packaging

any quantity → standard marking

Packing Group II or III

inner packaging of combination packaging

less than 2kg → no marking

2kg or more → inner package marking

sole packaging or composite packaging or outer packaging of combination packaging

less than 2kg → no marking

2kg or more → standard marking

Package marking - Class 4.2

Class 4.2

Packing Group I

inner packaging of combination packaging

less than 20g → no marking

20g or more → inner package marking

sole packaging or composite packaging or outer packaging of combination packaging

any quantity → standard marking

Packing Group II or III

inner packaging of combination packaging

less than 500g → no marking

500g or more → inner package marking

sole packaging or composite packaging or outer packaging of combination packaging

less than 500g → no marking

500g or more → standard marking
Flow Charts

Package marking - Class 4.3

What Class of dangerous goods are in the package?

Into what Packing Group do the goods fall?

What Kind of packaging is used?

What is the quantity of packaged dangerous goods?

The marking specified for the package?

Class 4.3

Packing Group I

inner packaging of combination packaging

less than 20g

no marking

20g or more

inner package marking

any quantity

standard marking

Packing Group II or III

inner packaging of combination packaging

less than 150g

no marking

150g or more

inner package marking

sole packaging or composite packaging or outer packaging of combination packaging

less than 150g

no marking

150g or more

standard marking
Flow Charts

Package marking - Class 5.1

<table>
<thead>
<tr>
<th>What Class of dangerous goods are in the package?</th>
<th>Into what Packing Group do the goods fall?</th>
<th>What Kind of packaging is used?</th>
<th>What is the quantity of packaged dangerous goods?</th>
<th>The marking specified for the package?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class 5.1</td>
<td>Packing Group I</td>
<td>inner packaging of combination packaging</td>
<td>less than 20ml (if liquid) less than 20g (if solid)</td>
<td>no marking</td>
</tr>
<tr>
<td></td>
<td></td>
<td>sole packaging or composite packaging or outer packaging of combination packaging</td>
<td>20ml or more (if liquid) 20g or more (if solid)</td>
<td>inner package marking</td>
</tr>
<tr>
<td></td>
<td>Packing Group II or III</td>
<td>inner packaging of combination packaging</td>
<td>any quantity</td>
<td>standard marking</td>
</tr>
<tr>
<td></td>
<td></td>
<td>sole packaging or composite packaging or outer packaging of combination packaging</td>
<td>1L or more (if liquid) 1kg or more (if solid)</td>
<td>no marking</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>less than 1L (if liquid) less than 1kg (if solid)</td>
<td>no marking</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1L or more (if liquid) 1kg or more (if solid)</td>
<td>standard marking</td>
</tr>
</tbody>
</table>
**Package marking - Class 5.2 Type B**

**What Kind of dangerous goods are in the package?**

- Class 5.2 Type B

**What Kind of packaging is used?**

- inner packaging of combination packaging
- sole packaging or composite packaging or outer packaging of combination packaging

**What is the quantity of packaged dangerous goods?**

- less than 150mL/150g
- 150mL or more
  - 150g or more

**The marking specified for the package?**

- no marking
- inner package marking, with a subsidiary risk 1 label, and, if the criteria for Packaging Groups I and II of Class 8 are met, include a subsidiary risk 8 label.
- no marking
- standard marking, with a subsidiary risk 1 label, and, if the criteria for Packaging Groups I and II of Class 8 are met, include a subsidiary risk 8 label.

---

**Package marking - Class 5.2 Types C - F**

**Class 5.2 Types C - F**

**inner packaging of combination packaging**

**less than 150mL/150g**

- no marking
- inner package marking and, if the criteria for Packaging Groups I and II of Class 8 are met, include a subsidiary risk 8 label.

**sole packaging or composite packaging or outer packaging of combination packaging**

**less than 150mL/150g**

- no marking
- standard marking and, if the criteria for Packaging Groups I and II of Class 8 are met, include a subsidiary risk 8 label.
Flow Charts

Package marking - Class 6.1

What Class of dangerous goods are in the package?

Into what Packing Group do the goods fall?

What Kind of packaging is used?

What is the quantity of packaged dangerous goods?

The marking specified for the package?

Class 6.1

Packing Group I

inner packaging of combination packaging

less than 20ml (if liquid) less than 20g (if solid)

no marking

inner package marking

sole packaging or composite packaging or outer packaging of combination packaging

20ml or more (if liquid) 20g or more (if solid)

standard marking

Packing Group II or III

inner packaging of combination packaging

less than 500mL (if liquid) less than 500g (if solid)

no marking

inner package marking

sole packaging or composite packaging or outer packaging of combination packaging

500mL or more (if liquid) 500g or more (if solid)

no marking

standard marking

inner packaging of combination packaging

any quantity

no marking

inner package marking

sole packaging or composite packaging or outer packaging of combination packaging

500mL or more (if liquid) 500g or more (if solid)

standard marking

Note: Further marking may be required by applicable State or Territory legislation
Package marking - Class 8

What Class of dangerous goods are in the package?  

Class 8

Into what Packing Group do the goods fall?

What Kind of packaging is used?

What is the quantity of packaged dangerous goods?

The marking specified for the package?

Packing Group I

inner packaging of combination packaging

less than 20ml (if liquid)
less than 20g (if solid)

no marking

20ml or more (if liquid)
20g or more (if solid)

inner package marking

any quantity

standard marking

sole packaging or composite packaging or outer packaging of combination packaging

Packing Group II or III

inner packaging of combination packaging

less than 500mL (if liquid)
less than 500g (if solid)

no marking

500mL or more (if liquid)
500g or more (if solid)

inner package marking

sole packaging or composite packaging or outer packaging of combination packaging

less than 500mL (if liquid)
less than 500g (if solid)

no marking

500mL or more (if liquid)
500g or more (if solid)

standard marking

Package marking - Class 9

What Class of dangerous goods are in the package?

Class 9

Into what Packing Group do the goods fall?

What Kind of packaging is used?

What is the quantity of packaged dangerous goods?

The marking specified for the package?

Packing Group II or III

inner packaging of combination packaging

less than 2L (if liquid)
less than 2kg (if solid)

no marking

2L or more (if liquid)
2kg or more (if solid)

inner package marking

sole packaging or composite packaging or outer packaging of combination packaging

less than 2L (if liquid)
less than 2kg (if solid)

no marking

2L or more (if liquid)
2kg or more (if solid)

standard marking
**Division 7.3—Marking unit loads**

**Marking a unit load—pallets**

7.3.1  (1) This clause applies to a unit load that is made up of:
(a) packages of dangerous goods stacked on a pallet or other base and secured by strapping, shrink or stretch wrap or other material; and
(b) packages of dangerous goods in a protective outer container such as a pallet box.

(2) The unit load must be marked with the following labels:
(a) a class label for each class of dangerous goods in the load; and
(b) any subsidiary risk label that is applicable to the dangerous goods in the load and that is not the same as any class label applicable to dangerous goods in the load.

(3) Each label must be placed:
(a) if the unit load is constructed with lifting points for fork-lift tines—on at least 2 sides of the load above the lifting points on those sides; or
(b) if the unit load is not constructed with lifting points for fork-lift tines—on at least 2 opposite sides of the load.

**Marking a unit load—slings**

7.3.2  A unit load that is made up of packages of dangerous goods in a sling must be marked with:
(a) a class label for each class of dangerous goods in the load; and
(b) any subsidiary risk label that is applicable to the dangerous goods in the load and that is not the same as any class label applicable to dangerous goods in the load.

**Dimensions of markings on a unit load**

7.3.3  Each label on a unit load must be at least 100 millimetres square.

**Method of applying markings to unit loads**

7.3.4  If a unit load must be marked, the marking may be fixed to the unit load or may be stencilled onto or printed on the unit load.

**Exception to marking a unit load**

7.3.5  A unit load containing one class of dangerous goods does not need to be marked in accordance with clauses 7.3.1, 7.3.2, 7.3.3 and 7.3.4 if:
(a) each package in the unit load is marked in accordance with this Chapter; and
(b) either:
   (i) the unit load is made up of identical packages of dangerous goods, and the marking on at least one package on each side of the load is legible and is not obscured by material used to wrap the load; or
   (ii) the markings on the outermost packages within the unit load are legible and are not obscured by the material used to wrap the unit load.
Placarding a freight container—packaged dangerous goods

7.4.1 A freight container that contains a placard load of packaged dangerous goods and does not contain dangerous goods in bulk must be placarded with:

(a) if dangerous goods in the container are all of the same class and all have the same UN Number:
   (i) the UN Number for the goods; and
   (ii) class labels for the goods; and
   (iii) any subsidiary risk label that is applicable to the goods; or
(b) if the dangerous goods in the container are of the same class but do not have the same UN Number:
   (i) class labels for the goods; and
   (ii) any subsidiary risk label that is applicable to the goods; or
(c) if the dangerous goods in the container are of different classes, either or both of the following:
   (i) mixed class labels;
   (ii) class labels for each class of dangerous goods in the container and any subsidiary risk label that is applicable to the dangerous goods in the container except where the risk is already indicated by a class label.

Placarding a freight container—dangerous goods in bulk

7.4.2 Subject to clause 7.4.9, a freight container that contains dangerous goods in bulk but no packaged dangerous goods must be placarded with:

(a) if the dangerous goods in the container have the same UN number—Emergency Information Panels; or
(b) if the dangerous goods in the container are a mixed load of refined petroleum products—mixed load (refined petroleum product) Emergency Information Panels; or
(c) if the dangerous goods in the container have different UN numbers—multi-load Emergency Information Panels.

Placarding a freight container—bulk and packages

7.4.3 A freight container that contains dangerous goods in bulk and packaged dangerous goods must be placarded with the following placards:

(a) Emergency Information Panels applicable to the dangerous goods in bulk as if there was only dangerous goods in bulk in the container; and
(b) class labels for each class of packaged dangerous goods in the container and any subsidiary risk label that is applicable to the packaged dangerous goods in the container except where that risk is already indicated by a class label; or
(c) if the packaged dangerous goods in the container are of different classes and are not of the same class as the dangerous goods in bulk, mixed class labels may be used instead of any labels required under subclause (b).
Placarding freight containers not free from dangerous goods

7.4.4 (1) Placards must not be removed from a freight container that has contained dangerous goods unless the container is free from dangerous goods.

(2) Placards must be removed from a freight container when it has been freed from dangerous goods.

Dimensions of labels on freight containers

7.4.5 If a freight container must be placarded with labels, each label must be at least 250 millimetres square.

Position of labels on freight containers

7.4.6 If a freight container must be placarded with class labels or subsidiary risk labels, each label must be placed on the sides of the container so that when the container is placed on the vehicle, each different label is visible from either side of the vehicle.

Position of Emergency Information Panels on a freight container

7.4.7 If a freight container must be placarded with Emergency Information Panels, the Emergency Information Panels must be placarded on each side of the freight container so that when the container is placed on the vehicle, an Emergency Information Panel is visible from each side of the vehicle.

Dimensions and position of UN Number on freight container

7.4.8 If the UN Number for dangerous goods must be placarded on a freight container, the number:

(a) must be placed:

(i) on the lower half of the class label for the goods, as shown in Figure 7.4; or

(ii) adjacent to the class label, as shown in Figure 7.5; and

(b) must be at least 65 millimetres high.

Exceptions to placarding freight containers

7.4.9 (1) A freight container containing dangerous goods in bulk does not need to be placarded with Emergency Information Panels in accordance with clause 7.4.7 if:

(a) the container is either:

(i) placarded outside Australia and imported into Australia; or

(ii) loaded in Australia for export; and

(b) the vehicle on which the freight container is transported is placarded with Emergency Information Panels in accordance with this Chapter; and

(c) the container is marked in accordance with the IMDG Code or the IATA Regulations or the ICAO Rules.

(2) A freight container which contains IBC’s containing solid dangerous goods of PG II or PG III may be placarded as if it contains packaged dangerous goods in accordance with clause 7.4.1.
Method of placarding freight containers

7.4.10 (1) If a freight container must be placarded, the placard may be:
(a) securely fixed to the container; or
(b) stencilled onto or printed on the container; or
(c) placed securely in a frame that is securely fixed to the container.

(2) If a freight container must be placarded:
(a) the letters and numerals on the placard must be legible; and
(b) the placard must be durable and weather resistant; and
(c) the placard must not be obscured; and
(d) unless the border of the placard is of a contrasting colour and design, the part of the container immediately behind the placard must be of a contrasting colour to the colour of the placard.

Non-duplication of placards—packaged and bulk dangerous goods

7.4.11 Where class labels, subsidiary risk labels and Emergency Information Panels are required to be placarded on the sides of a freight container is used to transport dangerous goods in bulk and packaged dangerous goods, then:
(a) a class label is not required if that label forms part of the Emergency Information Panel; and
(b) a subsidiary risk label is not required if that risk is already indicated by a class label.

Division 7.5—Placarding bulk containers

Placarding bulk containers

7.5.1 A bulk container, other than a multi-compartment tank, that contains dangerous goods in bulk must be placarded with Emergency Information Panels.

Placarding multi-compartment tanks

7.5.2 A multi-compartment tank that contains different types of dangerous goods in different compartments must:
(a) have at each outlet point of each compartment of the tank a mark identifying the dangerous goods contained in that compartment; and
(b) be placarded with the following:
   (i) if the dangerous goods in the compartments are a mixed load of refined petroleum products—mixed load (refined petroleum product) Emergency Information Panels; or
   (ii) if the dangerous goods in the compartments have different UN Numbers and are not a mixed load of refined petroleum products—multi-load Emergency Information Panels; or Emergency Information Panels for each compartment containing dangerous goods, together with a rear facing multi-load information panel.
Placarding bulk containers not free from dangerous goods

7.5.3 (1) Placards must not be removed from a bulk container that has contained dangerous goods unless the container is free from dangerous goods.

(2) Placards must be removed from a bulk container when it has been freed from dangerous goods.

Placement of Emergency Information Panels on a bulk container

7.5.4 Emergency Information Panels must be placed on a bulk container:

(a) if the bulk container is a tank in a frame—anywhere on the frame or tank; or

(b) if the bulk container is a tank not in a frame—on the tank; or

(c) if the bulk container is an IBC constructed with lifting points for fork-lift tines on 2 sides of the IBC—on those 2 sides of the IBC above the lifting points;

and in any case:

(d) in a substantially vertical plane; and

(e) on each side of the bulk container, so that when the container is placed on the vehicle, an Emergency Information Panel is visible from each side of the vehicle.

Means of placarding bulk containers

7.5.5 (1) If a bulk container must be placarded, the placard may be:

(a) securely fixed to the container; or

(b) stencilled onto or printed on the container; or

(c) placed securely in a frame that is securely fixed to the container.

(2) If a bulk container must be placarded:

(a) the letters and numerals on the placard must be legible; and

(b) the placard must be durable and weather resistant; and

(c) the placard must not be obscured; and

(d) unless the border of the placard is of a contrasting colour and design, the part of the container immediately behind the placard must be of a contrasting colour to the colour of the placard.

Exceptions to placarding IBCs

7.5.6 Despite clause 7.5.1, if:

(a) either:

(i) an IBC is marked outside Australia and imported into Australia; or

(ii) an IBC is filled in Australia for export; and

(b) the IBC is transported in a closed, sealed freight container; and

(c) all of the IBCs within the freight container contain the same type of goods; and

(d) the freight container is placarded in accordance with Division 7.4 of this Code; and
(e) the IBC is not removed from the freight container until delivered to the consignee or exported.

the IBC may be marked as if it were a sole package containing dangerous goods of the type and in the quantity contained in the IBC.

**Exception to placarding portable tanks**

**7.5.7** A portable tank containing dangerous goods in bulk does not need to be placarded with Emergency Information Panels in accordance with clause 7.5.4 if:

(a) the tank is either:

   (i) placarded outside Australia and imported into Australia; or

   (ii) filled in Australia for export; and

(b) the vehicle on which the tank is transported is placarded with Emergency Information Panels in accordance with this Chapter; and

(c) the tank is marked in accordance with the IMDG Code or the IATA Regulations or the ICAO Rules.

**Unodourized LP Gas**

**7.5.8** A bulk container that contains unodourized LP Gas must be placarded with an applicable Emergency Information Panel which includes the following particulars:

(a) in space (a)—the expression “UNODOURIZED LP GAS”; and

(b) in space (b)—the expression “1075”.

**Division 7.6—Placarding road vehicles**

**Placarding a road vehicle—packaged dangerous goods**

**7.6.1** A road vehicle transporting a placard load of packaged dangerous goods but no dangerous goods in bulk must be placarded with:

(a) if there is only one class of dangerous goods on the vehicle:

   (i) class labels for the goods; and

   (ii) subsidiary risk labels applicable to the goods; or

(b) if there is more than one class of dangerous goods on the vehicle during the journey, either or both of the following:

   (i) mixed class labels;

   (ii) class labels for each class of dangerous goods on the vehicle and any subsidiary risk label that is applicable to the dangerous goods except where that risk is already indicated by a class label on the vehicle.

**Road vehicle transporting dangerous goods in bulk—same UN Number**

**7.6.2** A road vehicle transporting dangerous goods in bulk having the same UN Number but no packaged dangerous goods must be placarded with:

(a) a class label for the goods; and

(b) any subsidiary risk label that is applicable to the goods; and

(c) Emergency Information Panels.
Road vehicle transporting dangerous goods in bulk—different UN Numbers

7.6.3 A road vehicle transporting dangerous goods in bulk that have different UN Numbers but no packaged dangerous goods must be placarded with:

(a) either or both of the following:
   (i) class labels for each class of dangerous goods on the vehicle and subsidiary risk labels applicable to the dangerous goods on the vehicle;
   (ii) where the goods are of more than one Class, mixed class labels; and

(b) either:
   (i) if the goods are a mixed load of refined petroleum products—mixed load (refined petroleum product) Emergency Information Panels; or
   (ii) if the goods are not a mixed load of refined petroleum products—multi-load Emergency Information Panels.

Road vehicle transporting bulk and packaged dangerous goods

7.6.4 A road vehicle transporting dangerous goods in bulk and packaged dangerous goods must be placarded with the following:

(a) the Emergency Information Panels and labels applicable to the dangerous goods in bulk as if there were only dangerous goods in bulk on the vehicle; and

(b) class labels for each Class of dangerous goods on the vehicle and any subsidiary risk label that is applicable to the dangerous goods except where that risk is already indicated by a class label; or

(c) if the packaged dangerous goods on the vehicle are of different classes and are not of the same class as the dangerous goods in bulk, mixed class labels may be used instead of any or all labels required under subclause (b)

Dimensions of labels on road vehicles

7.6.5 If a road vehicle must be placarded with a label, the label must be at least 250 millimetres square.

Placement of labels—packaged dangerous goods

7.6.6 (1) Where labels are required to be placarded on a road vehicle transporting packaged dangerous goods, the label or labels must be placed at the front and rear of the vehicle.

(2) Where labels are required to be placarded on a combination road vehicle transporting packaged dangerous goods, the label or labels must be placed:

(a) at the front and rear of the combination; and

(b) on each side of each vehicle which forms part of the combination and on which a placard load is being transported.

Placement of placards—dangerous goods in bulk

7.6.7 Where labels and Emergency Information Panels are required to be placarded on a road vehicle transporting dangerous goods in bulk, the labels and Emergency Information Panels must be placed as follows:
(a) a label or labels at the front of the vehicle; and
(b) an Emergency Information Panel or Emergency Information Panels on each side of
the vehicle; and
(c) an Emergency Information Panel at the rear of the vehicle; and
(d) in the case of a combination road vehicle—an Emergency Information Panel or
Emergency Information Panels on each side of each vehicle which forms part of the
combination and on which dangerous goods in bulk are being transported.

Non-duplication of placards—packaged and bulk dangerous goods

7.6.8 Where class labels, subsidiary risk labels and Emergency Information Panels are required to
be placarded on the sides and rear of a vehicle transporting dangerous goods in bulk and
packaged dangerous goods:
(a) a class label is not required if that label forms part of an Emergency Information
Panel; and
(b) a subsidiary risk label is not required if that label forms part of the Emergency
Information Panel or if that risk is already indicated by a class label.

[NOTE: Some illustrations of the placement of placards for typical vehicle configurations are set out in
Figure 7.6 at the end of this Chapter.]

Position of Emergency Information Panels

7.6.9 (1) The Emergency Information Panel at the side of a vehicle must be placed:
(a) in a substantially vertical plane; and
(b) as close as practicable to the front of the loading area of the vehicle.
(2) The lower edge of the Emergency Information Panel must be at least 450 millimetres above
the ground.

Method of placarding road vehicles

7.6.10 (1) If a road vehicle must be placarded, the placard may be:
(a) securely fixed to the vehicle; or
(b) stencilled onto or printed on the vehicle; or
(c) placed securely in a frame that is securely fixed to the vehicle.
(2) If a road vehicle must be placarded:
(a) the letters and numerals on the placard must be legible; and
(b) the placard must be durable and weather resistant; and
(c) the placard must not be obscured; and
(d) unless the border of the placard is of a contrasting colour and design, the part of the
vehicle immediately behind the placard must be of a contrasting colour to the colour
of the placard.
Placarding combinations

7.6.11 If a combination vehicle is transporting a placard load of dangerous goods, the placards required under this Division must be fixed:

(a) to the front and rear of the combination; and
(b) to each side of each trailer or rigid vehicle that forms part of the combination and on which a placard load is being carried.

[NOTE: Figure 7.7 contains some illustrations of placarding for combinations transporting placard and non-placard loads of dangerous goods. You will find Figure 7.7 at the end of this Chapter.]

Exceptions to placarding road vehicles—tanks and containers

7.6.12 (1) If:

(a) a road vehicle is transporting either:

(i) only bulk containers; or
(ii) only freight containers; or
(iii) only demountable tanks; and

(b) every bulk container, freight container and demountable tank on the vehicle is placarded with an Emergency Information Panel in accordance with this Chapter; and

(c) the placards on each container or tank are clearly visible from each side of the vehicle;

it is sufficient compliance with clauses 7.6.6 and 7.6.7 if the front and rear of the vehicle is placarded in accordance with those clauses.

(2) If a road vehicle is transporting a freight container, it is sufficient compliance with clauses 7.6.6 and 7.6.7 if the Emergency Information Panel or labels which are required to be placarded on the rear of the vehicle are placarded on the end of a freight container which faces, and is visible from, the rear of the vehicle.

Bitumen spray vehicle—removal of Emergency Information Panel

7.6.13 The Emergency Information Panel on a spray vehicle may be removed or covered during spraying operations.

Division 7.7—Placarding rail wagons

Placarding rail wagons—dangerous goods of any quantity in a freight container or a quantity less than a placard load

7.7.1 A rail wagon transporting:

(a) any quantity of dangerous goods in one or more freight containers; or
(b) a quantity of dangerous goods which is less than a placard load;

must be placarded with a mixed class label.
Placarding rail wagons—placard load of dangerous goods, other than in a freight container

7.7.2 A rail wagon transporting a placard load of dangerous goods, other than in a freight container, must be placarded with:

(a) if there is only one Class of dangerous goods on the wagon during the journey:
   (i) a class label for the goods; and
   (ii) any subsidiary risk label that is applicable to the goods; or

(b) if there is more than one Class of dangerous goods on the wagon during the journey—a mixed class label.

Placarding a rail wagon transporting dangerous goods in bulk—same UN Number

7.7.3 A rail wagon transporting dangerous goods in bulk having the same UN Number but no packaged dangerous goods must be placarded with Emergency Information Panels.

Placarding a rail wagon transporting dangerous goods in bulk—different UN Numbers

7.7.4 A rail wagon transporting dangerous goods in bulk that have different UN Numbers but no packaged dangerous goods must be placarded with:

(a) if the goods are a mixed load of refined petroleum products—mixed load (refined petroleum product) Emergency Information Panels; or

(b) if the goods are not a mixed load of refined petroleum products—multi-load Emergency Information Panels.

Additional placarding for rail wagons—dangerous goods in bulk

7.7.5 A rail tank wagon used to transport dangerous goods in bulk must be placarded with:

(a) in the case of a tank wagon, other than a multi-compartment tank wagon—Emergency Information Panels; or

(b) in the case of a multi-compartment tank wagon—Emergency Information Panels in accordance with 7.5.2.

Exception to placarding rail wagons—bulk containers and freight containers

7.7.6 If:

(a) a rail wagon transports one or more bulk containers or freight containers containing dangerous goods in bulk; and

(b) each bulk container and freight container is marked with an Emergency Information Panel, in accordance with this Chapter; and

(c) the rail wagon is placarded with a mixed class label in accordance with clause 7.7.1 or clause 7.7.2;

no further placards are required at the sides of the wagon if the placards on each container face the side of the wagon and are not obscured.
Use of composite rail transit cards

7.7.7 The labels required by clauses 7.7.1 and 7.7.2 may be incorporated in a composite rail transit card.

Dimensions of labels

7.7.8 If a rail wagon must be placarded with a label, the label must:

(a) comply with Division 7.1 of this Chapter; and

(b) be not less than 100mm square.

Position of label on a rail wagon

7.7.9 (1) If a rail wagon must be placarded with a label, the label must be placed on each side of the wagon at or adjacent to the waybill clip.

(2) If a rail wagon must be placarded with a label, the label must be securely fixed to the vehicle.

Position of Emergency Information Panel on a rail vehicle

7.7.10 If a rail wagon must be placarded with an Emergency Information Panel, the Emergency Information Panel must be placed on each side of the rail wagon.
<table>
<thead>
<tr>
<th>Class or Subsidiary Risk Category</th>
<th>Class Label</th>
<th>Subsidiary Risk Label</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1, 1.2 or 1.3</td>
<td><img src="image1" alt="Explosive Label" /></td>
<td><img src="image2" alt="Explosive Label" /></td>
</tr>
<tr>
<td>1.4</td>
<td><img src="image3" alt="1.4 Explosive Label" /></td>
<td>N.A.</td>
</tr>
<tr>
<td>1.5</td>
<td><img src="image4" alt="1.5 Explosive Label" /></td>
<td>N.A.</td>
</tr>
<tr>
<td>1.6</td>
<td><img src="image5" alt="1.6 Explosive Label" /></td>
<td>N.A.</td>
</tr>
<tr>
<td>Section</td>
<td>Description</td>
<td></td>
</tr>
<tr>
<td>---------</td>
<td>-------------</td>
<td></td>
</tr>
<tr>
<td>2.1</td>
<td>Flammable Gas 2</td>
<td></td>
</tr>
<tr>
<td>2.2</td>
<td>Non-flammable Non-toxic Gas 2</td>
<td></td>
</tr>
<tr>
<td>2.2 and Subsidiary Risk 5.1</td>
<td>Oxidizing Gas 2</td>
<td></td>
</tr>
</tbody>
</table>

(only for use on cylinders and unit loads of NITROUS OXIDE, COMPRESSED and OXYGEN, COMPRESSED)
Table 7.2: Form of Class Labels and Subsidiary Risk Labels (continued)

<table>
<thead>
<tr>
<th>2.3</th>
<th>N.A.</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1.png" alt="Toxic Gas Label" /></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image2.png" alt="Flammable Liquid Labels" /></td>
<td><img src="image2.png" alt="Flammable Liquid Labels" /></td>
</tr>
</tbody>
</table>

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image2.png" alt="Flammable Liquid Labels" /></td>
<td><img src="image2.png" alt="Flammable Liquid Labels" /></td>
</tr>
<tr>
<td>Table 7.2: Form of Class Labels and Subsidiary Risk Labels (continued)</td>
<td></td>
</tr>
<tr>
<td>---------------------------------</td>
<td></td>
</tr>
<tr>
<td><strong>4.1</strong></td>
<td></td>
</tr>
<tr>
<td><img src="image1.png" alt="Flammable Solid 4" /> <img src="image2.png" alt="Flammable Solid 4" /></td>
<td></td>
</tr>
<tr>
<td><strong>4.2</strong></td>
<td></td>
</tr>
<tr>
<td><img src="image3.png" alt="Spontaneously Combustible 4" /> <img src="image4.png" alt="Spontaneously Combustible 4" /></td>
<td></td>
</tr>
<tr>
<td><strong>4.3</strong></td>
<td></td>
</tr>
<tr>
<td><img src="image5.png" alt="Dangerous When Wet 4" /> <img src="image6.png" alt="Dangerous When Wet 4" /></td>
<td></td>
</tr>
<tr>
<td><img src="image7.png" alt="Dangerous When Wet 4" /> <img src="image8.png" alt="Dangerous When Wet 4" /></td>
<td></td>
</tr>
</tbody>
</table>
Table 7.2: Form of Class Labels and Subsidiary Risk Labels (continued)

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>5.1</strong></td>
<td><img src="image" alt="Oxidizing Agent 5.1" /> <img src="image" alt="Oxidizing Agent 5.1" /></td>
</tr>
<tr>
<td><strong>5.2</strong></td>
<td><img src="image" alt="Organic Peroxide 5.2" /> N.A.</td>
</tr>
<tr>
<td><strong>6.1</strong></td>
<td><img src="image" alt="Toxic 6" /> <img src="image" alt="Toxic 6" /></td>
</tr>
<tr>
<td><strong>6.2</strong></td>
<td><img src="image" alt="Infectious Substance 6" /> N.A.</td>
</tr>
</tbody>
</table>
Table 7.2: Form of Class Labels and Subsidiary Risk Labels (continued)

<table>
<thead>
<tr>
<th>Class</th>
<th>Subsidiary Risk Labels</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>N.A.</td>
</tr>
<tr>
<td></td>
<td><img src="image" alt="Radioactive I" /></td>
</tr>
<tr>
<td></td>
<td>(Category I)</td>
</tr>
<tr>
<td>7</td>
<td>N.A.</td>
</tr>
<tr>
<td></td>
<td><img src="image" alt="Radioactive II" /></td>
</tr>
<tr>
<td></td>
<td>(Category II)</td>
</tr>
<tr>
<td>7</td>
<td>N.A.</td>
</tr>
<tr>
<td></td>
<td><img src="image" alt="Radioactive III" /></td>
</tr>
<tr>
<td></td>
<td>(Category III)</td>
</tr>
</tbody>
</table>
### Table 7.2: Form of Class Labels and Subsidiary Risk Labels (continued)

<table>
<thead>
<tr>
<th>8</th>
<th>SUBSIDIARY RISK LABEL TO BE USED WITH ELEVATED TEMPERATURE SUBSTANCES (UN NUMBERS 3256, 3257 OR 3258) – See clause 7.1.1(2)(c):</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>N.A.</td>
</tr>
<tr>
<td></td>
<td><strong>MISCELLANEOUS DANGEROUS GOODS</strong></td>
</tr>
<tr>
<td></td>
<td><strong>CORROSIVE</strong></td>
</tr>
</tbody>
</table>
How to use the Colour Legend

If a colour described in Column 1 of the Colour Legend is used in Table 7.2, the colour must match the colour referred to in Column 2 of the legend, as defined in AS 2700, or the Pantone Sample Colour referred to in Column 3 of the legend.

**COLOUR LEGEND TO TABLE 7.2**

<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
<th>Column 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colour</td>
<td>As defined in AS 2700</td>
<td>Sample Colour appearing in the Pantone Matching System published by Pantone Inc. USA</td>
</tr>
<tr>
<td>ORANGE</td>
<td>X 15 Orange</td>
<td>Pantone 151</td>
</tr>
<tr>
<td>RED</td>
<td>R 13 Signal Red</td>
<td>Pantone 192</td>
</tr>
<tr>
<td>GREEN</td>
<td>G 24 Fern Green</td>
<td>Pantone 361</td>
</tr>
<tr>
<td>BLUE</td>
<td>B 21 Ultramarine</td>
<td>Pantone 300</td>
</tr>
<tr>
<td>YELLOW</td>
<td>Y 11 Canary</td>
<td>Pantone 109</td>
</tr>
</tbody>
</table>
Figure 7.1
Use of a Class Label as a Subsidiary Risk Label

A Class Label may be used as a Subsidiary Risk label where the numeral is removed as shown below.

Below is the resultant Subsidiary Risk label after the numeral is removed from the Class label.

Figure 7.2
Mixed Class Label for Vehicles and Freight Containers
Figure 7.3

Format of Emergency Information Panel
Example of Figure 7.3
Completed Emergency Information Panel
Figure 7.4
Placarding of UN Numbers on Freight Containers
(UN Number Incorporated on Class Label)

Example of Figure 7.4
(Tris-(1-Aziridinyl) Phosphine Oxide Solution)
Figure 7.5

Placarding of UN Numbers on Freight Containers
(UN Number displayed separate to Class Label)

Example of Figure 7.5
(Tris-(1-Aziridinyl) Phosphine Oxide Solution)
Figure 7.6

Illustrations of Placarding Typical Road Vehicle Configurations

(a) Road Vehicle or Combination Transporting Packaged Dangerous Goods Only

(b) Road Tank Vehicle or Combination transporting Dangerous Goods in Bulk

(c) Road Vehicle or Combination Freight Container(s) containing Packaged Dangerous Goods
(d) Road Vehicle transporting Tank Container or Freight Container containing Dangerous Goods in Bulk.

(e) Road Vehicle transporting both Packaged Dangerous Goods and Dangerous Goods in Bulk

**KEY**

- **CLASS LABEL**
- **EMERGENCY INFORMATION PANELS**
- **PRIME MOVER / SEMI TRAILER**
- **TRAILER (IN COMBINATION WITH RIGID VEHICLE OR SEMI TRAILER)**
- **RIGID TRUCK**

[NOTE: These illustrations are included for guidance only. They do not apply to all combinations of loads. To ascertain the placarding requirements for any particular load, refer to the text.]
Figure 7.7

Illustrations of Placarding for combinations transporting placard and non-placard loads.

No dangerous goods

> or = 1000 L

< 1000 L

< 1000 L

< 1000 L

> or = 1000 L

> or = 1000 L

< 1000 L

< 1000 L

< 1000 L

< 1000 L

< 1000 L

< 1000 L

KEY

CLASS LABEL

EMERGENCY INFORMATION PANELS

PRIME MOVER / SEMI TRAILER

TRAILER (IN COMBINATION WITH RIGID VEHICLE OR SEMI TRAILER)

RIGID TRUCK

[NOTE: Assume that in each of the above illustrations the goods being transported are dangerous goods of Class 3, Packaging Group II or III.]
CHAPTER 8—VEHICLES

Safety standards — vehicles and equipment

8.1.1 (1) A vehicle used to transport dangerous goods:
(a) must be suitable for transporting the goods; and
(b) must be free of any defect that is likely to create a risk in transporting the goods; and
(c) must be clean; and
(d) in the case of a tank vehicle—must be free from dangerous goods which are incompatible with the dangerous goods to be transported; and
(e) in the case of a road vehicle used to transport a freight container or tank container—must be fitted with twistlocks or other equipment for securing a container on a vehicle set out in AS/NZS 3711.10; and
(f) in the case of a rail vehicle used to transport a freight container or bulk container, or in the case of a road vehicle used to transport a bulk container other than a tank container—must be fitted with devices to secure the container.

(2) Any equipment that is on the vehicle and that is to be used in loading dangerous goods onto the vehicle, or unloading dangerous goods from the vehicle:
(a) must be suitable for the purpose; and
(b) must be free of any defect that is likely to increase risk in loading or unloading the goods.

(3) Any equipment that is on the vehicle and that is to be used in transferring dangerous goods in bulk into or from the vehicle:
(a) must be suitable for the purpose; and
(b) must be free of any defect that is likely to increase risk in transferring the goods.

Insurance

8.1.2 (1) A road vehicle that is transporting a placard load of dangerous goods must be covered by a policy of insurance or other form of indemnity in respect of:
(a) property damage, personal injury and other damage (excepting consequential economic loss) arising out of any fire, explosion, leakage or spillage of dangerous goods in, on or from the vehicle or a container transported on the vehicle; and
(b) costs incurred by or on behalf of a government authority in a clean-up resulting from any event of the kind referred to in paragraph (a).

(2) The amount of the insurance or indemnity must be for a sum that is not less than:
(a) in the case of a road vehicle transporting packaged dangerous goods—$1,000,000 per event; and
(b) in the case of a road vehicle transporting dangerous goods in bulk—$2,500,000 per event.
CHAPTER 9—SEGREGATION AND STOWAGE

Division 9.1—Segregation of incompatible goods

Dangerous goods must be segregated from incompatible goods

9.1.1 Dangerous goods must not be transported on the same vehicle with incompatible goods unless the dangerous goods and the incompatible goods:

(a) are segregated in accordance with this Code; or
(b) are otherwise allowed under this Code to be transported together.

Meaning of “incompatibility”

9.1.2 (1) Goods are incompatible with dangerous goods of a particular type if the goods are likely to interact with dangerous goods of that type so as to increase risk when mixed or otherwise brought into contact with the dangerous goods.

[NOTES:

(1) Clause 9.1.3 of this Code states that dangerous goods of certain Classes, Subsidiary Risks or types are incompatible with certain other goods. However, regulation 2.6 states that even if the Code states that particular dangerous goods are incompatible with other goods, it may be possible to establish that those goods are not incompatible by proving that the goods are not likely, when mixed with or brought into contact with the other goods, to interact so as to increase risk.

(2) Similarly, it is necessary, in all cases, to consider whether goods which are not listed as being incompatible, are, in fact, compatible.]

(2) For the purpose of this Chapter, a reference to a Class of dangerous goods (for example, Class 4) is a reference to that Class, to every hazard division into which that Class is sub-divided (for example, Classes 4.1, 4.2 and 4.3) and to every Subsidiary Risk corresponding to that Class or hazard divisions (for example, Subsidiary Risks 4.1, 4.2 and 4.3). A reference to a hazard division into which a Class is sub-divided (for example Class 4.1) is a reference only to that division, and to the Subsidiary Risk (if any) corresponding to that hazard division (for example, Subsidiary Risk 4.1).

Dangerous goods that are incompatible with other goods

9.1.3 (1) Dangerous goods of Class 1 (Explosive) are incompatible in a placard load with any of the following:

- Class 2
- Class 3
- Class 4
- Class 5
- Class 6
- Class 7
- Class 8
- Class 9
- Fire risk substances
(2.1) Dangerous goods of Class 2.1 (Flammable Gas), or with a Subsidiary Risk of 2.1, are incompatible in a placard load with any of the following:
- Class 1
- Class 3, if both the Class 2.1 and Class 3 dangerous goods are in bulk
- Class 4
- Class 5
- Class 7

(2.2) Dangerous goods of Class 2.2 (Non Flammable Non Toxic Gas) are incompatible in a placard load with any of the following:
- Class 1
- Class 4.2
- Class 5.2

(2.3) Dangerous goods of Class 2.3 (Toxic Gas) are incompatible in a placard load with any of the following:
- Class 1
- Class 3
- Class 4.2
- Class 5

and are incompatible with food and food packaging in any quantity.

(3) Dangerous goods of Class 3 (Flammable Liquid) are incompatible in a placard load with any of the following:
- Class 1
- Class 2.1, if both the Class 3 and Class 2.1 dangerous goods are in bulk
- Class 2.3
- Class 4.2
- Class 5
- Class 6, if the Class 3 dangerous goods are nitromethane
- Class 7

(4.1) Dangerous goods of Class 4.1 (Flammable Solid) are incompatible in a placard load with any of the following:
- Class 1
- Class 2.1
- Class 4.2
- Class 5
- Class 7
(4.2) Dangerous goods of Class 4.2 (Spontaneously Combustible) are incompatible in a placard load with any of the following:
- Class 1
- Class 2
- Class 3
- Class 4.1
- Class 5
- Class 7

(4.3) Dangerous goods of Class 4.3 (Dangerous When Wet) are incompatible in a placard load with any of the following:
- Class 1
- Class 2.1
- Class 5
- Class 7
- Class 8

(5.1) Dangerous goods of Class 5.1 (Oxidising Agent) are incompatible in a placard load with any of the following:
- Class 1
- Class 2.1
- Class 2.3
- Class 3
- Class 4
- Class 5.2
- Class 7
- Class 8
- Fire risk substances
- Combustible liquids

(5.2) Dangerous goods of Class 5.2 (Organic Peroxide) are incompatible in a placard load with any of the following:
- Class 1
- Class 2
- Class 3
- Class 4
- Class 5.1
- Class 7
- Class 8
- Fire risk substances
- Combustible liquids
(6) Dangerous goods of Class 6 (Toxic and Infectious Substances) are incompatible in a placard load with any of the following:
- Class 1
- Class 3, if the Class 3 dangerous goods are nitromethane
- Class 8, if the Class 6 dangerous goods are cyanides and the Class 8 dangerous goods are acids;
and are incompatible with food and food packaging in any quantity.

(7) Dangerous goods of Class 7 (Radioactive) are incompatible in a placard load with any of the following:
- Class 1
- Class 2.1
- Class 3
- Class 4
- Class 5
- Class 8
- Food and food packaging

[NOTE: See also the Code of Practice for the Safe Transport of Radioactive Substances]

(8) Dangerous goods of Class 8 (Corrosive) are incompatible in a placard load with any of the following:
- Class 1
- Class 4.3
- Class 5
- Class 6, if the Class 6 dangerous goods are cyanides and the Class 8 dangerous goods are acids
- Class 7;
and are incompatible with food and food packaging in any quantity.

(9) Dangerous goods of Class 9 (Miscellaneous Dangerous Goods) are incompatible in a placard load with dangerous goods of Class 1.

**Fire risk substances**

**9.1.4** Fire risk substances, including dangerous goods of Class 6 or 9 which are fire risk substances, are incompatible with dangerous goods of any of the following Classes:
- Class 1
- Class 5.1
- Class 5.2
Food and food packagings

9.1.5 Food and food packagings are incompatible with dangerous goods of any of the following Classes:
- Class 2.3
- Class 6
- Class 7
- Class 8

Exception in relation to Class 1.4S

9.1.6 Despite clause 9.1.3, dangerous goods of Class 1.4S may be transported on the same vehicle with dangerous goods of any other Class if the total quantity of dangerous goods on the vehicle is not greater than 1,000 kg.

[NOTE: The Australian Explosives Code and Commonwealth, State and Territory laws set out requirements for the segregation of explosives.]

Further examples of incompatible goods

9.1.7 Table 9.1 lists some examples of particular dangerous goods which are incompatible. The dangerous goods specified in an item in column 1 of Table 9.1 are incompatible with the dangerous goods specified in that item in column 2 of the Table.

### Table 9.1
Examples of Particular Incompatible Dangerous Goods not identified in Division 9.1

<table>
<thead>
<tr>
<th>Dangerous Goods or Group of Dangerous Goods</th>
<th>Goods Incompatible with Column 1 Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ammonium nitrate</td>
<td>Tetranitromethane, dichloroisocyanuric acid, trichloroisocyanuric acid, any bromate, chlorate, chloride, hypochlorite, or chloroisocyanurate or any inorganic nitrite</td>
</tr>
<tr>
<td>Concentrated strong acids</td>
<td>Concentrated strong alkalis</td>
</tr>
<tr>
<td>Calcium hypochlorite (Dry or Hydrated) and its mixtures</td>
<td>Dichloroisocyanuric acid, ammonium nitrate; trichloroisocyanuric acid, or any chloroisocyanurate</td>
</tr>
<tr>
<td>Cyanide compounds</td>
<td>Acids</td>
</tr>
<tr>
<td>Class 6</td>
<td>Nitromethane</td>
</tr>
</tbody>
</table>
Segregation of dangerous goods of Packing Group I.

9.1.8 Dangerous goods of Packing Group I may only be transported on a vehicle carrying incompatible goods if the dangerous goods of Packing Group I are contained in a packaging for segregation that:

(a) has been approved for that purpose by a Competent Authority; and

(b) has three levels of containment, comprising:

(i) an inner packaging; and

(ii) a metal or rigid plastics intermediate packaging; and

(iii) an outer packaging; and

(c) if inert absorbent material is required, that has that material contained inside the intermediate packaging; and

(d) has been tested in accordance with Division 3.7 of this Code to the standard required for dangerous goods of Packing Group I; and

(e) is marked with the words “Approved Packaging for Segregation: PG I”.

Segregation of dangerous goods of Packing Group II and III

9.1.9 (1) Dangerous goods of Packing Group II or III may only be transported on a vehicle carrying incompatible goods if they are segregated in accordance with this Code.

(2) Dangerous goods of Packing Group II or III on a vehicle carrying incompatible goods are segregated from the incompatible goods in accordance with this Code if:

(a) the dangerous goods are packaged in a packaging for segregation that:

(i) has been approved for that purpose by a Competent Authority; and

(ii) has three levels of containment, comprising an inner packaging; a leakproof intermediate packaging; and an outer packaging; and

(iii) has been tested in accordance with Division 3.7 of this Code to the standard required for dangerous goods of Packing Group I; and

(iv) is marked with the words “Approved Packaging for Segregation”; or

(b) the dangerous goods are segregated from the incompatible goods by means of a segregation device which:

(i) complies with the requirements set out in the “Specifications for Segregation Devices” (Supplement 1 to this Code) for the construction, installation and approval of segregation devices; and

(ii) is used in accordance with the requirements for using the segregation device set out in clause 9.1.11; or

(c) either the dangerous goods or the incompatible goods are contained in a closed freight container.

[NOTE: The Australian Explosives Code and Commonwealth, State and Territory laws set out requirements for the segregation of explosives.]
Exception to segregation—dangerous goods in cylinders

9.1.10 Despite clause 9.1.3, dangerous goods of Class 2.1 in cylinders may be transported on a vehicle carrying compressed oxygen or compressed nitrous oxide or compressed gas oxidizing mixtures.

Using a segregation device

9.1.11 If a segregation device is used in the transport of dangerous goods on a vehicle, or in a freight container on a vehicle:
   (a) each package stowed in the segregation device must be an approved sole package or combination package and must be marked in accordance with Chapter 3; and
   (b) each package must be secured in the segregation device so that it will remain in position during transport; and
   (c) the segregation device must be secured on the vehicle or in the freight container (as the case may be) so that it will remain in position during transport; and
   (d) all other goods on the vehicle or in the freight container must be stowed on a pallet or raised clear of the floor of the vehicle or container (as the case may be) by at least 100 millimetres; and
   (e) incompatible goods must not be stowed on top of dangerous goods; and
   (f) dangerous goods must not be stowed on top of incompatible goods; and
   (g) a class label for the goods must be displayed on each side of the segregation device and, except where the device is an overpacking drum, the label must be at least 250 millimetres square; and
   (h) a subsidiary risk label, if applicable, must be displayed on each side of the segregation device and, except where the device is an overpacking drum, the label must be at least 250 millimetres square; and
   (i) in the case of an overpacking drum, the drum must be closed with its approved lid or closure and must be marked with two class labels and subsidiary risk labels (where required) for the goods contained in the drum; and
   (j) in the case of an overpacking drum, class labels and subsidiary risk labels (where required) must be at least 100 millimetres square; and
   (k) in the case of a Type I segregation device, the device must be fixed to the vehicle by bolting, clamping or other suitable means and must be not lifted onto or from the vehicle when filled.

Goods that must not be transported on the same combination road vehicle

9.1.12 (1) Where dangerous goods and incompatible dangerous goods are transported on the same combination road vehicle, the dangerous goods are segregated from the incompatible goods in accordance with this Code if the dangerous goods are carried on one vehicle and the incompatible goods are carried on another vehicle forming part of the combination.

(2) Despite subclause (1), dangerous goods in bulk of Class 5.1 or 5.2, or with a Subsidiary Risk of 5.1, must not be transported:
   (a) on the same combination road vehicle as dangerous goods of Class 3 or with a Subsidiary Risk of 3; or
   (b) on the same combination road vehicle as a combustible liquid.
Despite subclause (1), dangerous goods of Class 6.1 that are cyanides must not be transported on the same combination road vehicle as dangerous goods of Class 8 that are acids.

Despite subclause (1) dangerous goods of Class 2.1 that are in bulk must not be transported on the same combination road vehicle as dangerous goods of Class 3, 4 or 5 that are in bulk.

[Note: Segregation requirements for road vehicles are shown in Tabular form in Table 9.2.]

Division 9.2—Separation of goods on rail wagons and marshalling of rolling stock

[NOTES:
(1) These separation requirements are shown in tabular form in Table 9.3
(2) Where there is any apparent discrepancy between Table 9.3 and this Division, the requirements of this Division prevail.
(3) Limitations and allowances for the carriage of dangerous goods on passenger trains are detailed in Division 9.4.]

General Provisions

9.2.0 (1) Placard loads of dangerous goods being transported by rail must be separated from other dangerous goods, locomotives in power and other vehicles specified in this Division which are on the same train by at least the distances specified in this Division for those dangerous goods, except while shunting at not more than 15 kilometres per hour.

(2) The relevant minimum distances specified in this Division must be measured from:

(a) the near end of the freight container or bulk container in which the dangerous goods are loaded; or

(b) the near end of the wagon on which the dangerous goods are loaded where the goods are not in freight or bulk containers; or

(c) the near end of the vehicle specified.

(3) Separation specified in this Division does not apply from dangerous goods where the quantity in a freight container or wagon is less than a placard load.

(4) No separation is required under this Division between two placard loads of dangerous goods where the only dangerous goods are in packages, unless dangerous goods of Class 1 or 7, or Cyanides of Class 6.1 are included in at least one of the loads.

(5) In this Division, and in Table 9.3:

(a) where separation is required from dangerous goods of a particular class, the same minimum separation applies from dangerous goods of the corresponding subsidiary risk; and

(b) reference to a locomotive means a locomotive in power.

(6) In marshalling trains, consideration should be given to providing, wherever possible, the required separation to allow for the attachment of a locomotive at the rear of the train.

(7) When the coupling of another locomotive or other train to assist a disabled train results in lesser separation than is required by this Division, an inspection must be carried out to ensure there is no apparent leakage of dangerous goods.

(8) All placard loads of dangerous goods must be separated by at least 24 metres from other containers or wagons carrying loads which could pose a significant piercing hazard, such as logs, rails, beams and pipes which are not effectively protected by bulkheads.

(9) Placard loads of dangerous goods in freight containers may only be double stacked on a rail wagon (where permitted by the track owner) in accordance with clause 9.2.11.
SEPARATION BY CLASS

Class 1

9.2.1  (1) The requirements of this Division are additional to those of the Australian Explosives Code.

(2) No separation applies under this Division to packaged dangerous goods of Class 1.4S, unless:
   (a) carried with other dangerous goods of Class 1; or
   (b) included in a mixed class load of dangerous goods in which case clause 9.2.10 applies.

(3) A freight or bulk container containing a placard load of Class 1 dangerous goods must not be loaded on the same wagon with any other freight containers except:
   (a) as permitted by the Australian Explosives Code; or
   (b) with empty freight containers in good condition; or
   (c) as approved by the Competent Authority.

(4) Placard loads of dangerous goods of Class 1 or Subsidiary Risk 1 must be separated from other placard loads of dangerous goods and rolling stock listed below by at least:
   (a) 24 metres from:
      - dangerous goods of class 2.1, 6 or 7
      - locomotive in power
      - guard’s brake van
      - wagon loaded with logs, rails, beams, pipes etc. without bulkhead
      - vehicle carrying passengers
   (b) 12 metres from:
      - dangerous goods of classes 2.2, 2.3, 3, 4, 5, 8 or 9
      - fire risk vehicle
      - bulk combustible liquid vehicle
      - operating refrigerated container
      - operating power van

Class 2.1

9.2.2.1  (1) A rail wagon carrying bulk dangerous goods of Class 2.1 or Subsidiary Risk 2.1 must not be the last wagon on a train.

(2) A bulk container of dangerous goods of Class 2.1 or Subsidiary Risk 2.1 must not be loaded on the same wagon with any other freight containers except:
   (a) empty freight containers in good condition; or
   (b) as approved by the Competent Authority.

(3) Tank wagons of Class 2.1 must not be marshalled together unless approved by the Competent Authority.
(4) Dangerous goods of Class 2.1 or Subsidiary Risk 2.1 must be separated from other placard loads of dangerous goods and rolling stock listed below by at least:

(a) 24 metres from:
   - dangerous goods of Class 1 or 7
   - locomotive in power
   - guard’s brake van
   - wagon loaded with logs, rails, beams, pipes etc. without bulkhead
   - vehicle carrying passengers;

(b) 12 metres from:
   - fire risk vehicle
   - operating refrigerated container
   - operating power van;

(c) 12 metres from dangerous goods of Class 3, 4 or 5 if either load includes bulk;;

(d) 12 metres from other dangerous goods of Class 2.1 if either load includes bulk, unless otherwise approved by the Competent Authority.

Class 2.2

9.2.2.2 Dangerous goods of Class 2.2 must be separated from other placard loads of dangerous goods and rolling stock listed below by at least:

(a) 24 metres from wagon loaded with logs, rails, beams, pipes etc. without bulkhead;

(b) 12 metres from:
   - dangerous goods of Class 1
   - locomotive in power
   - vehicle carrying passengers;

(c) 12 metres from dangerous goods of Class 4.2 or 5.2 if either load includes bulk.

Class 2.3

9.2.2.3 Dangerous goods of Class 2.3 must be separated from other placard loads of dangerous goods and rolling stock listed below by at least:

(a) 24 metres from:
   - locomotive in power
   - guard’s brake van
   - wagon loaded with logs, rails, beams, pipes etc. without bulkhead
   - vehicle carrying passengers;

(b) 12 metres from dangerous goods of Class 1;

(c) 12 metres from dangerous goods of Class 3, 4.2, 4.3 or 5 if either load includes bulk.
Class 3

9.2.3 (1) Unless in a rail tank wagon, placard loads of dangerous goods of Class 3 or Subsidiary Risk 3 must be separated from operating locomotives and guard’s brake van by at least 12 metres.

[NOTE: Dangerous goods of Class 3 or Subsidiary Risk 3 must not be transported by rail in a bi-modal (road/rail) tank wagon unless approved by the Competent Authority.]

(2) Dangerous goods of Class 3 or Subsidiary Risk 3 must be separated from other placard loads of dangerous goods and rolling stock listed below by at least:

(a) 24 metres from:
   - wagon loaded with logs, rails, beams, pipes etc. without bulkhead
   - vehicle carrying passengers;

(b) 12 metres from:
   - dangerous goods of Class 1 or 7
   - locomotive in power (unless the Class 3 is in a rail tank wagon)
   - guard’s brake van (unless the Class 3 is in a rail tank wagon)
   - fire risk vehicle;

(c) 12 metres from dangerous goods of Class 2.1, 2.3, 4.2, 4.3 or 5 if either load includes bulk.

Class 4.1

9.2.4.1 Dangerous goods of Class 4.1 or Subsidiary Risk 4.1 must be separated from other placard loads of dangerous goods and rolling stock listed below by at least:

(a) 24 metres from a wagon loaded with logs, rails, beams, pipes etc. without bulkhead;

(b) 12 metres from:
   - dangerous goods of Classes 1 or 7
   - locomotive in power
   - guard’s brake van
   - fire risk vehicle
   - vehicle carrying passengers;

(c) 12 metres from dangerous goods of Class 2.1, 4.2 or 5 if either load includes bulk.

Class 4.2

9.2.4.2 Dangerous goods of Class 4.2 or Subsidiary Risk 4.2 must be separated from other placard loads of dangerous goods and rolling stock listed below by at least:

(a) 24 metres from a wagon loaded with logs, rails, beams, pipes etc. without bulkhead;

(b) 12 metres from:
   - dangerous goods of Class 1 or 7
   - locomotive in power
   - guard’s brake van
Class 4.3

9.2.4.3 Dangerous goods of Class 4.3 or Subsidiary Risk 4.3 must be separated from other placard loads of dangerous goods and rolling stock listed below by at least:

(a) 24 metres from a wagon loaded with logs, rails, beams, pipes etc. without bulkhead;

(b) 12 metres from
   - dangerous goods of Class 1 or 7
   - locomotive in power
   - guard’s brake van
   - vehicle carrying passengers;

(c) 12 metres from: dangerous goods of Class 2, 3, 4.1 or 5 if either load includes bulk.

Class 5.1

9.2.5.1 (1) Dangerous goods of Class 5.1 or Subsidiary Risk 5.1 must be separated from other placard loads of dangerous goods and rolling stock listed below by at least:

(a) 24 metres from a wagon loaded with logs, rails, beams, pipes etc. without bulkhead;

(b) 12 metres from
   - dangerous goods of Class 1 or 7
   - locomotive in power
   - guard’s brake van
   - fire risk vehicle
   - bulk combustible liquid vehicle
   - vehicle carrying passengers;

(c) 12 metres from: dangerous goods of Class 2.1, 2.3, 3, 5 or 8 if either load includes bulk.

(2) Hydrogen peroxide of Class 5.1 must be separated from sodium cyanide solution of Class 6.1 (liquid sodium cyanide) by at least:

(a) 250 metres if both are in bulk; or

(b) 24 metres if neither is bulk or only one is bulk.

Class 5.2

9.2.5.2 Dangerous goods of Class 5.2 must be separated from other placard loads of dangerous goods and rolling stock listed below by at least:

(a) 24 metres from a wagon loaded with logs, rails, beams, pipes etc. without bulkhead;
(b) 12 metres from:
- dangerous goods of Class 1 and 7
- locomotive in power
- guard’s brake van
- fire risk vehicle
- bulk combustible liquid vehicle
- operating refrigerated container
- operating power van
- vehicle carrying passengers;

(c) 12 metres from: dangerous goods of Classes 2, 3, 4, 5.1, 8 or 9 if either load includes bulk.

Class 6

9.2.6 (1) Dangerous goods of Class 6 or Subsidiary Risk 6.1 must be separated from other placard loads of dangerous goods and rolling stock listed below by at least:

(a) 24 metres from:
- dangerous goods of Class 1
- wagon loaded with logs, rails, beams, pipes etc. without bulkhead;

(b) 12 metres from:
- locomotive in power
- guard’s brake van
- vehicle carrying passengers.

(2) Cyanides of Class 6.1 must be separated from other dangerous goods with which they may react dangerously as follows:

(a) bulk cyanides of Class 6.1 must be separated from bulk acids of Class 8 by at least 250 metres and from placard loads of packaged acids by at least 24 metres;

(b) placard loads of cyanides in packages must be separated from all placard loads of acids by at least 24 metres;

(c) bulk solutions of sodium cyanide (liquid sodium cyanide) of Class 6.1 must be separated from bulk hydrogen peroxide of Class 5.1, or bulk sodium hypochlorite of Class 8, by at least 250 metres;

(d) placard loads of sodium cyanide solution of Class 6.1 in packages must be separated from all placard loads of hydrogen peroxide of Class 5.1 or sodium hypochlorite of Class 8 by at least 24 metres.

Class 7

9.2.7 (1) The requirements of this clause are additional to those of the Australian Code of Practice for the Safe Transport of Radioactive Substances.

(2) Dangerous goods of Class 7 must be separated from other placard loads of dangerous goods and rolling stock listed below by at least:
(a) 24 metres from:
- dangerous goods of Class 1 or 2.1
- locomotive in power
- guard’s brake van
- wagon loaded with logs, rails, beams, pipes etc. without bulkhead
- vehicle carrying passengers;
(b) 12 metres from:
- dangerous goods of Class 3, 4, 5, or 8
- operating refrigerated container.

Class 8

9.2.8 (1) Dangerous goods of Class 8 or Subsidiary Risk 8 must be separated from other placard loads of dangerous goods and rolling stock listed below by at least:
(a) 24 metres from a wagon loaded with logs, rails, beams, pipes etc. without bulkhead
(b) 12 metres from:
- dangerous goods of Class 1 or 7
- locomotive in power
- guard’s brake van
- vehicle carrying passengers;
(c) 12 metres from: dangerous goods of Class 4.3 or 5 if either load includes bulk.

(2) Acids of Class 8 must be separated from cyanides of Class 6.1 by at least:
(a) 250 metres if both are in bulk; or
(b) 24 metres if neither is bulk or only one is bulk.

(3) Sodium hypochlorite solution of Class 8 must be separated from sodium cyanide solution of Class 6.1 (liquid sodium cyanide) by at least:
(a) 250 metres if both are in bulk; or
(b) 24 metres if neither is bulk or only one is bulk.

Class 9

9.2.9 Dangerous goods of Class 9 must be separated from other placard loads of dangerous goods and rolling stock listed below by at least:
(a) 24 metres from a wagon loaded with logs, rails, beams, pipes etc. without bulkhead;
(b) 12 metres from:
- dangerous goods of Class 1
- locomotive in power
- guard’s brake van
- vehicle carrying passengers;
(c) 12 metres from: dangerous goods of Class 5 if either load includes bulk.
Mixed Classes

[NOTE: Placard loads containing more than one class of dangerous goods must be segregated as required by Division 9.1]

9.2.10 (1) Placard loads containing more than one class of dangerous goods must be separated from other placard loads of dangerous goods and rolling stock listed below by at least:

(a) 24 metres from:
   - Class 1
   - Wagon loaded with logs, rails, beams, pipes etc. without bulkhead
   - Locomotive in power
   - Guard’s brake van;

(b) 12 metres from:
   - Class 7
   - Bulk Classes 2.1, 2.3, 3, 4, 5, and 8
   - Fire risk vehicle
   - Bulk combustible liquid vehicle
   - Vehicle carrying passengers.

(2) Where a mixed class placard load includes any bulk dangerous goods and a greater separation is assigned in this Division to those bulk dangerous goods, then that greater distance must be applied to the mixed class load.

Double stacking of freight containers.

9.2.11 (1) Where double stacking of freight containers is permitted by the track owner, the following placard loads of dangerous goods may be loaded in a vertical stack:

(a) freight containers of dangerous goods of the same UN Number; or
(b) dangerous goods of Class 3, 6 and 9 (mixed or in separate containers); or
(c) a freight container of dangerous goods specified in paragraph (a) or (b) above and a freight container of non-dangerous goods.

(2) The following placard loads of dangerous goods in freight containers may not be loaded in a vertical stack:

(a) liquid or gaseous dangerous goods in tank containers; or
(b) dangerous goods of Class 1; or
(c) freight containers known to contain food or food packaging with containers marked with:
   (i) Class 2.3, 6, 7 or 8 labels; or
   (ii) Subsidiary Risk 6.1 or 8 labels; or
   (iii) mixed class labels; or
(d) all other combinations not permitted under subclause (1).

[NOTES:
(1) Whether double stacked or not, freight and tank containers of dangerous goods must be separated in accordance with the distances specified in Table 9.3.
(2) Dangerous goods placards and Emergency Information Panels must be visible from both sides of the rail wagon. In well wagons this may require relocating or additional marking (placarding).]
Stowage of packaged dangerous goods

9.3.1 If packaged dangerous goods are transported in or on a vehicle or freight container:
   (a) each package must be stowed so as to prevent damage to other packages; and
   (b) other articles on the vehicle must be stowed so as to prevent damage to the packages; and
   (c) if a package bears a marking which indicates that a particular side of the package must face upwards—the side must face upwards; and
   (d) if the package is fitted with a vented closure, it must be stowed with the closure uppermost; and
   (e) if the package contains dangerous goods of a kind that may lead to the formation of flammable, toxic or other harmful atmospheres—the package must be stowed so that no harmful atmosphere will accumulate in the cabin if the package leaks; and
   (f) if the nature of dangerous goods or their packaging requires it, the packages must be kept dry or cool; and
   (g) if the package is stowed on a pallet, the pallet must be of sound construction and free of projections.

(2) If packaged dangerous goods are transported on a vehicle with an open tray or platform:
   (a) each package must be stowed and secured within rigid sides or gates; and
   (b) if packages are stowed in layers, no package in the uppermost layer of packages on the vehicle may protrude above the sides or gates by more than 30% of the height of the package; and
   (c) no package may protrude beyond the sides or gates.

(3) Packages must be stowed and secured in or on a road vehicle in accordance with the Load Restraint Guide.

Special requirements for stowing dangerous goods of Class 2

9.3.2 (1) The following dangerous goods must not be transported in an enclosed freight container, enclosed vehicle or enclosed compartment of a vehicle unless the vehicle is ventilated to prevent the build up of vapours that are likely to increase risk:
   (a) dangerous goods of Class 2.1 or 2.3, or with a Subsidiary Risk 2.1, in a cylinder or cylinders; and
   (b) liquefied oxygen in a cylinder or cylinders; but
   (c) in either case, only if a cylinder is required by Chapter 7 of this Code to be marked with standard markings.

(2) In spite of subclause (1), LP Gas which is packaged in a cylinder may be transported:
   (a) in accordance with regulation or rule 1.9; or
   (b) on a bus if:
      (i) the total capacity of all containers of LP Gas on the bus is less than 250 litres; and
      (ii) no LP Gas cylinder has a capacity of more than 2.5 litres.
(3) Dangerous goods of Class 2 must not be stowed near a source of heat.

(4) If:
   (a) liquefied gas is transported in a cylinder fitted with a pressure relief device; and
   (b) the venting of liquid would create a risk greater than the venting of gas;

   the cylinder must be stowed so that the pressure relief device communicates with the vapour space.

**Special requirements for stowing self-reactive and related substances and organic peroxides**

9.3.3 (1) Self-reactive and related substances and organic peroxides transported in a freight container, unit load or enclosed vehicle must be stowed in a manner that does not create an explosion hazard.

(2) In considering whether a self-reactive or related substance or organic peroxide has been stowed in a manner that is likely to create an explosion hazard, the following factors are relevant:
   (a) the quantity of the dangerous goods; and
   (b) the type of package used; and
   (c) the number of packages; and
   (d) the manner in which packages are stowed.

**Special requirements for stowing dangerous goods of Class 4.3**

9.3.4 Packaged dangerous goods of Class 4.3, or with a Subsidiary Risk of 4.3 must be kept dry during transport.

**Exception for Chlorine**

9.3.5 Despite 9.1.3, Chlorine which is transported in a cylinder or a tank may be carried on the same vehicle as:
   (a) dangerous goods of Classes 6.1, 8 or 9; and
   (b) combustible liquids.

**Division 9.4—Transport of dangerous goods on passenger trains**

**Class 1**

9.4.1 (1) The following packaged dangerous goods of Class 1 may be transported in a part of a passenger train reserved solely for the carriage of parcels, baggage or freight, if the maximum quantity of dangerous goods per package specified in relation to the goods is not exceeded and the maximum number of packages on a train specified in relation to the goods is not exceeded:
   (a) Fog or track signals (Class 1.4S; UN0193; SIGNALS, RAILWAY TRACK, EXPLOSIVES; commonly referred to as ‘Railway Detonators’)
      - Maximum number of signals per package – 560
      - Maximum number of packages on any one train – 5
(b) Percussion Caps or Primers (Class 1.4S; UN0044)
- Maximum gross mass of each package – 10kg
- Maximum number of packages on any one train – 5
(c) Safety cartridges (Class 1.4S; UN0012, UN0014 and UN0323)
- Maximum gross mass of each package – 50kg
- Maximum number of packages on any one train – 12
(d) Fuse, safety (Class 1.4S; UN0105)
- Maximum gross mass of each package – 20kg
- Maximum number of packages on any one train – 5
(e) Fireworks (Class 1.4G or Class 1.4S; UN0336 and UN0337)
- Maximum gross mass of each package – 10kg
- Maximum number of packages on any one train – 5

Class 2

9.4.2 (1) LP Gas may be transported on a passenger train if:
   (a) the total capacity of all containers of LP Gas aboard the train is less than 250 litres; and
   (b) no LP Gas cylinder with a capacity of more than 2.5 litres is in a passenger compartment.

(2) The following packaged dangerous goods of Class 2.2 may be transported in a part of a passenger train reserved solely for the carriage of parcels, baggage or freight, if the maximum quantity of dangerous goods per package specified in relation to the goods is not exceeded and the maximum number of packages on a train specified in relation to the goods is not exceeded:
   (a) Medical gases such as compressed oxygen
      - Maximum capacity of cylinders – 25kg
      - Maximum number of cylinders on any one train – 10
   (b) NITROGEN, REFRIGERATED LIQUID (UN1977)
      - Maximum quantity of liquid nitrogen in any one container – 25L
      - Maximum number of containers on any one train – 25
   (c) Refrigerant gases (other than AMMONIA)
      - Maximum capacity of cylinders – 25kg
      - Maximum number of cylinders on any one train – 10

(3) The following packaged dangerous goods of Class 2 (Aerosols) may be transported in a part of a passenger train reserved solely for the carriage of parcels, baggage or freight, if the maximum quantity of dangerous goods per package specified in relation to the goods is not exceeded and the maximum number of packages on a train specified in relation to the goods is not exceeded:
   (a) Aerosols (UN1950)
      - Maximum net contents of each package – 15kg
      - Maximum number of packages per consignor – 5
      - Maximum number of packages on any one train – 10
Class 3

9.4.3 (1) CARBON DISULFIDE (UN1131), NITROGLYCERIN SOLUTION IN ALCOHOL with not more than 1% nitroglycerin (UN1204) and such other dangerous goods of Class 3 as the Railway Authority may specify, must not be offered for transport on a passenger train.

(2) The following packaged dangerous goods of Class 3 may be transported in a part of a passenger train reserved solely for the carriage of parcels, baggage or freight, if the maximum quantity of dangerous goods per package specified in relation to the goods is not exceeded and the maximum number of packages on a train specified in relation to the goods is not exceeded:

(a) Class 3, Packing Group III
   - Maximum capacity of each package – 20L
   - Maximum quantity/weight per consignor – 100L/kg
   - Maximum quantity on any one train – 200L

Class 4

9.4.4 The following packaged dangerous goods of Class 4.1 may be transported in a part of a passenger train reserved solely for the carriage of parcels, baggage or freight, if the maximum quantity of dangerous goods per package specified in relation to the goods is not exceeded and the maximum number of packages on a train specified in relation to the goods is not exceeded:

(a) MATCHES, SAFETY, etc. (UN1944)
   - Maximum number of packages on any one train – 6

Class 5

9.4.5 Reserved

Class 6

9.4.6 (1) Cyanide compounds being dangerous goods of Class 6.1 and other dangerous goods of Class 6.1 which belong to Packing Group I must not be offered for transport on a passenger train.

(2) The following packaged dangerous goods of Class 6 may be transported in a part of a passenger train reserved solely for the carriage of parcels, baggage or freight, if the maximum quantity of dangerous goods per package specified in relation to the goods is not exceeded and the maximum number of packages on a train specified in relation to the goods is not exceeded:

(a) Liquids: Packing Group II – (6.1 label)
   - Maximum contents per package – 1L
   - Maximum number of packages on any one train – 50

(b) Solids: Packing Group II – (6.1 label)
   - Maximum quantity per package – 5kg
   - Maximum number of packages on any one train – 10
(c) Liquids: Packing Group III – (6.1 label)  
- Maximum quantity per consignor – 50L  
- Maximum quantity on any one train – 100L  
(d) Solids: Packing Group III – (6.1 label)  
- Maximum quantity per consignor – 50kg  
- Maximum quantity on any one train – 100kg

Class 7

9.4.7 A person who consigns dangerous goods of Class 7 for transport by rail on a passenger train must:

(a) notify the Railway Authority of their intention to dispatch radioactive substances not less than 24 hours before departure of the train; and  
(b) lodge the dangerous goods at the parcels station not less than half an hour and not more than one hour prior to the anticipated departure of the train.

Class 8

9.4.8 (1) Dangerous goods of Class 8 which belong to Packing Group I must not be offered for transport or be transported on a passenger train.

(2) The following packaged dangerous goods of Class 8 may be transported in a part of a passenger train reserved solely for the carriage of parcels, baggage or freight, if the maximum quantity of dangerous goods per package specified in relation to the goods is not exceeded and the maximum number of packages on a train specified in relation to the goods is not exceeded:

(a) Liquids: Packing Group II  
- Maximum contents per package – 1L  
- Maximum number of packages on any one train – 10

(b) Solids: Packing Group II  
- Maximum quantity per package – 5kg  
- Maximum number of packages on any one train – 10

(c) Liquids: Packing Group III  
- Maximum quantity per consignor – 50L  
- Maximum quantity on any one train – 100L

(d) Solids: Packing Group III  
- Maximum quantity per consignor – 50kg  
- Maximum quantity on any one train – 100kg

(e) Batteries, wet, filled with acid or alkali (UN2794, UN2795)  
- Maximum gross mass per package – 30kg  
- Maximum number of packages on any one train – 6
(f) Battery acid / alkali (composite pack with dry charged batteries (UN2796,UN2797)
- Maximum gross mass per composite package – 30kg
- Maximum number of packages on any one train – 12

(g) FIRE EXTINGUISHER CHARGES, Corrosive Liquid (UN1774)
- Maximum number of bottles per fibreboard cylinder – 1
- Maximum number of cylinders per fibreboard container – 12
- Maximum number of fibreboard containers on any one train – 6

Transport of dangerous goods on the rear of a passenger train

9.4.9 (1) Notwithstanding the provisions specified in 9.4.1 to 9.4.8, it is permitted to transport, on the rear of a passenger train, vehicles loaded with not more than 5 tonnes of packaged dangerous goods other than Class 1, 2.1, 2.3 and 7, and Packing Group I of any Class.

(2) All segregation and separation requirements apply for the transport of dangerous goods on the rear of a passenger train.
### Table 9.2

Segregation of Dangerous Goods in Road Vehicles and Freight Containers

<table>
<thead>
<tr>
<th>CLASS</th>
<th>1</th>
<th>2.1</th>
<th>2.2</th>
<th>2.3</th>
<th>3</th>
<th>4.1</th>
<th>4.2</th>
<th>4.3</th>
<th>5.1</th>
<th>5.2</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>Food and Food Empties</th>
<th>Fire Risk Substances</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Explosives)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>(1)</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>(Flammable Gas)</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>(Non-flammable Non-toxic gas)</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>(Toxic Gas)</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>(Flammable Liquid)</td>
<td>N</td>
<td>0</td>
<td>N</td>
<td>0</td>
<td>N</td>
<td>0</td>
<td>N</td>
<td>N</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>(Flammable Solid)</td>
<td>N</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>(Spontaneously Combustible)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>0</td>
<td>N</td>
<td>N</td>
<td>0</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>(Dangerous When Wet)</td>
<td>N</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>(Oxidizing Agent)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>0</td>
<td>N</td>
<td>0</td>
<td>3</td>
<td>N</td>
<td>0</td>
<td>4</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>(Organic Peroxide)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>0</td>
<td>3</td>
<td>N</td>
<td>N</td>
<td>0</td>
<td>4</td>
<td>0</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>(Toxic)</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>(Radioactive)</td>
<td>N</td>
<td>N</td>
<td>0</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>(Corrosive)</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td>N</td>
<td>N</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>N</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>(Miscellaneous Dangerous Gds)</td>
<td>N</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>0</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

**NOTES:**

0 means compatible and therefore may be loaded into the same vehicle or freight container (see clause 9.1.3).

N means incompatible and may therefore not be loaded into the same vehicle or freight container without appropriate segregation (see clause 9.1.3).

(1) see sub-clause 9.1.3(1).

(2) means incompatible when both classes are in bulk.

(3) means incompatible when Class 6 substance is a fire risk substance, and may therefore not be loaded into the same vehicle or freight container without appropriate segregation.

(4) means incompatible when Class 9 substance is a fire risk substance, and may therefore not be loaded into the same vehicle or freight container without appropriate segregation.

(5) see also Table 9.1

(6) for segregation of undeveloped photographic film, personnel and mail - see requirements of the Code of Practice for the Safe Transport of Radioactive Substances.
### Table 9.3

**Separation Between Goods on Rail Wagons and Marshalling of Rolling Stock**

<table>
<thead>
<tr>
<th>CLASS</th>
<th>Explosives</th>
<th>Flammable Gas</th>
<th>Non-Flammable Gas</th>
<th>Oxidising Agent</th>
<th>Organic Peroxide</th>
<th>Corrosive</th>
<th>Miscellaneous Dangerous Goods</th>
<th>Mixed Class Placard Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Exp</td>
<td>A</td>
<td>4 X</td>
<td>2 X</td>
<td>2 X</td>
<td>2 X</td>
<td>2 X</td>
<td>4 X</td>
</tr>
<tr>
<td>2.1</td>
<td>Flammable Gas</td>
<td>4 X</td>
<td>2 X</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>2.2</td>
<td>Non-Flammable Non-Toxic Gas</td>
<td>2 X</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2.3</td>
<td>Toxic Gas</td>
<td>2 X</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>Flammable Liquid</td>
<td>2 X</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>4.1</td>
<td>Spontaneously Combustible</td>
<td>2 X</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>4.2</td>
<td>Dangerous When Wet</td>
<td>2 X</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>4.3</td>
<td>Oxidising Agent</td>
<td>2 X</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>6.1</td>
<td>Toxic, or Infectious</td>
<td>4 X</td>
<td>2 X</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>6.2</td>
<td>In</td>
<td>4 X</td>
<td>4 X</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2 X</td>
<td>2 X</td>
</tr>
<tr>
<td>7</td>
<td>Radioactive</td>
<td>2 X</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>8</td>
<td>Miscellaneous Dangerous Goods</td>
<td>2 X</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

**NOTE:** Separation distances should be determined from this table based on both the Classes and Subsidiary Risks (if any) of the dangerous goods, with the greatest distance then applied as follows:

(i) Bulky dangerous goods must be separated from all other placard loads (bulky or packaged) and from other vehicles indicated;
(ii) Placard loads of packaged dangerous goods must be separated from bulky dangerous goods and from other vehicles indicated;
(iii) Placard loads of packaged dangerous goods need only be separated from other packaged loads where indicated by the letter ‘X’ or when ‘C’ or ‘D’ apply.

In each instance, separation distances derived from this table are measured from the near end of the freight or bulk container, or from the near end of the load carrying section of the wagon where the dangerous goods are not in freight or bulk containers. These separation requirements are fully detailed in Division 9.2.

**EXPLANATION OF SYMBOLS USED IN TABLE:**

- **0** - means ‘No Separation Required’.
- **2** - means ‘Separated by at least 12 metres’ (or 2 x 6.1m slots).
- **4** - means ‘Separated by at least 14 metres’ (or 4 x 6.1m slots).
- **A** - Refer to Australian Explosives Code
- **B** - Freighter containers with placard loads of Class 1 Explosives (except Class 1.4S) and tank containers of Class 2.1 must not be carried on the same wagon load platform or well as any other freight container except empties or where specifically authorised.
- **C** - If the Class 6.1 is a Cyanide and the Class 8 in an acid; or if the Class 6.1 is liquid Sodium Cyanide and the Class 8 is Sodium Hypochlorite:
  - 250 metres if both are in bulk
  - metres if neither is bulk or only one is bulk
- **D** - If the Class 6.1 is liquid Sodium Cyanide and the Class 5.1 is Hydrogen Peroxide:
  - 250 metres if both are in bulk
  - metres if neither is bulk or only one is bulk
- **E** - If approved by Competent Authority. 2 otherwise.
- **F** - Bulk Class 2.1 must not be carried on last wagon of train.
- **G** - 0 where the Class 3 is in a rail tank wagon.
- **X** - Indicates where separation also applies from placard loads of packaged dangerous goods.

---

155
CHAPTER 10—TRANSFER OF BULK DANGEROUS GOODS

Division 10.1—Hose assemblies

Hose assemblies for Class 2 (other than LP Gas or anhydrous ammonia)

10.1.1 A hose assembly used to transfer dangerous goods of Class 2, other than LP Gas or anhydrous ammonia (UN 1005), must have a rated maximum working pressure of not less than 1.5 times the maximum delivery pressure of the transfer system in which the hose is used.

Hose assemblies for LP Gas

10.1.2 A hose assembly used to transfer LP Gas:
   (a) must comply with AS 1869; and
   (b) must be tested in accordance with AS 1869.

Hose assemblies for anhydrous ammonia (UN 1005)

10.1.3 A hose assembly used to transfer anhydrous ammonia (UN 1005):
   (a) must comply with AS 2022; and
   (b) must be tested in accordance with AS 2022.

Hose assemblies for Class 3 petroleum products

10.1.4 A hose assembly used to transfer dangerous goods of Class 3 petroleum products:
   (a) must comply with AS 2683; and
   (b) must be tested in accordance with AS 2683.

Hose assemblies for dangerous goods in liquid form other than Class 2 or Class 3 petroleum products

10.1.5 A hose assembly used to transfer dangerous goods in liquid form other than Class 2 or Class 3 petroleum products:
   (a) must comply with AS 2594; and
   (b) must be tested in accordance with AS 2594; and
   (c) must have a rated maximum working pressure of not less than 1.5 times the maximum delivery pressure of the transfer system in which the hose is used.

Testing hose assembly for electrical continuity—Class 3, 4 & 5, Subsidiary Risk 3, 4 & 5.1

10.1.6 (1) This clause applies to a hose assembly used to transfer:
   (a) dangerous goods of Class 3, 4 or 5; or
   (b) dangerous goods (other than dangerous goods of Class 2) with a Subsidiary Risk of 3, 4 or 5.1.
(2) The hose assembly must be tested in accordance with AS 1180.13(B) for electrical continuity before it is first used to transfer dangerous goods. The resistance of the hose assembly must comply with the resistance values specified for electrical properties in AS 2683 for the kind of hose assembly being tested.

(3) The hose assembly must be retested in accordance with AS 1180.13(B), and, where applicable to the kind of hose assembly being tested, for electrical continuity in accordance with AS 1180(C) at intervals of no more than 6 months. The resistance of the hose assembly must comply with the resistance values specified for electrical properties in AS 2683 for the kind of hose assembly being tested.

(4) (a) If the hose assembly consists of two or more Kind 1 hose assemblies coupled together, it must be constructed, assembled and maintained, so that the resistance between the end couplings does not exceed 10 ohms.

(b) If the hose assembly consists of two or more hose assemblies which are not of Kind 1, it must be constructed, assembled and maintained so that the resistance between the couplings does not exceed the resistance values for electrical properties in AS 2683 for the relevant kind of hose assembly.

Periodic inspection

10.1.7 A hose assembly must be inspected for damage over its entire length at intervals of not more than one month.

Keeping records

10.1.8 (1) Each hose assembly must be marked with a distinctive identifying number.

(2) An accurate record must be kept for the life of each hose assembly of:

(a) the date on which each test required to be carried out under this Division is carried out; and

(b) the nature of the test carried out; and

(c) the date on which maintenance work is carried out on the hose assembly; and

(d) the nature of the maintenance work.

Frequency of hydrostatic pressure testing

10.1.9 A hose assembly used to transfer dangerous goods must be hydrostatically tested at the pressure required by this Code:

(a) prior to its initial use; and

(b) thereafter, at intervals not exceeding 12 months.

Division 10.2—Where to transfer dangerous goods

Position of vehicle during transfer of Class 2.1 or 3

10.2.1 (1) A road tank vehicle or road vehicle carrying a bulk container to or from which dangerous goods of Class 2.1 or 3, or with a Subsidiary Risk 2.1 or 3, are being transferred must be positioned during the transfer operation:

(a) so that the vehicle can be driven away in a forward direction; or

(b) if it is not reasonably practicable to drive the vehicle in a forward direction owing to the layout of the site—so that it can be driven away with minimal manoeuvring.
(2) The area through which the vehicle needs to move or manoeuvre in order to leave the premises on which the transfer takes place must, as far as is reasonably practicable, be kept clear.

Precautions during transfer in built-up area

10.2.2 Dangerous goods (other than dangerous goods of Class 2.1 or 3) must not be transferred from a road tank vehicle or a bulk container:

(a) in a built-up area with public access; or

(b) within 15 metres of any building or other place where there is or is likely to be a concentration of people, other than a building on the premises where the transfer takes place.

Transfer operation within a designated transfer area

10.2.3 If:

(a) dangerous goods are to be transferred into or from a road tank vehicle or a bulk container on a road vehicle; and

(b) the occupier of premises has marked or otherwise designated an area on the premises in which a transfer operation is to take place;

the vehicle must be parked within the designated area.

Positioning of hose assembly during transfer

10.2.4 If dangerous goods are to be transferred into or from a tank vehicle or bulk container in an area which is accessible to other vehicles, all reasonably practicable measures must be taken to prevent any vehicle from driving over the hose assembly or striking its connections.

Transferring dangerous goods that may give rise to dusts, mists or vapours, etc

10.2.5 Dangerous goods must not be transferred into or from a tank vehicle or bulk container while the vehicle or container is in an enclosed space if the transfer is likely to give rise to dangerous concentrations of dusts, mists or vapours.

Division 10.3—Preventing fire during a transfer operation

Distance from ignition sources

10.3.1 During a transfer operation involving a tank vehicle, or a bulk container on a vehicle, every hose connection point and every closure on the tank or container must be separated from sources of ignition by not less than the following distances:

(a) 10 metres—in the case of a transfer of dangerous goods of Class 2.1 or with a Subsidiary Risk of 2.1; or

(b) 15 metres—in the case of a transfer into a road tank vehicle, rail tank vehicle or bulk container of dangerous goods of Class 3 or with a Subsidiary Risk of 3; or

(c) 8 metres—in the case of a transfer from a road tank vehicle, rail tank vehicle or bulk container of dangerous goods of Class 3 or with a Subsidiary Risk of 3; or

(d) 8 metres—in the case of a transfer of dangerous goods of Class 4 or 5 or with a Subsidiary Risk of 4 or 5.
Stop engine when coupling or uncoupling hoses—Class 2.1, 3 & 4

10.3.2 (1) If:
(a) dangerous goods of Class 2.1, 3 or 4; or
(b) dangerous goods with a Subsidiary Risk of 2.1, 3, or 4;

are to be transferred into or from a road tank vehicle or a bulk container on a road vehicle, the engine of the vehicle, and any internal combustion auxiliary engine on the vehicle, must be stopped while hose connections are coupled to or uncoupled from the vehicle, or tank on the vehicle.

(2) Unless the transfer is a transfer from the vehicle which involves the use of a pump or compressor driven by the vehicle’s engine, the engine of the vehicle must remain stopped throughout the transfer operation.

Electrical bonding—LP Gas

10.3.3 Before LP Gas is transferred into or from a bulk container or tank vehicle, the receiving container or tank must be electrically bonded to the supplying container or tank, as the case may be, in accordance with AS 1596.

Electrical bonding—Class 3

10.3.4 Before dangerous goods of Class 3 are transferred into or from a tank vehicle or bulk container, the receiving tank must be electrically bonded to the receiving container in accordance with AS 1940.

Electrical bonding—Class 2.1 other than LP Gas

10.3.5 Where:
(a) dangerous goods of Class 2.1 (other than LP Gas) are transferred into or from a tank vehicle, or a bulk container; and
(b) the receiving tank is not an underground tank;

the receiving container must be electrically bonded to the supplying container before the transfer commences and the bonding must remain in place until all hose assemblies have been uncoupled and all closures have been closed.

Loading spear in contact with tank bottom—Class 3

10.3.6 If a tank is filled from the top with dangerous goods of Class 3, or with a Subsidiary Risk of 3, and is not filled through a tight fill connection and fill pipe, the loading spear must be in contact with the bottom of the tank while the goods are being transferred.

Burners not to operate during transfer operations

10.3.7 If a road tank vehicle is equipped with a burner or other means to heat the cargo, the heater must not be operated during a transfer operation.
Division 10.4—Ullage and maximum permitted filling ratio

Ullage—dangerous goods (other than Class 2) as a liquid, slurry or paste

10.4.1 The ullage in a tank vehicle or a bulk container containing dangerous goods (other than dangerous goods of Class 2) in the form of a liquid, slurry or paste must not be less than:

(a) 2%—for dangerous goods having a coefficient of expansion of not more than $90 \times 10^{-5}$ per degree Celsius; or

(b) 3%—for dangerous goods having a coefficient of expansion of more than $90 \times 10^{-5}$ per degree Celsius but not more than $135 \times 10^{-5}$ per degree Celsius; or

(c) 4%—for dangerous goods having a coefficient of expansion of more than $135 \times 10^{-5}$ per degree Celsius but not more than $180 \times 10^{-5}$ per degree Celsius; or

(d) 5%—for dangerous goods having a coefficient of expansion of more than $180 \times 10^{-5}$ per degree Celsius.

Ullage—capacity of tank or container exceeding 8600L

10.4.2 (1) This clause applies to a tank vehicle or bulk container containing liquid dangerous goods, other than TARS LIQUID (UN 1999) or dangerous goods of Class 2.

(2) If dangerous goods to which this clause applies are transported in a tank or container that either:

(a) has no compartments and has a capacity exceeding 8600L; or

(b) has one or more compartments, any of which exceed 8600L capacity;

the ullage in the tank or container, or the compartment or compartments of the tank or container, must not be between 20% and 85%.

Ullage—Class 2 refrigerated liquid

10.4.3 If dangerous goods of Class 2 in the form of a refrigerated liquid are transferred into a tank vehicle or bulk container, the tank or container must not be filled with liquid to the extent that, when the liquid is uniformly at the temperature which corresponds to the start-to-discharge pressure of:

(a) the safety relief valve of the tank or container; or

(b) where the container is fitted with a pressure control valve in addition to a safety relief valve—the pressure control valve;

the ullage below the inlet to the valve is less than 2% when the tank or container is level.

Maximum permitted filling ratio—Class 2 liquid (other than refrigerated liquid)

10.4.4 The maximum permitted filling ratio for a tank vehicle or bulk container containing dangerous goods of Class 2 in a liquefied form is:

(a) the ratio specified in Table 10.1 for goods of that type when contained in a tank or container of that type; or

(b) if no ratio is specified in Table 10.1—the ratio approved by a Competent Authority in relation to goods of that type when transferred into a tank or container of that type.
Table 10.1—Maximum permitted filling ratios

10.4.5  (1) Column 1 of Table 10.1 contains a description of dangerous goods of Class 2.

(2) Column 2 of the table contains a description of the capacity of the tank or container into which the goods described in column 1 are to be transferred.

(3) Column 3 of the table contains the maximum permitted filling ratio specified for the goods described in column 1 when being transferred into a tank or other bulk container of the capacity described in column 2.

### Table 10.1
Maximum Permitted Filling Ratios for Dangerous Goods of Class 2 in Compressed Liquefied Form

<table>
<thead>
<tr>
<th>Dangerous Goods</th>
<th>Type of Bulk Container</th>
<th>Maximum Permitted Filling Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Liquefied petroleum gas</td>
<td></td>
<td>As set out in AS 1596</td>
</tr>
<tr>
<td>2. Liquefied ethylene oxide</td>
<td>(i) insulated</td>
<td>0.83</td>
</tr>
<tr>
<td></td>
<td>(ii) not insulated</td>
<td>0.82</td>
</tr>
<tr>
<td>3. Liquefied butadiene</td>
<td>Capacity of:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(i) more than 5kL</td>
<td>0.58</td>
</tr>
<tr>
<td></td>
<td>(ii) not more than 5kL</td>
<td>0.56</td>
</tr>
<tr>
<td>4. Liquefied vinyl chloride</td>
<td>Capacity of:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(i) more than 5kL</td>
<td>0.84</td>
</tr>
<tr>
<td></td>
<td>(ii) not more than 5kL</td>
<td>0.82</td>
</tr>
<tr>
<td>5. Liquefied chlorine</td>
<td>All bulk containers</td>
<td>1.25</td>
</tr>
<tr>
<td>6. Liquefied ammonia</td>
<td>All bulk containers</td>
<td>0.56</td>
</tr>
<tr>
<td>7. Liquefied ethyl chloride</td>
<td>Capacity of:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(i) more than 5kL</td>
<td>0.83</td>
</tr>
<tr>
<td></td>
<td>(ii) not more than 5kL</td>
<td>0.81</td>
</tr>
<tr>
<td>8. Liquefied sulfur dioxide</td>
<td>All bulk containers</td>
<td>1.25</td>
</tr>
<tr>
<td>9. Cryogenic liquids</td>
<td>All bulk containers</td>
<td>As set out in AS 2809.6</td>
</tr>
<tr>
<td>10. Any other dangerous goods of</td>
<td>All bulk containers</td>
<td>As approved</td>
</tr>
<tr>
<td>Class 2 except those referred to</td>
<td></td>
<td></td>
</tr>
<tr>
<td>in clause 10.4.3.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Division 10.5—Transfer of dangerous goods—general requirements

Vehicle to be stationary during transfer operation

10.5.1 Dangerous goods must not be transferred into or from a tank vehicle, or a bulk container on a vehicle, unless the vehicle is secured against movement.

Person to remain with vehicle during transfer

10.5.2 If dangerous goods are transferred into or from a tank vehicle, or a bulk container on a vehicle, a person must:

(a) remain with the vehicle during the transfer operation; and
(b) remain in sight of all valves, fittings, gauges and hose connections that are used or may be used during the transfer operation; and
(c) be in a position which gives immediate access to all equipment necessary to stop the transfer operation in the event of an escape, leak or spill.

Occupying cabin during transfer operation

10.5.3 Dangerous goods must not be transferred into or from a road tank vehicle, or a bulk container on a road vehicle, while the cabin of the vehicle is occupied.

Light levels during transfer operations

10.5.4 The level of light at all valves, fittings, gauges and hose connections that are used or may be used during a transfer operation must be adequate to allow the transfer operation to be conducted safely.

Transfer operations using gas pressure

10.5.5 If dangerous goods are transferred under gas pressure into or from a tank vehicle or a bulk container:

(a) the design pressure of the supplying tank or container must not be exceeded; and
(b) the gas used in the transfer operation must be chemically inert to the dangerous goods being transferred; and
(c) air must not be used to transfer dangerous goods of Class 3 or 4 or with a Subsidiary Risk of 3 or 4.

Guidelines—handling in accordance with design

10.5.6 If a bulk container has notations on the container indicating the manner in which the container must be handled in the transport of dangerous goods, it should be handled in accordance with the notations.

Guidelines—using a hose

10.5.7 A hose used in connection with a transfer operation should be handled so as to avoid excessive curvature, stress, abrasion or kinking that may damage the hose or its connections.
Division 10.6—Transfer of gas

Compliance with AS 1596

10.6.1 LP Gas must be transferred to or from a tank vehicle, or bulk container on a vehicle, in accordance with AS 1596.

Transferring liquefied gas inside a building

10.6.2 Liquefied gas must not be transferred into a storage tank or container housed within a building unless:

(a) the building is designed and used solely for the purpose of storing dangerous goods of Class 2; or

(b) the building may be used for that purpose under a law of the State of Territory in which the building is located that relates to the storage and handling of dangerous goods.

Other precautions during transfer of Class 2.1 and Class 2.3

10.6.3 (1) Subject to (3), this clause applies to the transfer of dangerous goods of Class 2.1 or Class 2.3 from a tank vehicle or bulk container, into a storage container.

(2) If:

(a) the line of sight between the vehicle or container and the filling point of the storage container is obstructed so that one cannot be seen from the other; or

(b) the transfer takes place:

(i) in a built-up area with public access; or

(ii) within 15 metres of any building or other place where there is or is likely to be a concentration of people other than a building on the premises where the transfer takes place;

a person capable of using the transfer equipment must remain at the vehicle and another person capable of using the transfer equipment must remain at the storage container

(3) However, if the transfer is of LP Gas, it is only in the circumstances described in (2)(a) and (2)(b)(ii), that it is necessary for a person to comply with this clause.

Warning notices when transferring liquefied gas

10.6.4 (1) If dangerous goods of Class 2 are to be transferred as a liquid from a road tank vehicle, or from a bulk container on a road vehicle, and the vehicle is accessible to people not involved in performing the transfer:

(a) a notice complying with subclause (2) must be mounted vertically or nearly vertically near the front and rear of the vehicle, so as to warn any person approaching of the transfer operation; and

(b) the notices must be left in position until the transfer operation is finished and the hose assembly is stowed.

(2) The notice must display the following words in letters at least 60mm high:

(a) “Gas – Keep Clear”; and

(b) if the dangerous goods are of Class 2.1 or are liquefied oxygen—”No Smoking-No Naked Lights”.
Other precautions during transfer of liquefied oxygen

10.6.5 A person must not fill or discharge liquefied oxygen into or from a road tank vehicle or bulk container unless, during the transfer operation, the surface within a distance of 1 metre of the transfer hose is made of concrete or another non-combustible material.

Division 10.7—Transfer of dangerous goods of Class 3

Compliance with AS 1940

10.7.1 Dangerous goods of Class 3, or with a Subsidiary Risk of 3 must be transferred from a tank vehicle, or bulk container on a vehicle, into a storage tank, in accordance with AS 1940.

Controlling fire risk

10.7.2 If a pump is fitted to or carried on the vehicle to or from which dangerous goods of Class 3 or with a Subsidiary Risk of 3 are transferred:

(a) the propulsion engine of the vehicle must not be used to power the pump unless:
   (i) the engine is a compression-ignition engine; and
   (ii) the pump and all associated pipework are shielded from the engine of the vehicle by the provision of a fire shield or by equally effective means; and
   (iii) the pump driving engine requirements of AS 2809.2 are complied with; and
(b) a spark ignition engine must not be used to power an auxiliary or portable pumping unit; and
(c) an auxiliary or portable pumping unit powered by a compression-ignition engine must not be used unless the unit is approved by a Competent Authority for that purpose and is operated in accordance with the approval; and
(d) an electric motor must not be used to power the pump unless the motor and all associated electrical fittings and equipment are suitable for use in a Zone 1 Hazardous Area as defined in AS 2430.

Close closures and valves when transfer completed

10.7.3 All valves and closures that were removed or opened to enable the transfer to take place must be reinstated or closed after the transfer is completed.

Manner of filling

10.7.4 (1) Where dangerous goods of Class 3 or with a Subsidiary Risk of 3 are transferred to or from a tank vehicle or bulk container on a vehicle, the tank or container and the receiving tank or storage container must be connected by pipeline and hose connection, unless the transfer:

(a) takes place on premises which are a farm or mine site; or
(b) is a transfer to or from a tank classified under AS 1940 as a minor storage tank.

(2) In a transfer to which subclause (1) applies:

(a) the tank vehicle or bulk container and the receiving tank or storage container may be connected by pipeline and hose connection; or
(b) if the receiving tank or storage container is fitted with a fill pipe at the tank or container opening, a hand-held nozzle may be used to fill the tank.
CHAPTER 11—DOCUMENTATION

Shipping documentation

11.1.1 (1) Shipping documentation must be in English.

(2) Shipping documentation must be legible.

(3) Unless the dangerous goods to which the shipping documentation relates are goods to which subclause (10) applies, any shipping documentation must contain:
   (a) the consignor’s name and contact telephone number; and
   (b) a description in accordance with subclause (4) of the dangerous goods to be transported.

(4) The description in shipping documentation of the dangerous goods to be transported must include, for each type of dangerous goods to be transported:
   (a) the proper shipping name of the goods or the name of the goods that appears on the packaging or bulk container in which the goods are contained; and
   (b) the Class of the goods; and
   (c) the Subsidiary Risk (if any) of the goods; and
   (d) the UN Number of the goods; and
   (e) the Packing Group designator (if any) for the goods; and
   (f) if the goods are packaged dangerous goods:
      (i) a description of each type of package to be transported, for example, “drum” or “DRM”; and
      (ii) the number of packages of each type to be transported; and
   (g) if the goods are dangerous goods in bulk:
      (i) a description of each type of bulk container to be transported, for example, “intermediate bulk container” or “IBC”; and
      (ii) the number of bulk containers of each type to be transported; and
   (h) the aggregate quantity of the goods.

(5) When describing a type of dangerous goods, the name, Class, Subsidiary Risk, UN Number of the goods and the Packing Group designator for the goods must appear before the other elements of the description.

(6) The aggregate quantity of a type of dangerous goods may be described by stating:
   (a) if the goods are a gas:
      (i) the number of each type of package to be transported and the capacity of each of those packages; or
      (ii) the total capacity of all packagings to be transported.
(b) if the goods are a liquid or a solid:
   (i) the number of each type of package to be transported and the amount of
dangerous goods contained in each of those packages; or
   (ii) the total amount of dangerous goods of that type to be transported.

(7) Shipping documentation may contain other information about the dangerous goods to be
transported if the information is not inconsistent with, and is placed after, the information
included in the document under subclause (4).

(8) If dangerous goods and other goods are consigned together, the shipping documentation may
contain information about the other goods, but the information must be placed after the
information relating to the dangerous goods.

(9) The contents of shipping documentation may be transmitted to the prime contractor or driver
by electronic data interchange, but documentation must be carried in the vehicle in hard
copy form.

(10) Shipping documentation for a load of dangerous goods to which clause 1.2.1 (consumer
commodities) applies, is not required to comply with this chapter provided it complies with
subclause 1.2.1(2).

Shipping documentation for empty containers

11.1.2 (1) Shipping documentation is not required for a load of empty containers that have
contained dangerous goods of Packing Group II or III but that have not been freed of
dangerous goods if the containers:
   (a) each have a capacity of less than 20L; or
   (b) are collapsed packagings or collapsed flexible IBCs.

(2) Subject to subclause (3), shipping documentation is required for a load of empty containers
that have not been freed of dangerous goods, other than containers to which subclause (1)
applies.

(3) Where shipping documentation is required for a load of empty containers that have not been
freed of dangerous goods, words to the effect that the load contains empty containers of
dangerous goods (for example “EMPTY D/G DRUMS”; “D/G RESIDUE” or “RETURN
EMPTY D/G PACKAGES”) may be used in the documentation instead of the information
required to be included under subclause 11.1.1(4).

Additional requirements for dangerous goods transported by rail

11.1.3 (1) If dangerous goods are transported by rail, the following information must also be
included in the shipping documentation:
   (a) the rail station or depot from which the goods are to be dispatched and the rail station
or depot to which the goods are to be consigned; and
   (b) the name and number of each bulk container or rail tank vehicle containing dangerous
goods and the gross mass of each container or tank.

(2) It is sufficient compliance with subclause (1) if the information required under the subclause
is set out in the rail consignment note.
11

Guideline-amending documentation after unloading

11.1.4 If part of a load of dangerous goods is unloaded from the vehicle, or transferred out of a tank on the vehicle, the shipping documentation should be amended after each unloading or transfer to reflect an estimation of the quantity of dangerous goods remaining on the vehicle at any time.

C ons ignor’s c ontact t elephone n umber

11.1.5 Whenever practicable, the telephone number of the consignor stated in the shipping documentation, should be a number at which the consignor, or a person acting on behalf of the consignor, is accessible 24 hours a day to answer questions relating to the goods consigned.

Guideline—combination road vehicles

11.1.6 If dangerous goods are to be transported on a combination road vehicle, the shipping documentation should indicate which dangerous goods are stowed in each vehicle forming part of the combination.

Add itional r equirements for s elf-reactive a nd r elated s ubstances a nd o r ganic pero xides

11.1.7 (1) If the goods to be transported include:

(a) a new self-reactive or related substance not listed in Appendix 6 or a new formulation of a self-reactive or related substance currently assigned to a generic entry; or

(b) a new organic peroxide not listed in Appendix 7 or a new formulation of an organic peroxide currently assigned to a generic entry;

the goods must be classified and assigned a generic entry by a Competent Authority on the basis of a test report prepared in accordance with the UN Recommendations, Manual of Tests and Criteria, and the shipping documentation must include:

(c) a statement to the effect that the goods are being transported by special approval; and

(d) a copy of the approval of the classification and the conditions of transport.

(2) If the goods to be transported are a sample of a self-reactive or related substance or organic peroxide that is being transported for the purpose of further testing or evaluation, a statement to that effect must be included in the shipping documentation.

(3) If the goods to be transported are a self-reactive or related substance or an organic peroxide which require temperature control during transport, the control temperature and emergency temperature must be stated in the shipping documentation.

(4) If the dangerous goods to be transported include a self-reactive or related substance or an organic peroxide and a Competent Authority has permitted the Subsidiary Risk 1 label to be dispensed with for the package containing those goods, a statement to that effect must be included in the shipping documentation.
Division 11.2—Emergency information

What is emergency information?

11.2.1 “Emergency information”, in relation to dangerous goods transported on a vehicle, means:
(a) the Dangerous Goods – Initial Emergency Response Guide; or
(b) an emergency procedure guide for the dangerous goods transported on the vehicle and the emergency procedure guide in relation to vehicle fire.

What is an emergency procedure guide?

11.2.2 (1) An “emergency procedure guide”, in relation to particular dangerous goods, is a guide outlining procedures to be taken in the event of an emergency involving the goods which is either:
(a) in the form, or substantially in the form, of an emergency procedure guide for the goods published by Standards Australia; or
(b) in a form approved by a Competent Authority in relation to goods of that kind.

(2) An “emergency procedure guide”, in relation to vehicle fire, is a guide outlining procedures to be taken in the event of a fire on a road vehicle which is either:
(a) in the form, or substantially in the form, of the emergency procedure guide for vehicle fire published by Standards Australia; or
(b) in a form approved by a Competent Authority.

What is an emergency information holder?

11.2.3 An emergency information holder is a holder:
(a) of a size and shape suitable for carrying emergency information and documentation; and
(b) marked with the words “emergency procedure guides” or “emergency information” in red letters at least 10 millimetres high on a white background.

Where must an emergency information holder be placed?

11.2.4 An emergency information holder must be securely placed on a road vehicle:
(a) on the inside of a door of the cabin; or
(b) if the construction of the vehicle does not allow the holder to be attached to the door—in a conspicuous position adjacent to the door.
CHAPTER 12—SAFETY EQUIPMENT

Personal protective equipment and safety equipment —Table 12.1

12.1.1 Table 12.1 sets out guidance as to the minimum requirements for:

(a) the types of personal protective equipment with which a driver of a road vehicle transporting a placard load of dangerous goods should be provided; and

(b) the safety equipment with which a road vehicle used in the transport of a placard load of dangerous goods should be equipped.

How to read Table 12.1

12.1.2 The first column of Table 12.1 sets out Classes and Subsidiary Risks of dangerous goods. A type of personal protective equipment or safety equipment is described in the heading to each of the other columns in the table. Equipment which should be carried when transporting the goods described in the first column is denoted by the word “yes” in the column relating to that equipment. Equipment which is not recommended to be carried is denoted by the word “no” in the relevant column. If equipment is only recommended to be carried in some circumstances, those circumstances are set out in the relevant column or in a note.

Where must safety equipment be carried?

12.1.3 Personal protective equipment and safety equipment carried on a road vehicle transporting dangerous goods must be stowed in an accessible position in the cabin of the vehicle.

Fire extinguishers—Table 12.2

12.1.4 (1) A road vehicle transporting a placard load of dangerous goods must be equipped with a fire extinguisher or fire extinguishers in accordance with Table 12.2.

(2) A fire extinguisher carried on a vehicle transporting dangerous goods must:

(a) comply with AS 1841.1 and 1841.5; and

(b) be inspected and tested in accordance with AS 1851.1.

How to read Table 12.2

12.1.5 (1) Column 1 of Table 12.2 contains a description of different types of loads of dangerous goods. Column 2 specifies the minimum number, minimum rating (under the rating system set out in AS 1850) and type of fire extinguisher that must be carried in a vehicle transporting a load of that description. Column 3 specifies requirements for the stowage of fire extinguishers in certain circumstances.

(2) The expression “flammable goods” in column 1 means dangerous goods of Class 2.1, 3 or 4, or with a Subsidiary Risk of 2.1, 3, or 4.

(3) The expression “non-flammable goods” in column 1 means dangerous goods of a Class other than Class 2.1, 3 or 4, or with a Subsidiary Risk of other than 2.1, 3, or 4.
Where must fire extinguishers be carried?

12.1.6  (1) Each fire extinguisher on a road vehicle transporting dangerous goods must be:

(a) carried in a readily accessible position;

(b) mounted in a properly attached quick release bracket; and

(c) stowed in accordance with any applicable direction in column 3 of Table 12.2.

Eyewash kit

12.1.7  A road vehicle transporting a placard load of dangerous goods must be equipped with an eyewash kit of at least 250 millilitres, filled and ready for use.

Portable warning devices

12.1.8  (1) A road vehicle transporting a placard load of dangerous goods must be equipped with 3 double-sided reflector signals that comply with AS 3790.

(2) The signals must be clean and in good condition.

Gas detectors

12.1.9  A vehicle transporting unodourized LP Gas must be equipped with a gas detector suitable for detection of LP Gas, in accordance with AS 1596.
Table 12.1  
Guide to Personal Protective Equipment and Safety Equipment on Road Vehicles

<table>
<thead>
<tr>
<th>Class or Subsidiary Risk</th>
<th>SCBA or rebreathing apparatus</th>
<th>Gas tight goggles or full face shield as appropriate</th>
<th>Chemically resistant gloves or gauntlets</th>
<th>Thermally insulated gloves or gauntlets</th>
<th>Chemically resistant suit or coveralls</th>
<th>Chemically resistant boots</th>
<th>Any electric torch</th>
<th>Electric torch complying with AS2380.7 or other approved Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>No</td>
<td>Yes, if the dangerous goods are in bulk or cryogenic liquids</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>2.2</td>
<td>No</td>
<td>Yes, if the dangerous goods are in bulk or cryogenic liquids</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>2.3</td>
<td>Yes but see note 1</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>3</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>4</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>5.1 (solids)</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>5.1 (liquids)</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>5.2</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>6.1</td>
<td>Yes but see note 2</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>8</td>
<td>Yes but see note 2</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>9</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

NOTE 1: SCBA if required by other legislation where the driver attends to loading or transfer of goods. Otherwise short term breathing apparatus for escape purposes.

NOTE 2: Where the dangerous goods may give rise to harmful vapours, gases or dust: SCBA may be required by other legislation where the driver attends to loading or transfer of goods. Otherwise short term breathing apparatus for escape purposes. SCBA is not required for flat top vehicles loaded with IBCs.
### Table 12.2

**Fire Extinguishers on Road Vehicles Transporting Dangerous Goods**

<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
<th>Column 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dangerous goods being transported</td>
<td>Minimum number, minimum rating and type</td>
<td>Stowage on the vehicle</td>
</tr>
<tr>
<td>Packaged dangerous goods</td>
<td>One 30B stored pressure type (complying with AS 1846)</td>
<td></td>
</tr>
<tr>
<td>All dangerous goods in bulk</td>
<td>One 10B dry powder type</td>
<td>In the cabin</td>
</tr>
<tr>
<td>Non-flammable goods in bulk</td>
<td>One 60B or two 30B dry powder type</td>
<td>In accordance with AS2809.1 (if applicable)</td>
</tr>
<tr>
<td>Flammable goods in bulk on a vehicle with a capacity less than or equal to 10,000L or kg</td>
<td>One 60B or two 30B dry powder type</td>
<td>In accordance with AS2809.1 (if applicable)</td>
</tr>
<tr>
<td>Flammable goods in bulk on a vehicle with a capacity greater than 10,000L or kg</td>
<td>Either: (a) two 60B dry powder type; or (b) one 80B dry powder type and one 20B foam type</td>
<td>In accordance with AS2809.1 (if applicable)</td>
</tr>
</tbody>
</table>
CHAPTER 13—PROCEDURES DURING TRANSPORT

Division 13.1—Breakdowns

Alerting traffic of traffic hazard

13.1.1 If a road vehicle transporting a placard load of dangerous goods is disabled on a road or street, or has stopped and constitutes a traffic hazard, other road users must be alerted by:

(a) if:

(i) the battery has not been disconnected to prevent danger and there are flashing hazard lights on the vehicle—turning the lights on and leaving them on while the vehicle is stopped; or

(ii) the battery has not been disconnected to prevent danger and there are no flashing hazard lights on the vehicle—turning the parking lights on and leaving them on while the vehicle is stopped; and

(b) placing a portable warning device on the ground at right angles to the direction of traffic flow in each of the following locations:

(i) not less than 50 metres or more than 150 metres in front of the vehicle; and

(ii) not less than 50 metres or more than 150 metres behind the rear of the vehicle; and

(iii) beside the vehicle on the side closer to traffic.

Division 13.2—General precautions during transport

Passengers

13.2.1 No person apart from the following may ride in the cabin of a road vehicle transporting a placard load of dangerous goods:

(a) an authorised officer, police officer or officer of an emergency service, or a person authorised to ride in the vehicle by such a person; or

(b) an employee of, or other person authorised to ride in the vehicle by, the owner of the vehicle or the prime contractor.

Parking requirements

13.2.2 On parking a road vehicle transporting dangerous goods:

(a) the parking brake must be fully applied; and

(b) if the vehicle is powered by a compression ignition engine, the vehicle must not be parked in gear unless:

(i) the vehicle is fitted with a device to prevent the engine from starting if the vehicle moves; and

(ii) the device is engaged.
Where a vehicle may be parked

13.2.3 (1) A road vehicle transporting dangerous goods must not be parked or left standing:

(a) in a built-up area with public access; or

(b) within 15 metres of any building in which there is or is likely to be a concentration of people (other than a building on premises where the vehicle is loaded or unloaded); or

(c) at any other place in which there is or is likely to be a concentration of people; or

(d) within 8 metres of another vehicle which is transporting a placard load of dangerous goods.

(2) Despite subclause (1), a vehicle may be parked or left standing in circumstances mentioned in subclause (1):

(a) if it is reasonably necessary to do so:

(i) for the purpose of loading or unloading dangerous goods onto or from the vehicle; or

(ii) because the vehicle has broken down; or

(iii) because of a dangerous situation involving the vehicle; or

(iv) to comply with the requirement of any law; or

(v) for a brief rest or refreshment break; and

the vehicle is not parked or left standing for any longer than is necessary; or

(b) if the Competent Authority or other local, State or Territory authority responsible for regulating the use or parking of vehicles has approved the place as a place in which vehicles transporting dangerous goods may be parked or left standing.

(3) A vehicle transporting dangerous goods of Class 2.1, 3, 4 or 5 or with a Subsidiary Risk of 2.1, 3, 4 or 5 must not be parked or left standing within 15 metres of a naked flame.

Battery isolation switch

13.2.4 If a road vehicle used in the transport of dangerous goods in bulk is fitted with a battery isolation switch, the driver of the vehicle should open the switch and leave it open whenever the vehicle is unattended, unless it is necessary to leave the vehicle’s lights on to prevent a traffic hazard or to comply with any law.

Unloading the vehicle

13.2.5 Dangerous goods should not be unloaded from a vehicle unless:

(a) the consignee, or a person acting on the consignee’s behalf, is present and receives the goods; or

(b) if the driver, prime contractor or consignor has agreed with the consignee for the goods to be unloaded into a secure place—the goods are unloaded into that place.

Detaching a trailer from a prime mover or combination road vehicle

13.2.6 A trailer containing dangerous goods should not be detached from a prime mover or a combination road vehicle other than:

(a) at a vehicle marshalling area, designated by a local, State or Territory authority, where the loading and unloading of goods is permitted; or
(b) at a transport depot designed for the loading and unloading of goods; or
(c) for the purposes of immediate exchange of trailers between prime movers or combination road vehicles; or
(d) in an emergency requiring the trailer to be detached in the interests of safety (in which case the trailer should be adequately supported and secured to prevent movement and be constantly attended); or
(e) in the event of the vehicle becoming disabled on a road or street.

Operation of burners

13.2.7 (1) Where a road tank vehicle is equipped with a burner to heat the load, the burner must not be operated when the vehicle is moving.

(2) The burner on a spray vehicle must not be operated when the vehicle is spraying bitumen.

Division 13.3—Routes

Selection of routes

13.3.1 (1) A road vehicle transporting dangerous goods must observe any requirements or restrictions on the selection of routes or times of travel which have been determined by the Competent Authority.

(2) In any case, a road vehicle transporting dangerous goods should wherever practicable avoid heavily populated or environmentally sensitive areas, congested crossings, tunnels, narrow streets, alleys, or sites where there is, or may be, a concentration of people.

(2) Routes should be pre-planned whenever possible.

(3) Routes should be selected to minimise the risk of personal injury or harm to the environment or property during the journey.
CHAPTER 14—EMERGENCIES

Responsibilities of the driver of a road vehicle in an emergency

14.1.1 (1) If a road vehicle transporting dangerous goods is involved in an incident that results in a dangerous situation, the driver of the vehicle must:

(a) notify the police or fire brigade of the incident as soon as possible; and
(b) notify the prime contractor as soon as possible; and
(c) provide reasonable assistance to an authorised officer or officer of an emergency service, as required by the officer.

(2) The driver of such a vehicle should also take all safe and practicable steps:

(a) to carry out any emergency procedures recommended in the emergency information; and
(b) carry out the procedures set out in any emergency plan; and
(c) if there has been an escape of flammable dangerous goods—to prevent other vehicles, other dangerous goods and any source of ignition from coming within 15 metres of the driver’s vehicle, or, if a greater distance is specified in emergency information relating to the flammable dangerous goods, that distance; and
(d) to warn or cause to be warned any person in the vicinity who may be at risk; and
(e) to prevent or minimise the escape of the dangerous goods and their entry into drains, sewers or natural watercourses.

Guidelines—responsibilities of the driver of a train in an emergency

14.1.2 If a train is transporting dangerous goods and an incident occurs that results in the leakage or spillage of the goods, or fire, explosion or any other dangerous situation, the driver of the train should take all safe and practicable steps:

(a) to refer to the emergency procedures detailed in the emergency information that relate to the dangerous goods on the train; and
(b) to make contact with train control and advise them of the details of the incident; and
(c) protect the train.

[NOTE: Further duties of prime contractors and consignors in the event of an emergency are set out in Part 14 of the Road Regulations and Part 14 of the Rail Rules.]
INDEX

A

acids 136,137

ACTDG see Advisory Committee on the Transport of Dangerous Goods

ADG Code see Australian Code for the Transport of Dangerous Goods by Road and Rail

Adhesives and Sealants Manufacturers Association of Australia v

ADR (European Agreement Concerning the International Carriage of Dangerous Goods by Road) 10

Advisory Committee on the Transport of Dangerous Goods (ACTDG) v, vi, vii

aerosols 1,21,63,93,150

aggregate quantity 54,167

definition 1
alcoholic beverages 53
aluminium 34,50
ammonia 162
ammonium nitrate 137
ammonium nitrate fertilizers 16
anhydrous ammonia 157
Anhydrous Ammonia Code 74
antidotes 24

ARA Rolling Stock Manual 10,74

AS 1180.13(B) 11,158
AS 1210 11,74
AS 1580 5
AS 1596 11,164
AS 1719 8
AS 1940 2,11,165
AS 2022 11,74
AS 2030 11,63,93
AS 2278 11,63,93
AS 2430 8,11,164
AS 2683 11,158
AS 3788 80
AS/NZS 3711 4,8,11,74,85,131

Association of Australian Port and Marine Authorities v

Australian Dangerous Goods Code

attachment systems 80-1

definition 1

Australasian Railway Association v,10

Australia and New Zealand Environment and Conservation Council v

Australian Capital Territory and the ACT iii

Australian Capital Territory, Emergency Services Bureau v

Australian Chemical Specialties Manufacturers Association v

Australian Code for the Transport of Dangerous Goods by Road and Rail viii

adoption iii
application 15
definition of 2
fifth edition vii
implementation iii
interpretation 1-12
regulation 1
review of vi
subregulations 1

Australian Explosives Code vii,10,19,62

Australian Fire Authorities Council v

Australian Industrial Gas Manufacturers Association v

Australian Institute of Petroleum v

Australian Liquefied Petroleum Gas Association v

Australian Maritime Safety Authority vi

Australian Paint Manufacturers Federation v

Australian Retailers Association v

Australian Road Transport Federation v

Australian Standards 10,11

see also AS 1580 etc.

Australian Transport Council vii

authorised officers vii

Avicare (National Association for Crop Protection and Animal Health), Agsafe v
# Index

## Australian Dangerous Goods Code

### B

<table>
<thead>
<tr>
<th>Term</th>
<th>Page(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>bags</td>
<td>34,35-6,57</td>
</tr>
<tr>
<td>definition</td>
<td>2</td>
</tr>
<tr>
<td>paper</td>
<td>49</td>
</tr>
<tr>
<td>plastics</td>
<td>48</td>
</tr>
<tr>
<td>textile</td>
<td>47</td>
</tr>
<tr>
<td>barrels</td>
<td></td>
</tr>
<tr>
<td>see wooden barrels</td>
<td></td>
</tr>
<tr>
<td>batteries</td>
<td>32,54,152</td>
</tr>
<tr>
<td>benzaldehyde</td>
<td>16</td>
</tr>
<tr>
<td>bitumen spray vehicles</td>
<td>111</td>
</tr>
<tr>
<td>blast hazard</td>
<td>20</td>
</tr>
<tr>
<td>body seams</td>
<td>41</td>
</tr>
<tr>
<td>boxes</td>
<td>34,35,50,57</td>
</tr>
<tr>
<td>aluminium</td>
<td>47</td>
</tr>
<tr>
<td>definition</td>
<td>2</td>
</tr>
<tr>
<td>fibreboard</td>
<td>46</td>
</tr>
<tr>
<td>natural wood</td>
<td>45</td>
</tr>
<tr>
<td>plastics</td>
<td>46,59</td>
</tr>
<tr>
<td>plywood</td>
<td>45</td>
</tr>
<tr>
<td>reconstituted wood</td>
<td>46</td>
</tr>
<tr>
<td>steel</td>
<td>47</td>
</tr>
<tr>
<td>breakages</td>
<td>31</td>
</tr>
<tr>
<td>breakdowns</td>
<td>175</td>
</tr>
<tr>
<td>buildings</td>
<td>164</td>
</tr>
<tr>
<td>built-up areas</td>
<td>159,176</td>
</tr>
<tr>
<td>definition</td>
<td>2</td>
</tr>
<tr>
<td>bulk containers</td>
<td>9,71-81,106-8,112,141,160</td>
</tr>
<tr>
<td>attachment system</td>
<td>2</td>
</tr>
<tr>
<td>definition</td>
<td>2</td>
</tr>
<tr>
<td>maintenance</td>
<td>80</td>
</tr>
<tr>
<td>bulkheads</td>
<td>140</td>
</tr>
<tr>
<td>buses</td>
<td>2</td>
</tr>
<tr>
<td>butadiene</td>
<td>162</td>
</tr>
<tr>
<td>calcium hypochlorite</td>
<td>137</td>
</tr>
<tr>
<td>capacity</td>
<td>1,2</td>
</tr>
<tr>
<td>carbon black</td>
<td>44,46</td>
</tr>
<tr>
<td>carbon dioxide</td>
<td>79</td>
</tr>
<tr>
<td>carbon disulfide</td>
<td>151</td>
</tr>
<tr>
<td>cartouche</td>
<td>2</td>
</tr>
<tr>
<td>chemical properties</td>
<td>72</td>
</tr>
<tr>
<td>chlorine</td>
<td>149,162</td>
</tr>
<tr>
<td>cigarettes</td>
<td>8</td>
</tr>
<tr>
<td>Civil Aviation Authority</td>
<td>vi</td>
</tr>
<tr>
<td>Class</td>
<td></td>
</tr>
<tr>
<td>see also dangerous goods - Class 1 etc.</td>
<td></td>
</tr>
<tr>
<td>definition of</td>
<td>2</td>
</tr>
<tr>
<td>labels</td>
<td>89,90,92,104,121-5,139</td>
</tr>
<tr>
<td>closures</td>
<td>51,61,76,139,165</td>
</tr>
<tr>
<td>see also fastenings</td>
<td></td>
</tr>
<tr>
<td>definition of</td>
<td>2</td>
</tr>
<tr>
<td>Code</td>
<td></td>
</tr>
<tr>
<td>see Australian Code for the Transportation of Dangerous Goods by Road and Rail</td>
<td></td>
</tr>
<tr>
<td>Code of Practice for the Safe Transportation of Radioactive Substances</td>
<td>vii,10,23,145,154</td>
</tr>
<tr>
<td>combination packaging</td>
<td>54,59,68</td>
</tr>
<tr>
<td>definition</td>
<td>2</td>
</tr>
<tr>
<td>combination road vehicles</td>
<td>2,139,169</td>
</tr>
<tr>
<td>combustible liquids</td>
<td>24,139</td>
</tr>
<tr>
<td>definition</td>
<td>2</td>
</tr>
<tr>
<td>Commonwealth legislation</td>
<td>iii</td>
</tr>
<tr>
<td>compatibility</td>
<td>30,31</td>
</tr>
<tr>
<td>Competent Authority</td>
<td>iii,vi,vii,87,138,176</td>
</tr>
<tr>
<td>addresses</td>
<td>12-14</td>
</tr>
<tr>
<td>definition of</td>
<td>3</td>
</tr>
<tr>
<td>compliance plate</td>
<td>74-5</td>
</tr>
<tr>
<td>composite packaging</td>
<td>33,34,36,50-1,57,59</td>
</tr>
<tr>
<td>definition</td>
<td>3</td>
</tr>
<tr>
<td>plastics</td>
<td>49</td>
</tr>
<tr>
<td>compressed gas</td>
<td>21,139</td>
</tr>
<tr>
<td>Conservation Council</td>
<td>v</td>
</tr>
<tr>
<td>consignee</td>
<td>3</td>
</tr>
<tr>
<td>consignor</td>
<td>3</td>
</tr>
<tr>
<td>consumer commodity loads</td>
<td>15,17</td>
</tr>
<tr>
<td>definition</td>
<td>3</td>
</tr>
<tr>
<td>consumer safety advice</td>
<td>93</td>
</tr>
<tr>
<td>Topic</td>
<td>Page(s)</td>
</tr>
<tr>
<td>-----------------------------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>containers</td>
<td>111</td>
</tr>
<tr>
<td>see also bulk containers; tank containers</td>
<td></td>
</tr>
<tr>
<td>capacity</td>
<td>2</td>
</tr>
<tr>
<td>definition of</td>
<td>3</td>
</tr>
<tr>
<td>empty</td>
<td>168</td>
</tr>
<tr>
<td>securing</td>
<td>80-1</td>
</tr>
<tr>
<td>contamination</td>
<td>31</td>
</tr>
<tr>
<td>control temperature</td>
<td>78-9</td>
</tr>
<tr>
<td>coolants</td>
<td>79</td>
</tr>
<tr>
<td>Correct Shipping Names</td>
<td>19</td>
</tr>
<tr>
<td>corrosion</td>
<td>31</td>
</tr>
<tr>
<td>corrosive substances</td>
<td>23,136,154,155</td>
</tr>
<tr>
<td>corrosivity</td>
<td>72</td>
</tr>
<tr>
<td>crates</td>
<td>3</td>
</tr>
<tr>
<td>cryogenic liquids</td>
<td>162</td>
</tr>
<tr>
<td>cyanides</td>
<td>136,137,140,145,151</td>
</tr>
<tr>
<td>cylinders</td>
<td>93,139,148,150</td>
</tr>
</tbody>
</table>

**D**

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>dangerous goods</td>
<td>viii,62</td>
</tr>
<tr>
<td>aggregate quantity</td>
<td>1,15</td>
</tr>
<tr>
<td>Class 1</td>
<td>15,20-1, 63,114, 133,141,147</td>
</tr>
<tr>
<td>Class 2</td>
<td>1,15,16,21,29,63,94,95,115, 134,141-42,157,159,164</td>
</tr>
<tr>
<td>Class 2.3</td>
<td>89,95,116,134</td>
</tr>
<tr>
<td>Class 3</td>
<td>4,5,15,16,22,64,94,96,116,134, 143,151,157,159, 160,165</td>
</tr>
<tr>
<td>Class 4</td>
<td>15,16,22,64,89,94,97-8,117, 134-35,143-44,149,151,159</td>
</tr>
<tr>
<td>Class 5</td>
<td>15,16,22,65-7,77,94,99-100,118,135,144-45</td>
</tr>
<tr>
<td>Class 6</td>
<td>15,16,23,67,89,94,101, 118,137,145,154</td>
</tr>
<tr>
<td>Class 7</td>
<td>15,23,68,89,119,145-46,152</td>
</tr>
<tr>
<td>Class 8</td>
<td>15,16,23,68,89,94,102, 120,146,152-53</td>
</tr>
<tr>
<td>Class 9</td>
<td>15,16,23,68,89,94, 102,120,146,154</td>
</tr>
<tr>
<td>classification</td>
<td>viii,19-26</td>
</tr>
<tr>
<td>definition of</td>
<td>3</td>
</tr>
<tr>
<td>in bulk</td>
<td>3,104,157-65</td>
</tr>
<tr>
<td>mixed classes</td>
<td>147,155</td>
</tr>
<tr>
<td>segregation of</td>
<td>154</td>
</tr>
<tr>
<td>testing</td>
<td>viii</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dangerous Goods - Initial Emergency Response Guide</td>
<td>10</td>
</tr>
</tbody>
</table>
Index

Australian Dangerous Goods Code

Emergency Information Panel 6,89-91,105, 106,126
format 125
multi-load 90,104
placement of 107,109
position of 110,113
emergency service 3
Emergency Services Bureau, Australian Capital Territory v,12,14
enclosed vehicle 3
Environment Australia vi
Environment Protection Authority New South Wales v,12
Environment Protection (Nuclear Codes) Act 1978 10
environmental protection legislation vii
Environmentally Hazardous Substances 16
ethyl chloride 162
ethylene oxides 162
exemptions, power to grant vii
explosives vii,20-1,154,155
exports 105
"Exposure Standards for Atmospheric Contaminants in the Occupational Environment" 4,10
eyewash kit 172

F
Falcon Engineering v
fastenings 45
Federal Office of Road Safety v,vii,10
fibreboard 34,47,56
filling ratio 4
fire brigade 179
fire extinguisher charges 153
fire extinguishers 171,174
fire hazard 20

G
gas detectors 172
gas pressure 163
gases 21,26,71,154,155,164-65
see also LP Gas
glass 34,50,52
bottles 63,67
goggles 174

H
hay 3
hazard characteristics 26
Hazardous Area 165
Hazchem codes 19,90,91
definition 4
| hose assemblies                  | 157,160 |
| definition                       | 4       |
| testing                          | 157-58  |
| hydraulic test pressure          | 32,60-1 |
| hydrogen peroxide                | 144,145,155 |

**I**

| IATA Regulations                | 10,89  |
| IBC Supplement                  | 10     |
| IBCs                            | 75-9,105,107 |
| definition                       | 5      |
| emergency-relief devices        | 77     |
| ICAO Rules                      | 10,89  |
| ignition sources                | 159    |
| IMDG Code                       | 89     |
| incinerators                    | 8      |
| incompatible dangerous goods    | 31,87,133-35,138,139 |
| definition of                   | 4      |
| infectious substances            | vii,23,136 |
| Inland Transport Committee of the Economic Commission for Europe | 10,11 |
| inner packagings                | 15,31,41,68,87,138 |
| definition                       | 4      |
| marking                          | 92     |
| testing                          | 54,59  |
| V type                           | 54-5   |
| inner receptacle                | 49,51,69 |
| definition                       | 5      |
| Institute of Petroleum, Great Britain | 10     |
| insulation                      | 79     |
| insurance                       | 131    |
| intermediate packaging          | 5      |
| International Air Transport Association (IATA) | 10     |
| International Civil Aviation Organisation (ICAO) | 10     |
| International Convention for Safe Containers | 10     |
| International Labour Organisation | 11     |

**J**

| jerricans                       | 34,35,42-3,44-5,57,63 |
| definition                       | 5      |
| openings                         | 43     |
| plastics                         | 59     |
| Jervis Bay Territory             | iii    |
| and the Act                     |        |
| journey                          | 5      |
| definition of                   |        |

**L**

| labels                           | 89     |
| colours                          | 121    |
| definition                       | 5      |
| dimensions                       | 93,94,103,105,109,113   |
| placement                        | 109,113 |
| law reform                       | iii    |
| leakages                         | 24,31  |
| leakproofness                    | 32,55,60,63 |
| lifting points                   | 87     |
| liquefied gases                  | 21,73  |
| liquid nitrogen                  | 79     |
| liquids                          | 31,38,55,56,59,71,73,76,152,161 |
| load                             | 5      |
| definition of                   |        |

**Load Restraint Guide**

| LP Gas                           | 150,157,160,164,172 |
| unodourized                      | 108    |
### Index

#### M
- manufactured product
  - definition of 5
- markings
  - definition of 24,29,37-41,89-103
  - reprocessing 5
  - sequence of 39
  - size of 93
- mass explosion hazard 20
- matches 151
- maximum delivery pressure 5
- maximum net mass 5
- maximum permissible loading 81
- maximum permitted filling ratio 161
- maximum working pressure 5
- medical gases 150
- metal 34
- Ministerial Council for Road Transport vii
- mists 159
- mixed loads 91
- mixtures 25
- motor vehicle
  - see also vehicles
    - definition of 5
- multi-compartmented tank 6

#### N
- N.O.S. entries (not otherwise specified) 24,25,90
- National Freight Forwarders Association v
- National Occupational Health and Safety Commission 10
- National Rail Corporation Ltd v
- National Road Transport Commission (NRTC) v,vii,10
- nitrogen 150
- nitroglycerin 151
- nitromethane 136
- nitrous oxide 139
- non-flammable gases 21
- non-toxic gases 21
- offences vii
- organic peroxides 19,22,29,65-7,75,76,77-8,82-3, 135,149,154,155,169
- organic radicals 22
- outer packaging
  - definition 6
  - over-stowage 87
  - owner
    - definition of 6
- oxidising substances 22,135,154,155
- oxygen 139,148,150,165

#### P
- packaged dangerous goods 108,148
  - definition 6
- packages 91-102
  - definition of 6
- packaging 29-69
  - see also eg. bags; drums; inner packaging; jerricans; salvage packaging etc
  - construction standards 30,41-52
  - definitions 2,6,30
  - general requirements 30-3
  - markings
    - see markings
  - non-refillable 2
  - performance 37-41,56
  - see also performance testing
- Packaging Council of Australia v
- Packing Groups 15,19,20,26,33,59,138
  - definition 6
- Packing Group designator 167-68
  - definition 6
<table>
<thead>
<tr>
<th>Index</th>
</tr>
</thead>
<tbody>
<tr>
<td>pallets</td>
</tr>
<tr>
<td>paper</td>
</tr>
<tr>
<td>parking</td>
</tr>
<tr>
<td>passenger trains</td>
</tr>
<tr>
<td>passengers</td>
</tr>
<tr>
<td>pastes</td>
</tr>
<tr>
<td>pathogens</td>
</tr>
<tr>
<td>penalties</td>
</tr>
<tr>
<td>percussion caps</td>
</tr>
<tr>
<td>performance testing</td>
</tr>
<tr>
<td>personal protective equipment</td>
</tr>
<tr>
<td>pesticides</td>
</tr>
<tr>
<td>petroleum fuel</td>
</tr>
<tr>
<td>petroleum products</td>
</tr>
<tr>
<td>placard loads</td>
</tr>
<tr>
<td>definition</td>
</tr>
<tr>
<td>placarding</td>
</tr>
<tr>
<td>definition</td>
</tr>
<tr>
<td>plastics</td>
</tr>
<tr>
<td>Plastics and Chemicals Industry Association (PACIA)</td>
</tr>
<tr>
<td>plywood</td>
</tr>
<tr>
<td>police</td>
</tr>
<tr>
<td>polymers</td>
</tr>
<tr>
<td>porcelain</td>
</tr>
<tr>
<td>portable tanks</td>
</tr>
<tr>
<td>portable warning devices</td>
</tr>
<tr>
<td>powders</td>
</tr>
<tr>
<td>Precedence of Hazard Table</td>
</tr>
<tr>
<td>pressure receptacle</td>
</tr>
<tr>
<td>pressure resistance</td>
</tr>
<tr>
<td>pressure vessels</td>
</tr>
<tr>
<td>prime contractor</td>
</tr>
<tr>
<td>prime mover</td>
</tr>
<tr>
<td>primers</td>
</tr>
<tr>
<td>projection hazard</td>
</tr>
<tr>
<td>Proper Shipping Name</td>
</tr>
<tr>
<td>see also Correct Shipping Name</td>
</tr>
<tr>
<td>definition of</td>
</tr>
<tr>
<td>pumps</td>
</tr>
<tr>
<td>punctures</td>
</tr>
<tr>
<td>pyrophoric substances</td>
</tr>
<tr>
<td>Q</td>
</tr>
<tr>
<td>quality assurance</td>
</tr>
<tr>
<td>quantity limitations</td>
</tr>
<tr>
<td>Queensland Department of Transport</td>
</tr>
<tr>
<td>Queensland Rail</td>
</tr>
<tr>
<td>R</td>
</tr>
<tr>
<td>radiant heat</td>
</tr>
<tr>
<td>radioactive materials</td>
</tr>
<tr>
<td>Rail (Dangerous Goods) Rules</td>
</tr>
<tr>
<td>definition</td>
</tr>
<tr>
<td>'Rail Rules' see Rail (Dangerous Goods) Rules</td>
</tr>
<tr>
<td>rail track vehicle</td>
</tr>
<tr>
<td>definition</td>
</tr>
<tr>
<td>rail transport</td>
</tr>
<tr>
<td>rail waggons</td>
</tr>
<tr>
<td>definition</td>
</tr>
<tr>
<td>Railway Authority</td>
</tr>
<tr>
<td>railway detonators</td>
</tr>
<tr>
<td>reactivity</td>
</tr>
<tr>
<td>receptacle</td>
</tr>
<tr>
<td>reconditioned packaging</td>
</tr>
<tr>
<td>definition</td>
</tr>
<tr>
<td>refrigerant gases</td>
</tr>
<tr>
<td>refrigerated liquefied gas</td>
</tr>
</tbody>
</table>
# Index

<table>
<thead>
<tr>
<th>Term</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>refrigeration</td>
<td>78,79</td>
</tr>
<tr>
<td>remanufactured packaging</td>
<td>31</td>
</tr>
<tr>
<td>definition</td>
<td>7</td>
</tr>
<tr>
<td>reprocessing markings</td>
<td>7</td>
</tr>
<tr>
<td>re-use</td>
<td>31,69</td>
</tr>
<tr>
<td>see also used packaging</td>
<td>7</td>
</tr>
<tr>
<td>RID (International Regulations Concerning the Carriage of Dangerous Goods by Rail)</td>
<td>11,74</td>
</tr>
<tr>
<td>rigid vehicle</td>
<td>7</td>
</tr>
<tr>
<td>'Road Act'</td>
<td></td>
</tr>
<tr>
<td>see Road Transport Reform (Dangerous Goods) Act 1995</td>
<td></td>
</tr>
<tr>
<td>'Road Regulations'</td>
<td></td>
</tr>
<tr>
<td>see Road Transport Reform (Dangerous Goods Regulations) 1997</td>
<td></td>
</tr>
<tr>
<td>road tank vehicle</td>
<td>160</td>
</tr>
<tr>
<td>definition</td>
<td>7</td>
</tr>
<tr>
<td>Road Transport Reform (Dangerous Goods) Act 1995</td>
<td>iii,vii,viii,179</td>
</tr>
<tr>
<td>definitions</td>
<td>1,7</td>
</tr>
<tr>
<td>Road Transport Reform (Dangerous Goods) Regulations 1997</td>
<td>iii,vii,30,37,179</td>
</tr>
<tr>
<td>definitions</td>
<td>1,7</td>
</tr>
<tr>
<td>road vehicles</td>
<td>see vehicles</td>
</tr>
<tr>
<td>rolling stock</td>
<td>7,140,155</td>
</tr>
<tr>
<td>definition</td>
<td>7</td>
</tr>
<tr>
<td>routes</td>
<td>177</td>
</tr>
<tr>
<td>S</td>
<td></td>
</tr>
<tr>
<td>SADT</td>
<td>8</td>
</tr>
<tr>
<td>safety cartridges</td>
<td>150</td>
</tr>
<tr>
<td>safety equipment</td>
<td>171-74</td>
</tr>
<tr>
<td>safety standards</td>
<td>131</td>
</tr>
<tr>
<td>salvage packagings</td>
<td>30,32,40</td>
</tr>
<tr>
<td>definition</td>
<td>8</td>
</tr>
<tr>
<td>T type</td>
<td>55</td>
</tr>
<tr>
<td>sawdust</td>
<td>3</td>
</tr>
<tr>
<td>SCBA</td>
<td>173</td>
</tr>
<tr>
<td>segregation</td>
<td>133-39</td>
</tr>
<tr>
<td>segregation devices</td>
<td>139</td>
</tr>
<tr>
<td>definition</td>
<td>8</td>
</tr>
<tr>
<td>self-reactive substances</td>
<td>64-5,76,77,149,169</td>
</tr>
<tr>
<td>semi-trailer</td>
<td>8</td>
</tr>
<tr>
<td>definition</td>
<td>8</td>
</tr>
<tr>
<td>shipping documentation</td>
<td>1,15,24,167-69</td>
</tr>
<tr>
<td>definition</td>
<td>8</td>
</tr>
<tr>
<td>illustration</td>
<td>17</td>
</tr>
<tr>
<td>shipping names</td>
<td>19,90,92</td>
</tr>
<tr>
<td>sift-proof</td>
<td>8,47</td>
</tr>
<tr>
<td>slings</td>
<td>103</td>
</tr>
<tr>
<td>slurries</td>
<td>161</td>
</tr>
<tr>
<td>smoke detectors</td>
<td>15</td>
</tr>
<tr>
<td>sale packaging</td>
<td>15</td>
</tr>
<tr>
<td>sodium cyanide</td>
<td>145,146,155</td>
</tr>
<tr>
<td>sodium hypochlorite</td>
<td>146,155</td>
</tr>
<tr>
<td>definition</td>
<td>8</td>
</tr>
<tr>
<td>solids</td>
<td>32,152</td>
</tr>
<tr>
<td>solutions</td>
<td>25-6</td>
</tr>
<tr>
<td>source of ignition</td>
<td>8</td>
</tr>
<tr>
<td>Special Provisions (SP)</td>
<td>19</td>
</tr>
<tr>
<td>definition</td>
<td>8</td>
</tr>
<tr>
<td>Specifications for Intermediate Bulk Containers for the Transport of Dangerous Goods</td>
<td>10,76</td>
</tr>
<tr>
<td>Specifications for Segregation Devices</td>
<td>11,138</td>
</tr>
<tr>
<td>spillages</td>
<td>24</td>
</tr>
<tr>
<td>spontaneously combustibles</td>
<td>22,135,154,155</td>
</tr>
<tr>
<td>stability</td>
<td>72</td>
</tr>
<tr>
<td>stacking</td>
<td>61</td>
</tr>
<tr>
<td>standards</td>
<td></td>
</tr>
<tr>
<td>see AS 1210 and following</td>
<td></td>
</tr>
<tr>
<td>Standards Association of Australia</td>
<td>10</td>
</tr>
<tr>
<td>Standards Australia</td>
<td>v</td>
</tr>
</tbody>
</table>
### Australian Dangerous Goods Code

<table>
<thead>
<tr>
<th>Index</th>
</tr>
</thead>
<tbody>
<tr>
<td>State legislation</td>
</tr>
<tr>
<td>State Rail Authority of New South Wales</td>
</tr>
<tr>
<td>steel</td>
</tr>
<tr>
<td>stoneware</td>
</tr>
<tr>
<td>stowage</td>
</tr>
<tr>
<td>Subsidiary Risk</td>
</tr>
<tr>
<td>definition</td>
</tr>
<tr>
<td>label</td>
</tr>
<tr>
<td>sulfur dioxide</td>
</tr>
<tr>
<td>T</td>
</tr>
<tr>
<td>tank containers</td>
</tr>
<tr>
<td>definition</td>
</tr>
<tr>
<td>tank vehicles</td>
</tr>
<tr>
<td>definition</td>
</tr>
<tr>
<td>tanks</td>
</tr>
<tr>
<td>compliance plate</td>
</tr>
<tr>
<td>definition</td>
</tr>
<tr>
<td>design of</td>
</tr>
<tr>
<td>foreign approval</td>
</tr>
<tr>
<td>multi-compartment</td>
</tr>
<tr>
<td>openings</td>
</tr>
<tr>
<td>portable</td>
</tr>
<tr>
<td>tars</td>
</tr>
<tr>
<td>Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Rules)</td>
</tr>
<tr>
<td>technical name</td>
</tr>
<tr>
<td>definition</td>
</tr>
<tr>
<td>telephone advisory service</td>
</tr>
<tr>
<td>tellurium hexafluoride</td>
</tr>
<tr>
<td>temperature controls</td>
</tr>
<tr>
<td>Territory legislation</td>
</tr>
<tr>
<td>test certificates</td>
</tr>
<tr>
<td>textiles</td>
</tr>
<tr>
<td>tinplate</td>
</tr>
<tr>
<td>toxic gases</td>
</tr>
<tr>
<td>toxic substances</td>
</tr>
<tr>
<td>toxicity</td>
</tr>
<tr>
<td>track owner</td>
</tr>
<tr>
<td>traffic hazard</td>
</tr>
<tr>
<td>trailers</td>
</tr>
<tr>
<td>trains</td>
</tr>
<tr>
<td>definition</td>
</tr>
<tr>
<td>transfer operations</td>
</tr>
<tr>
<td>Transport Workers Union of Australia</td>
</tr>
<tr>
<td>type designators</td>
</tr>
<tr>
<td>definition</td>
</tr>
<tr>
<td>ullage</td>
</tr>
<tr>
<td>definition</td>
</tr>
<tr>
<td>ultra-violet radiation</td>
</tr>
<tr>
<td>UN Numbers</td>
</tr>
<tr>
<td>uniform legislation</td>
</tr>
<tr>
<td>unit loads</td>
</tr>
<tr>
<td>definition</td>
</tr>
<tr>
<td>United Nations Committee of Experts on the Transport of Dangerous Goods</td>
</tr>
<tr>
<td>United Nations Environment Programme</td>
</tr>
<tr>
<td>used packagings</td>
</tr>
<tr>
<td>V</td>
</tr>
<tr>
<td>values</td>
</tr>
<tr>
<td>vapour pressure</td>
</tr>
<tr>
<td>vapours</td>
</tr>
<tr>
<td>vehicles</td>
</tr>
<tr>
<td>battery isolation switch</td>
</tr>
<tr>
<td>definition</td>
</tr>
<tr>
<td>unloading</td>
</tr>
<tr>
<td>ventilation</td>
</tr>
</tbody>
</table>
Index

Australian Dangerous Goods Code

venting 31

Victorian WorkCover Authority v,13,14

vinyl chloride 162

W

warning devices 172

warning notices 164

waste paper 3

waste products vii

waterproofing 48,49

wetting 31

WHO Recommended Classification of Pesticides by Hazard and Guidelines to Classification 1996-1997 11

wickerwork 50,52

wood 34

see also boxes; fibreboard; plywood

reconstituted 34

wood chips 3

wooden barrels 34,43-4,53,56,62

definition 9

Work Health Authority, Northern Territory v,12,14

WorkCover New South Wales v,12

Workplace Standards Authority, Tasmania 13,14

WorkSafe Australia vi
# TABLE OF PROVISIONS

## PART 1—PRELIMINARY

### Division 1—Introductory

<table>
<thead>
<tr>
<th>Provision</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1 Citation</td>
<td>1</td>
</tr>
<tr>
<td>1.2 Commencement</td>
<td>1</td>
</tr>
<tr>
<td>1.3 Main objects of these Rules</td>
<td>1</td>
</tr>
</tbody>
</table>

### Division 2—Interpretation

<table>
<thead>
<tr>
<th>Provision</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.4 Definitions</td>
<td>1</td>
</tr>
<tr>
<td>1.5 References to codes, standards and rules</td>
<td>1</td>
</tr>
<tr>
<td>1.6 Inconsistency between Rules and codes, standards or rules</td>
<td>2</td>
</tr>
<tr>
<td>1.7 References to determinations, exemptions and approvals</td>
<td>2</td>
</tr>
<tr>
<td>1.8 References to variation of administrative determinations, exemptions and approvals</td>
<td>2</td>
</tr>
</tbody>
</table>

### Division 3—Application of Rules

<table>
<thead>
<tr>
<th>Provision</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.9 Dangerous situations</td>
<td>2</td>
</tr>
<tr>
<td>1.10 Transport of small quantities</td>
<td>2</td>
</tr>
<tr>
<td>1.11 Short trips after import</td>
<td>2</td>
</tr>
</tbody>
</table>

### Division 4—(Reserved)

<table>
<thead>
<tr>
<th>Provision</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.12 (Reserved)</td>
<td>3</td>
</tr>
<tr>
<td>1.13 (Reserved)</td>
<td>3</td>
</tr>
<tr>
<td>1.14 (Reserved)</td>
<td>3</td>
</tr>
<tr>
<td>1.15 (Reserved)</td>
<td>3</td>
</tr>
</tbody>
</table>

### Division 5—Approved forms

<table>
<thead>
<tr>
<th>Provision</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.16 Approval and use of forms</td>
<td>3</td>
</tr>
<tr>
<td>1.17 Requirements for approved forms</td>
<td>3</td>
</tr>
</tbody>
</table>

### Division 6—Determinations

<table>
<thead>
<tr>
<th>Provision</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.18 Determinations—dangerous goods</td>
<td>3</td>
</tr>
<tr>
<td>1.19 Administrative determinations</td>
<td>4</td>
</tr>
<tr>
<td>1.20 Conditions of administrative determinations</td>
<td>4</td>
</tr>
<tr>
<td>1.21 Register of determinations</td>
<td>4</td>
</tr>
<tr>
<td>1.22 Records of determinations</td>
<td>4</td>
</tr>
<tr>
<td>1.23 References to Panel</td>
<td>4</td>
</tr>
<tr>
<td>1.24 Effect of Panel decisions about draft determinations</td>
<td>5</td>
</tr>
<tr>
<td>1.25 Effect of Panel decisions about revoking or varying determinations</td>
<td>5</td>
</tr>
<tr>
<td>1.26 Inconsistent determinations</td>
<td>5</td>
</tr>
</tbody>
</table>
Division 7—(Reserved)

1.27 (Reserved)................................................................................................................. 5
1.28 (Reserved)................................................................................................................. 5

Division 8—Other matters

1.29 Duty to find out whether goods are dangerous goods ....................................................... 5
1.30 (Reserved)................................................................................................................. 6
1.31 Competent Authority and authorised officers to act as soon as practicable ...................... 6
1.32 Identification cards ........................................................................................................ 6
1.33 Evidentiary certificates ................................................................................................ 6

Division 9—Authorised officers

1.34 Authorised Officers ........................................................................................................ 6
1.35 Authorised Rail Representative....................................................................................... 7

Division 10—Application of other dangerous goods legislation

1.36 Explosive, infectious and radioactive substances............................................................ 7

Division 11—Application of Codes

1.37 Reference to the ADG Code............................................................................................ 7
1.38 Notification of adoption or incorporation of a Code, Standard or Rule............................ 7

Division 12—Powers under these Rules

1.39 Powers under these Rules ............................................................................................ 8

PART 2—KEY CONCEPTS

Division 1—Kinds of goods

2.1 Goods too dangerous to be transported ........................................................................ 9
2.2 Dangerous goods ............................................................................................................ 9
2.3 Classes of dangerous goods .......................................................................................... 9
2.4 Subsidiary Risk ............................................................................................................. 9
2.5 Packing Groups ............................................................................................................ 10
2.6 Incompatible goods etc ................................................................................................ 10

Division 2—Packages, packaging and loads

2.7 Packages and packaging ................................................................................................ 11
2.8 Capacity ....................................................................................................................... 11
2.9 What is a load of goods ............................................................................................... 11
2.10 Aggregate quantity ...................................................................................................... 11
2.11 Packaged dangerous goods ....................................................................................... 11
2.12 Dangerous goods in bulk ........................................................................................... 11
2.13 Placard loads ............................................................................................................. 11
2.14 Unit loads .................................................................................................................. 12
Division 3—Kinds of containers

2.15 Freight containers………………………………………………………………………………… 12
2.16 IBCs…………………………………………………………………………………………………… 12
2.17 Bulk containers…………………………………………………………………………………… 12

Division 4—Persons with special duties

2.18 Owners………………………………………………………………………………………………… 12
2.19 Consignors…………………………………………………………………………………………… 12
2.20 Packers………………………………………………………………………………………………… 13
2.21 Loaders………………………………………………………………………………………………… 13
2.22 Rail operators……………………………………………………………………………………… 13

PART 3—PACKAGING

Division 1—Packaging duties

3.1 Suitability of packaging …………………………………………………………………………….. 15
3.2 Marking packaging………………………………………………………………………………….. 15
3.3 Consignor’s duties………………………………………………………………………………….. 15
3.4 Packer’s duties……………………………………………………………………………………… 15
3.5 Loader’s duty………………………………………………………………………………………… 15
3.6 Rail operator’s duty………………………………………………………………………………….. 15
3.7 (Reserved)…………………………………………………………………………………………….. 15

Division 2—Approval of packaging design types

3.8 Approvals—packaging design types…………………………………………………………… 15
3.9 Recognised testing facilities……………………………………………………………………… 16
3.10 Test certificates…………………………………………………………………………………… 16

Division 3—Competent Authority’s performance testing powers

3.11 Requiring production of packaging for testing……………………………………………… 16
3.12 Requiring evidence for performance tests………………………………………………….. 16

PART 4—DANGEROUS GOODS IN BULK

Division 1—Restrictions on transport of dangerous goods in bulk

4.1 Consignor’s duties………………………………………………………………………………….. 19
4.2 Rail operator’s duties……………………………………………………………………………… 19
4.3 (Reserved)…………………………………………………………………………………………….. 19

Division 2—Bulk containers

4.4 Consignor’s duties………………………………………………………………………………….. 19
4.5 Rail operator’s duties……………………………………………………………………………… 20
4.6 Driver’s duty and loader’s duty…………………………………………………………………… 20
Division 3—Tanks

4.7 Manufacturer’s duties ......................................................................................................20
4.8 Compliance plates ...........................................................................................................20
4.9 Owner’s duties for certain wagons ..................................................................................20
4.10 Consignor’s duties .........................................................................................................21
4.11 Loader’s duties ...............................................................................................................21
4.12 Rail operator’s duties .....................................................................................................21
4.13 (Reserved) ......................................................................................................................21

Division 4—Foreign approved tanks

4.14 Consignor’s duties .........................................................................................................22
4.15 Rail operator’s duties .....................................................................................................22

Division 5—IBCs

4.16 Manufacturer’s duties ....................................................................................................22
4.17 IBC markings ................................................................................................................22
4.18 Consignor’s duties .........................................................................................................22
4.19 Loader’s duties .............................................................................................................22
4.20 Rail operator’s duties ...................................................................................................22
4.21 (Reserved) ....................................................................................................................22

Division 6—Foreign approved IBCs

4.22 Consignor’s duties .........................................................................................................23
4.23 Rail operator’s duties .....................................................................................................23

Division 7—Approval of Tank and IBC designs

4.24 Applications for approval ............................................................................................23
4.25 Approvals—tank designs ..............................................................................................23
4.26 Approvals—IBC designs ...............................................................................................24

Division 8—Determinations

4.27 Determinations—foreign approved tanks and IBCs .......................................................24

PART 5—FREIGHT CONTAINERS

5.1 Consignor’s duties ..........................................................................................................25
5.2 Loader’s duty ..................................................................................................................25
5.3 Rail operator’s duties .....................................................................................................25
5.4 (Reserved) ....................................................................................................................25

PART 6—UNIT LOADS

6.1 Consignor’s duties ..........................................................................................................27
6.2 Loader’s duties ................................................................................................................27
6.3 Rail operator’s duties .....................................................................................................27
6.4 (Reserved) ....................................................................................................................27
6.5 Approvals—unit loads ...................................................................................................27
### PART 7—MARKING AND PLACARDING

#### Division 1—Marking packages and unit loads

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.1</td>
<td>Application of Division</td>
</tr>
<tr>
<td>7.2</td>
<td>Meaning of “appropriately marked”</td>
</tr>
<tr>
<td>7.3</td>
<td>Consignor’s duties</td>
</tr>
<tr>
<td>7.4</td>
<td>Packer’s duties</td>
</tr>
<tr>
<td>7.5</td>
<td>Rail operator’s duties</td>
</tr>
</tbody>
</table>

#### Division 2—Placarding

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.6</td>
<td>Meaning of “appropriately placarded” etc</td>
</tr>
<tr>
<td>7.7</td>
<td>Consignor’s duties</td>
</tr>
<tr>
<td>7.8</td>
<td>Loader’s duties</td>
</tr>
<tr>
<td>7.9</td>
<td>Rail operator’s duties</td>
</tr>
<tr>
<td>7.10</td>
<td>(Reserved)</td>
</tr>
</tbody>
</table>

### PART 8—RAIL WAGONS

#### Division 1—Safety standards

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.1</td>
<td>Owner’s duty</td>
</tr>
<tr>
<td>8.2</td>
<td>Consignor’s duty</td>
</tr>
<tr>
<td>8.3</td>
<td>Rail operator’s duty</td>
</tr>
<tr>
<td>8.4</td>
<td>Loader’s duty</td>
</tr>
</tbody>
</table>

### PART 9—SEGREGATION, STOWAGE AND SEPARATION

#### Division 1—Application of Part

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.1</td>
<td>Application</td>
</tr>
</tbody>
</table>

#### Division 2—Segregation of incompatible goods

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.2</td>
<td>Loads on rail wagons</td>
</tr>
<tr>
<td>9.3</td>
<td>(Reserved)</td>
</tr>
<tr>
<td>9.4</td>
<td>Consignor’s duties</td>
</tr>
<tr>
<td>9.5</td>
<td>Loader’s duties</td>
</tr>
<tr>
<td>9.6</td>
<td>Rail operator’s duties</td>
</tr>
<tr>
<td>9.7</td>
<td>(Reserved)</td>
</tr>
<tr>
<td>9.8</td>
<td>Approvals—segregation</td>
</tr>
</tbody>
</table>

#### Division 3—Stowage

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.9</td>
<td>Consignor’s duty</td>
</tr>
<tr>
<td>9.10</td>
<td>Loader’s duty</td>
</tr>
<tr>
<td>9.11</td>
<td>Rail operator’s duty</td>
</tr>
<tr>
<td>9.12</td>
<td>(Reserved)</td>
</tr>
</tbody>
</table>
Division 4—Separation and marshalling

9.13 Rail operator’s duties ..................................................................................................... 34
9.14 Loader’s duties ........................................................................................................... 35
9.15 Approvals—separation and marshalling ..................................................................... 35

Division 5—Carriage of Dangerous Goods in Passenger Trains

9.16 Rail operator’s duties ..................................................................................................... 35
9.17 Passenger’s duties ......................................................................................................... 35

PART 10—TRANSFER OF DANGEROUS GOODS IN BULK

Division 1—Filling ratio and ullage

10.1 Transferor’s duties ......................................................................................................... 37
10.2 Rail operator’s duties ..................................................................................................... 37
10.3 (Reserved) ...................................................................................................................... 37

Division 2—Transfer

10.4 Application ..................................................................................................................... 37
10.5 Transferor’s duties—general .......................................................................................... 37
10.6 Transferor’s duties—hose assemblies .......................................................................... 38
10.7 Occupier’s and owner’s duties ...................................................................................... 38
10.8 Rail operator’s duties .................................................................................................... 39
10.9 Approvals—transfers of dangerous goods .................................................................... 39

PART 11—DOCUMENTS

Division 1—Shipping documentation

11.1 False or misleading information .................................................................................... 41
11.2 Consignor’s duties ........................................................................................................ 41
11.3 Rail operator’s duty ....................................................................................................... 41
11.4 Driver’s duties .............................................................................................................. 41

Division 2—Emergency information

11.5 Meaning of “required emergency information” ........................................................... 41
11.6 (Reserved) .................................................................................................................... 42
11.7 Rail operator’s duty ....................................................................................................... 42
11.8 Driver’s duties .............................................................................................................. 42
11.9 Approvals—emergency information ............................................................................ 42

Division 3—Prior notice for specific dangerous goods

11.10 Consignor’s duties ...................................................................................................... 42
11.11 Rail operator’s duty ................................................................................................... 42
[PART 12—PERSONAL PROTECTIVE AND SAFETY EQUIPMENT]  
(Reserved)

PART 13—PROCEDURES DURING TRANSPORT

Division 1—Immobilised trains

13.1 Driver’s duty .............................................................................................................. 45
13.2 Rail operator’s duty ..................................................................................................... 45
13.3 Powers of authorised officers .................................................................................... 45

Division 2—General precautions during transport

13.4 (Reserved) ................................................................................................................. 45
13.5 (Reserved) ................................................................................................................. 45
13.6 Control of ignition sources ......................................................................................... 45

Division 3—Routes, areas, rail wagons, trains and times

13.7 Determinations—routes, areas, rail wagons, trains and times ........................................ 45
13.8 Rail operator’s duty ..................................................................................................... 46
13.9 (Reserved) ................................................................................................................. 46

Division 4—Unloading at unattended places

13.10 Rail operator’s duties ............................................................................................... 46

PART 14—EMERGENCIES

Division 1—Emergencies generally

14.1 Rail operator’s duties—general .................................................................................. 47
14.2 Rail operator’s duties—contaminated food and food packaging .................................. 47
14.3 Rail operators to inform Competent Authority ......................................................... 47

Division 2—Emergencies involving placard loads

14.4 Telephone advisory service—bulk transport ......................................................... 48
14.5 Emergency Plans ....................................................................................................... 48
14.6 Consignor’s duties—information and resources ..................................................... 48
14.7 Rail operator’s duties—information and resources .................................................. 49

Division 3—Powers of authorised officers in emergencies

14.8 Powers of authorised officers .................................................................................. 49
PART 15—MUTUAL RECOGNITION

Division 1—Registers of determinations, exemptions and approvals

15.1 Registers .................................................................................................................. 51
15.1 Registers may be kept by computer ................................................................................. 51
15.3 Inspection of registers ................................................................................................. 51

Division 2—Competent Authorities Panel

15.4 Membership and function of Panel ............................................................................. 51
15.5 Panel meetings ............................................................................................................. 51
15.6 Decisions of Panel ....................................................................................................... 51

Division 3—Recommendations by Competent Authorities and corresponding Competent Authorities

15.7 Recommendations by Competent Authority ............................................................... 52
15.8 Recommendations by corresponding Competent Authorities ......................................... 52

Division 4—Mutual recognition of determinations exemptions and approvals

15.9 Corresponding determinations ..................................................................................... 52
15.10 Corresponding exemptions ......................................................................................... 53
15.11 Corresponding approvals ......................................................................................... 53
15.12 (Reserved) .................................................................................................................. 53

PART 16—EXEMPTIONS

Division 1—General

16.1 Applications for exemptions ...................................................................................... 55
16.2 Register of exemptions ............................................................................................... 55
16.3 Records of exemptions ............................................................................................... 55

Division 2—Reference of matters to Panel

16.4 References to Panel .................................................................................................... 56
16.5 Effect of Panel decisions about applications ............................................................ 56
16.6 Effect of Panel decisions about cancelling or varying exemptions .................................. 56

Division 3—Exemptions

16.7 Exemptions ............................................................................................................... 56
16.8 Variation and cancellation of exemptions and conditions .............................................. 57
PART 17—ADMINISTRATIVE DETERMINATIONS AND APPROVALS

Division 1—General

17.1 Applications ............................................................................................................... 59
17.2 Form of administrative determinations and approvals .............................................. 59
17.3 When administrative determinations and approvals not to be made etc ......................... 59
17.4 Reasons for refusal of applications ................................................................................. 59
17.5 Period and conditions ...................................................................................................... 59
17.6 Replacement administrative determinations and approvals ............................................ 60
17.7 Failure to comply with conditions................................................................................... 60
17.8 Grounds for cancelling administrative determinations and approvals ............................ 60
17.9 Grounds for varying administrative determinations and approvals ............................. 60

Division 2—Register of approvals

17.10 Register .................................................................................................................. 61
17.11 Records of approvals ................................................................................................. 61

Division 3—Reference of approval matters to Panel

17.12 References to Panel ....................................................................................................... 62
17.13 Effect of Panel decisions about applications .............................................................. 62
17.14 Effect of Panel decisions about cancelling or varying approvals ............................... 62

[PART 18—LICENCES]

(Reserved)

PART 19—CANCELLATION AND VARIATION

19.1 (Reserved) ................................................................................................................. 65
19.2 Cancellation and variation in dangerous situations ....................................................... 65
19.3 Cancellation giving effect to court orders ................................................................ 65
19.4 Variation of administrative determinations and approvals on application ................. 65
19.5 Cancellation and variation in other circumstances ..................................................... 65
19.6 When cancellation and variation take effect ............................................................... 66
19.7 (Reserved) ....................................................................................................................... 66

PART 20—INSTRUCTION AND TRAINING

20.1 Instruction and training ................................................................................................. 67
20.2 (Reserved) ....................................................................................................................... 67

[PART 21—INFRINGEMENT NOTICES]

(Reserved)
PART 22—RECONSIDERATION AND REVIEW OF DECISIONS

22.1 Application of Part ........................................................................................................ 71
22.2 Who may apply for reconsideration of decisions ............................................................ 71
22.3 Applications for reconsideration ..................................................................................... 71
22.4 Competent Authority to reconsider decisions ................................................................. 71
22.5 Review of certain decisions ............................................................................................. 71

[PART 23—FEES]

(Reserved)

PART 24—TRANSITIONAL PROVISIONS

24.1 Lawful conduct under previous law ................................................................................ 75
24.2 Continuing effect of certain determinations ..................................................................... 75
24.3 Continuing effect of corresponding determinations ........................................................ 75
24.4 Continuing effect of certain exemptions ........................................................................... 75
24.5 Continuing effect of corresponding exemptions .............................................................. 76
24.6 Continuing effect of certain approvals ........................................................................... 76
24.7 Continuing effect of corresponding approvals ................................................................. 76
24.8 (Reserved)........................................................................................................................ 76
24.9 (Reserved)...................................................................................................................... 76

ANNEX 1—DICTIONARY

Dictionary ................................................................................................................................... 77
1. Expressions defined in the *Australian Code for the Transport of Dangerous Goods by Road and Rail.*

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>consumer commodity load</td>
<td>outer packaging</td>
</tr>
</tbody>
</table>

2. Other definitions in the dictionary

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADG Code</td>
<td>IBC Marking</td>
</tr>
<tr>
<td>administrative determination</td>
<td>IBC Supplement</td>
</tr>
<tr>
<td>ADR approved</td>
<td>ICAO Rules</td>
</tr>
<tr>
<td>aggregate quantity</td>
<td>IMDG Code</td>
</tr>
<tr>
<td>appropriately marked</td>
<td>IMO approved</td>
</tr>
<tr>
<td>appropriately placarded</td>
<td>incompatible</td>
</tr>
<tr>
<td>another participating jurisdiction</td>
<td>involvement in the transport of dangerous goods by rail</td>
</tr>
<tr>
<td>approval</td>
<td>journey</td>
</tr>
<tr>
<td>approved IBC</td>
<td>loader</td>
</tr>
<tr>
<td>approved packaging</td>
<td>loads</td>
</tr>
<tr>
<td>approved tank</td>
<td>NATA</td>
</tr>
<tr>
<td>attachment system</td>
<td>owner</td>
</tr>
<tr>
<td>authorised officer</td>
<td>package</td>
</tr>
<tr>
<td>bulk container</td>
<td>packaged dangerous goods</td>
</tr>
<tr>
<td>capacity</td>
<td>packaging</td>
</tr>
<tr>
<td>Class</td>
<td>packer</td>
</tr>
<tr>
<td>Code</td>
<td>Packing Group</td>
</tr>
<tr>
<td>Competent Authority</td>
<td>packs</td>
</tr>
<tr>
<td>consignor</td>
<td>Panel</td>
</tr>
<tr>
<td>consigns</td>
<td>Panel member</td>
</tr>
<tr>
<td>corresponding</td>
<td>participating jurisdiction</td>
</tr>
<tr>
<td>corresponding administrative determination</td>
<td>performance test</td>
</tr>
<tr>
<td>corresponding approval</td>
<td>personal injury</td>
</tr>
<tr>
<td>corresponding Competent Authority</td>
<td>placard load</td>
</tr>
<tr>
<td>corresponding determination</td>
<td>premises</td>
</tr>
<tr>
<td>corresponding exemption</td>
<td>rail operator</td>
</tr>
<tr>
<td>dangerous goods</td>
<td>rail wagon</td>
</tr>
<tr>
<td>dangerous goods in bulk</td>
<td>recognised testing facility</td>
</tr>
<tr>
<td>dangerous situation</td>
<td>register</td>
</tr>
<tr>
<td>determination</td>
<td>required emergency information</td>
</tr>
<tr>
<td>emergency service</td>
<td>RID approved</td>
</tr>
<tr>
<td>exemption</td>
<td>risk</td>
</tr>
<tr>
<td>filling ratio</td>
<td>shunting</td>
</tr>
<tr>
<td>fire-risk substance</td>
<td>Subsidiary Risk</td>
</tr>
<tr>
<td>food</td>
<td>tank</td>
</tr>
<tr>
<td>food container</td>
<td>test certificate</td>
</tr>
<tr>
<td>food packaging</td>
<td>this jurisdiction</td>
</tr>
<tr>
<td>foreign approved IBC</td>
<td>track owner</td>
</tr>
<tr>
<td>foreign approved packaging</td>
<td>train</td>
</tr>
<tr>
<td>foreign approved tank</td>
<td>transport</td>
</tr>
<tr>
<td>freight container</td>
<td>UN dangerous goods tests and criteria.</td>
</tr>
<tr>
<td>hose assembly</td>
<td>unit load</td>
</tr>
<tr>
<td>IATA Regulations</td>
<td>UN Recommendations</td>
</tr>
<tr>
<td>IBC</td>
<td>UN Recommendations, Manual of Tests and Criteria</td>
</tr>
</tbody>
</table>
STRUCTURE AND FORMAT
OF THE RAIL (DANGEROUS GOODS) RULES

In these Rail (Dangerous Goods) Rules the following structure and format has been adopted

Part = General topic area which the Rules cover
Division = Specific topic area which the Rules cover
X.1 = Rule 1 of Part X
X.1 (1) = SubRule 1 of Rule X.1
X.1 (1) (a) = Paragraph (a) of SubRule X.1 (1)
X.1 (1) (a) (i) = SubParagraph (i) of Paragraph X.1 (1) (a)
PART 1—PRELIMINARY

Division 1—Introductory

Citation

1.1 These Rules may be cited as the Rail (Dangerous Goods) Rules and form a schedule to the 6th Edition of the Australian Code for the Transport of Dangerous Goods by Road and Rail.

Commencement

1.2 These Rules form an integral part of the 6th edition of the Australian Code for the Transport of Dangerous Goods by Road and Rail and take effect with the adoption, in this jurisdiction, of that Code.

Main objects of these Rules

1.3 The main objects of these Rules are:

(a) to specify the obligations of people involved in the transport of dangerous goods by rail; and

(b) to reduce as far as is practicable the risks of personal injury, property damage and environmental harm arising from the transport of dangerous goods by rail; and

(c) to give effect to the standards, requirements and procedures of the ADG Code so far as they apply to the transport of dangerous goods by rail; and

(d) to promote consistency between the standards, requirements and procedures applying to the transport of dangerous goods by rail and by other modes of transport.

Division 2—Interpretation

Definitions—the dictionary

1.4 (1) The dictionary in Annex 1 defines particular words and expressions:

(2) A relevant definition found elsewhere in these Rules is indicated by a signpost definition in the dictionary.

[NOTE: A signpost definition of a word or expression is included only if the definition is used outside the rule defining the word or expression]

(3) A definition outside these Rules that applies particularly to these Rules is also indicated by a signpost definition in the dictionary.

(4) A definition in or applying to these Rules applies to words and expressions used in these Rules unless the contrary intention appears.

(5) A definition in or applying to these Rules applies to the entire Rules unless the contrary intention appears.

References to codes, standards and rules

1.5 (1) In this Rule:

“instrument” means a code, a standard or rule (whether made in or outside Australia) relating to dangerous goods or to transport by rail, and includes a provision of an instrument.
(2) In these Rules, a reference to an instrument includes a reference to another instrument as applied or adopted by, or incorporated in, the first instrument.

(3) In these Rules, unless the contrary intention appears, a reference to an instrument is a reference to the instrument as amended from time to time.

Inconsistency between Rules and codes, standards or rules

1.6 (1) In this Rule:

“instrument” means a code, a standard or rule (whether made in or outside Australia) relating to dangerous goods or transport by rail.

(2) If an instrument is applied or adopted by, or is incorporated in, these Rules and the instrument is inconsistent with these Rules, the Rules prevail to the extent of the inconsistency.

References to determinations, exemptions and approvals

1.7 In these Rules, a reference to:

(a) a determination, exemption or approval; or
(b) a corresponding determination, exemption or approval;

includes a reference to the determination, exemption or approval as varied.

References to variation of administrative determinations, exemptions and approvals

1.8 In these Rules, a reference to the variation of:

(a) an administrative determination, exemption or approval; or
(b) a corresponding administrative determination, exemption or approval;

includes a reference to a variation by addition, omission or substitution.

Division 3—Application of Rules

[NOTE: The Defence Act 1903 (Commonwealth) deals with the immunity of defence personnel from certain State and Territory laws.]

Dangerous situations

1.9 These Rules do not apply to the transport of dangerous goods by, or at the direction of, an authorised officer, or an officer of an emergency service, to the extent necessary to avert, eliminate or minimise a dangerous situation.

Transport of small quantities

1.10 (1) In this Rule:

“designated dangerous goods” means dangerous goods of Class 1 (except of Class 1.4S and track signals carried for safe working purposes), Class 6.2 or Class 7.

(2) These Rules do not apply to the transport by a person of a load of dangerous goods by rail if:

(a) the goods are packaged dangerous goods; and
(b) the goods are not, and do not include, designated dangerous goods; and
(c) the aggregate quantity of the dangerous goods in the load is less than 25% of a placard load; and
(d) the goods are not being transported by the person for hire or reward in the course of a business of transporting goods by rail; and
(e) the goods are not being transported by the person on a passenger train.
Short trips after import

1.11 Rules 3.1 to 3.4, and Divisions 5, 6 and 7 of Part 4, do not apply to the transport of dangerous goods by rail if:
(a) the goods have been imported into Australia; and
(b) the goods are being transported in a closed freight container; and
(c) the goods are not leaking from the container; and
(d) the goods are being transported directly to a destination that is not more than 50 kilometres by rail from the place of import; and
(e) the container is placarded in accordance with the IATA Regulations, ICAO Rules or IMDG Code.

Division 4—(Reserved)

1.12 (Reserved)
1.13 (Reserved)
1.14 (Reserved)
1.15 (Reserved)

Division 5—Approval of forms

Approval and use of forms

1.16 (1) The Competent Authority may approve a form for a provision or purpose of these Rules.
(2) The form must be used for the provision or purpose.

Requirements for approved forms

1.17 (1) Each approved form must have a heading that indicates the name of these Rules and briefly indicates the purpose of the form.
(2) Each kind of approved form must be numbered using a system that gives forms of that kind a unique number.
(3) Each version of a kind of approved form must be numbered consecutively using a system that gives the version a unique number.

Division 6—Determinations

Determinations—dangerous goods

1.18 The Competent Authority may determine that:
(a) goods are dangerous goods; or
(b) goods are not dangerous goods; or
(c) goods are dangerous goods of a particular Class; or
(d) goods are dangerous goods with a particular Subsidiary Risk; or
(e) goods are dangerous goods of a particular Packing Group; or
(f) goods are incompatible with particular dangerous goods; or
(g) goods are too dangerous to be transported; or
(h) goods are too dangerous to be transported in bulk; or
(i) goods are too dangerous to be transported on the same rail wagon as other goods.
Administrative determinations.

1.19 A determination is an **administrative determination** if the determination:
(a) is made on the application of a person; and
(b) applies only to the person.

[NOTES:
1. Part 17 contains provisions dealing with administrative determinations, including applications for administrative determinations and their cancellation and variation.
2. For additional provisions about cancelling and varying administrative determinations, see Part 19.]

Conditions of administrative determinations

1.20 An administrative determination may be subject to any condition necessary for the safe transport of dangerous goods by rail.

Register of determinations

1.21 (1) The Competent Authority must keep a register of determinations.
(2) The register may have separate divisions for different kinds of determinations.
(3) The Competent Authority must record in the register:
(a) each determination made under these Rules that is not an administrative determination; and
(b) each determination made by a corresponding Competent Authority that would be a corresponding determination if it were recorded in the register.
(4) The Competent Authority must note in the register:
(a) the revocation of a determination made under these Rules; and
(b) a decision of the Panel reversing a decision that a corresponding determination should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction.

Records of determinations

1.22 The record of a determination in the register must include:
(a) the provisions of the determination; or
(b) the following information:
   (i) the title of the Government Gazette of the participating jurisdiction where the determination was notified or published and the date of notification or publication; and
   (ii) the provisions of these Rules, and of the ADG Code, to which the determination relates; and
   (iii) the dangerous goods, equipment, packaging, rail wagon or other thing to which the determination relates.

References to Panel

1.23 (1) This rule does not apply to an administrative determination.
(2) The Competent Authority must refer a draft determination to the Panel if the Authority considers that the determination should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction.
(3) The Competent Authority must refer to the Panel a determination having effect in this jurisdiction, and one or more other participating jurisdictions, if:
(a) the Authority considers that the determination should be revoked or varied; or
(b) a corresponding Competent Authority recommends to the Authority in writing that the determination should be revoked or varied.
Effect of Panel decisions about draft determinations

1.24 (1) This rule applies if:
   (a) a draft determination is referred to the Panel under subrule 1.23 (2); and
   (b) the Panel decides that:
       (i) the draft determination should be made, what the provisions of the
determination should be, and that the determination should have effect in
all participating jurisdictions or participating jurisdictions including this
jurisdiction; or
       (ii) the determination should not have effect in this participating jurisdiction.

(2) The Competent Authority must have regard to the Panel’s decision.

Effect of Panel decisions about revoking or varying determinations

1.25 (1) This rule applies if:
   (a) a determination is referred to the Panel under subrule 1.23 (3); and
   (b) the Panel decides that the determination:
       (i) should, or should not, be revoked; or
       (ii) should be varied (whether or not the Panel’s decision is the same as the
variation proposed by the Authority) and should have effect as varied in
all participating jurisdictions or participating jurisdictions including this
jurisdiction; or
       (iii) should not be varied.

(2) The Competent Authority must have regard to the Panel’s decision.

Inconsistent determinations

1.26 (1) This rule applies if:
   (a) the Panel decides that a determination (the “national determination”) should
have effect in all participating jurisdictions or participating jurisdictions
including this jurisdiction; and
   (b) the national determination is inconsistent with a determination (the “local
determination”) that only has effect in this jurisdiction.

(2) The national determination prevails over the local determination to the extent of the
inconsistency.

Division 7—(Reserved)

1.27 (Reserved)

1.28 (Reserved)

Division 8—Other matters

Duty to find out whether goods are dangerous goods

1.29 (1) This rule applies if:
   (a) a person manufactures goods in Australia or imports goods into Australia; and
   (b) the goods are not dangerous goods under paragraph 2.2 (1) (a), (b), (c) or (d); and
   (c) the goods are not goods to which a determination under paragraph 1.18 (b)
applies; but
   (d) the person suspects, or reasonably ought to suspect, that the goods satisfy the
UN dangerous goods tests and criteria for determining whether goods are
dangerous goods.
(2) The person must not consign or transport the goods by rail unless the person finds out whether the goods satisfy the tests and criteria

1.30 (Reserved)

**Competent Authority and authorised officers to act as soon as practicable**

1.31 If:

(a) the Competent Authority or an authorised officer is required to do something under these Rules; and

(b) no time limit is fixed within which the thing must be done;

the Authority or officer must do it as soon as practicable.

**Identification cards**

1.32 The identification card of an authorised officer (see rule 1.34) must contain:

(a) a recent photograph of the officer; and

(b) the name of the officer; and

(c) the date of issue of the card; and

(d) the date of expiry for the card; and

(e) the name of the Competent Authority.

**Evidentiary certificates**

1.33 (1) If this Rule is inconsistent with another law in force in this jurisdiction, the other law prevails.

(2) In this rule:

“instrument” means:

(a) an administrative determination, exemption or approval; or

(b) a corresponding administrative determination, exemption or approval; or

(c) a notice under these Rules, except an infringement or reminder notice.

(3) A certificate purporting to be signed by the Competent Authority, or for the Authority by an authorised officer, and stating any of the following matters is evidence of the matter:

(a) a specified document is, or is a copy of, a specified document;

(b) on a specified day, or during a specified period, a specified person was or was not the person for or to whom a specified instrument applied or was made, granted or given;

(c) a specified instrument was or was not made, granted or given for a specified period;

(d) a specified instrument was or was not, on a specified day during a specified period, subject to a specified condition;

(e) on a specified day, a specified person was given a specified notice under these Rules;

(f) a specified document is a copy of a part of a specified register.

**Division 9—Authorised officers**

**Authorised Officers**

1.34 (1) A Competent Authority may appoint people, or a class of people, to be authorised officers.

(2) An authorised officer must be appointed in writing by the Competent Authority.
(3) In appointing authorised officers, a Competent Authority may specify that the appointment is subject to conditions or restrictions relating to:
(a) the powers that are exercisable by those officers; or
(b) when, where and in what circumstances those officers may exercise powers.

(4) A Competent Authority may issue identification cards containing prescribed details to authorised officers.

**Authorised Rail Representative**

1.35 (1) A Competent Authority may appoint an authorised rail representative to carry out the duties of an authorised officer.

(2) An authorised rail representative must be authorised in writing by the Competent Authority.

(3) In appointing an authorised rail representative, a Competent Authority may specify that the person is appointed subject to conditions or restrictions relating to:
(a) the powers that are exercisable by the person; or
(b) when, where and in what circumstances the person may exercise powers.

**Division 10—Application of other dangerous goods legislation**

**Explosive, infectious and radioactive substances**

1.36 (1) If a provision of these Rules dealing with dangerous goods of Class 1 (explosives) is inconsistent with the Australian Explosives Code or another law in force in this jurisdiction in relation to those goods, the other law prevails.

(2) The provisions of these Rules dealing with dangerous goods of Class 6.2 (infectious substances) are in addition to any other law in force in this jurisdiction dealing with the transport of the goods.

(3) If a provision of these Rules dealing with dangerous goods of Class 7 (radioactive substances) is inconsistent with the Code of Practice for the Safe Transport of Radioactive Substances or another law in force in this jurisdiction in relation to the goods, the other law prevails.

**Division 11—Application of Codes**

**Reference to the ADG Code**

1.37 (1) In these rules a reference to the ‘ADG Code’ does not include a reference to this Schedule.

**Notification of adoption or incorporation of a Code, Standard or Rule**

1.38 (1) If these Rules apply, adopt or incorporate provisions of a code, standard or rule, the Competent Authority must, as soon as practicable after the ADG Code comes into effect, publish in the Government Gazette a notice giving details of places where the code, standard or rule may be obtained or inspected.

(2) If:
(a) these Rules apply, adopt or incorporate provisions of a code, standard or rule as in force from time to time; and
(b) the code, standard or rule is amended or replaced;

the Competent Authority must, as soon as practicable after amendment or replacement, publish in the Government Gazette a notice stating that the code, standard or rule has been amended or replaced and giving details of places where the amended or replaced code, standard or rule may be obtained or inspected.

(3) A reference in this rule to a code, standard or rule includes a reference to one that is made outside Australia.
Powers under these Rules

1.39 Provisions in these Rules which purport to confer powers on Competent Authorities or Authorised Officers or Rail Representatives, only have effect to the extent permitted under State and Territory Legislation.
PART 2—KEY CONCEPTS

Division 1—Kinds of goods

Goods too dangerous to be transported

2.1 (1) Goods are too dangerous to be transported if they are:
   (a) mentioned in Appendix 5 to the ADG Code; or
   (b) determined under paragraph 1.18 (g) to be too dangerous to be transported.

2.2 (1) Goods are dangerous goods if they:
   (a) are named in a specific entry in column 2 in Appendix 2 to the ADG Code, but
       not in a generic entry or in an entry in which the letters “N.O.S” are shown as
       part of the proper shipping name for the goods; or
   (b) satisfy the criteria in column 2 or 9 in the Appendix; or
   (c) satisfy the criteria in a Special Provision of the ADG Code that is applied by
       column 7 in the Appendix; or
   (d) are determined under paragraph 1.18 (a) to be dangerous goods; or
   (e) satisfy the UN dangerous goods tests and criteria for determining whether goods
       are dangerous goods.

2.3 (1) In these Rules, a reference to:
   (a) a Class of dangerous goods is a reference to the Class to which the goods are
       assigned under subrule (2); and
   (b) a Class by number, or number and letter, is a reference to the number, or number
       and letter, of the Class to which the goods are assigned.

2.4 (1) In these Rules, a reference to:
   (a) dangerous goods with a Subsidiary Risk is a reference to the dangerous goods
       assigned the Subsidiary Risk under subrule (2); and
   (b) a Subsidiary Risk by number is a reference to the number of the Subsidiary Risk
       with which the dangerous goods are assigned.

Classes of dangerous goods

2.5 (1) Goods are assigned to a Class if the goods:
   (a) are assigned to the Class in column 3 in Appendix 2 to the ADG Code; or
   (b) are assigned to the Class in a Special Provision of the ADG Code applying to the
       goods; or
   (c) satisfy the criteria in column 9 in Appendix 2 to the ADG Code for assignment
       to the Class; or
   (d) are determined under paragraph 1.18 (c) to be dangerous goods of the Class; or
   (e) satisfy the UN dangerous goods tests and criteria for assignment to the Class.

Subsidiary Risk

2.6 (1) Goods having a Subsidiary Risk are:
   (a) mentioned in Appendix 5 to the ADG Code; or
   (b) determined under paragraph 1.18 (g) to be too dangerous to be transported.

(2) Goods identified under subrule (1), as being too dangerous to be transported, must not
    be consigned for transport by rail.

(3) A rail operator must not transport goods if the operator knows, or reasonably ought
    to know, that the goods are too dangerous to be transported, as identified under
    subrule (1).
2 Rail (Dangerous Goods) Rules

(2) Dangerous goods are assigned a Subsidiary Risk if the goods:
(a) are assigned the Subsidiary Risk in column 4 in Appendix 2 to the ADG Code; or
(b) are assigned the Subsidiary Risk in a Special Provision of the ADG Code applying to the goods; or
(c) satisfy the criteria in column 9 in Appendix 2 to the ADG Code for assignment of the Subsidiary Risk; or
(d) are determined under paragraph 1.18 (d) to be dangerous goods assigned the Subsidiary Risk; or
(e) satisfy the UN dangerous goods tests and criteria for assignment to the Subsidiary Risk.

Packing Groups

2.5 (1) In these Rules, a reference to:
(a) a Packing Group of dangerous goods is a reference to the Packing Group to which the goods are assigned under subrule (2); and
(b) a Packing Group by number is a reference to the number of the Packing Group to which the goods are assigned.

(2) Dangerous goods (except dangerous goods of Class 1, 2 or 7) are assigned to a Packing Group if the goods:
(a) are assigned to the Packing Group in column 5 in Appendix 2 to the ADG Code; or
(b) are assigned to the Packing Group in a Special Provision of the Code applying to the goods; or
(c) satisfy the criteria in column 9 in Appendix 2 to the ADG Code for assignment to the Packing Group; or
(d) are determined under paragraph 1.18 (e) to be assigned to the Packing Group; or
(e) satisfy the UN dangerous goods tests and criteria for assignment to the Packing Group.

Incompatible goods etc

2.6 (1) Dangerous or other goods are incompatible with dangerous goods if:
(a) under the ADG Code, the goods are incompatible with the dangerous goods; or
(b) the goods are determined under paragraph 1.18 (f) to be incompatible with the dangerous goods; or
(c) when the goods are mixed, or otherwise brought into contact, with the dangerous goods, the goods are likely to interact with the dangerous goods and increase risk because of the interaction.

(2) However, goods are not to be regarded as incompatible with dangerous goods in a proceeding in which incompatibility is an issue if:
(a) the goods are incompatible with the dangerous goods only because of paragraph (1) (a) or (b); and
(b) it is established in the proceeding that, when the goods are mixed, or otherwise brought into contact with the dangerous goods, the goods are not likely to interact with the dangerous goods and increase risk because of the interaction.

(3) A container is incompatible with dangerous goods if the container is constructed of material that, when the goods are brought into contact with the container, is likely to interact with the goods and increase risk because of the interaction.

Example of increased risk because of interaction:
Substantial structural weakening of the container

(4) Transfer equipment for use in the transport of dangerous goods is incompatible with the goods if the equipment is constructed of material that, when the goods are brought into contact with the equipment, is likely to interact with the goods and increase risk because of the interaction.

Example of increased risk because of interaction:
Failure of the transfer equipment resulting in leakage of dangerous goods
Division 2—Packages, packaging and loads

Packages and packaging

2.7 (1) A package of dangerous goods or other goods is the complete product of the packing of the goods for transport by rail, and consists of the goods and their packaging.

(2) A packaging of the goods is the container in which the goods are received or held for transport by rail, and includes anything that enables the container to receive or hold the goods or to be closed.

Capacity

2.8 The capacity of a container is the total internal volume of the container at a temperature of 15°Celsius expressed in litres or cubic metres.

What is a load of goods

2.9 (1) Goods are taken to be a single load if the goods are:
(a) in separate freight container or bulk container on a rail wagon; or
(b) in a tank on a rail wagon.

(2) In any other case—all the goods on a rail wagon are taken to be a single load.

Aggregate quantity

2.10 The aggregate quantity of dangerous goods in a load is the total of:
(a) the number of kilograms of solid dangerous goods and aerosols in the load; and
(b) the number of litres or kilograms, whichever is used in the shipping documentation for the load to describe the goods, of liquid dangerous goods in the load (except dangerous goods of Class 2); and
(c) the total capacity in litres of containers in the load containing dangerous goods of Class 2 (except aerosols).

Packaged dangerous goods

2.11 Dangerous goods are packaged dangerous goods if:
(a) they are dangerous goods of Class 2 in a container with a capacity of not more than 500 litres; or
(b) they are dangerous goods of another Class in:
   (i) a container with a capacity of not more than 450 litres; and
   (ii) a container with a net mass of not more than 400 kilograms.

Dangerous goods in bulk

2.12 Dangerous goods in bulk are dangerous goods that are not packaged dangerous goods.

Placard loads

2.13 (1) A load of dangerous goods is a placard load if the load contains dangerous goods in bulk.

(2) A load of dangerous goods is also a placard load if the load does not contain dangerous goods in bulk, or is not a consumer commodity load, but:
(a) the load contains dangerous goods of Class 6.2; or
(b) for another load containing dangerous goods of Class 2.1 (except aerosols) or Class 2.3 or dangerous goods of Packing Group I—the aggregate quantity of dangerous goods in the load is at least 250; or
(c) for any other load—the aggregate quantity of dangerous goods in the load is at least 1,000.
Unit loads

2.14 Dangerous goods are in a unit load if the goods are packaged dangerous goods and are:
(a) wrapped in plastics, and strapped or otherwise secured to a pallet or other base and to each other, for transport; or
(b) placed together in a protective outer container (except a freight container) for transport; or
(c) secured together in a sling for transport.

Division 3—Kinds of Containers

Freight containers

2.15 A freight container is a re-useable container of the kind mentioned in Australian/New Zealand Standard AS/NZS 3711 that is designed for repeated use for the transport of goods by one or more modes of transport.

IBC's

2.16 An IBC (or Intermediate Bulk Container) is a rigid or flexible portable packaging for the transport of dangerous goods that:
(a) has a capacity of not more than:
   (i) for solids of Packing Group I packed in a composite, fibreboard, flexible, wooden or rigid plastics container—1,500 litres; and
   (ii) for solids of Packing Group I packed in a metal container—3,000 litres; and
   (iii) for solids or liquids of Packing Groups II and III—3,000 litres;
(b) is designed for mechanical handling; and
(c) is resistant to the stresses produced in usual handling and transport.

Bulk containers

2.17 (1) A bulk container is an IBC or another container (which could include a freight container) used to transport dangerous goods in bulk.
(2) However, a tank that is part of a rail wagon, is not a bulk container.

Division 4—Persons with special duties

Owners

2.18 A person is an owner of a rail wagon if the person:
(a) is the sole owner, or a joint owner or a part owner of the wagon; or
(b) has possession or use of the wagon under a credit, hire purchase, lease or other agreement.

Consignors

2.19 (1) A person consigns dangerous or other goods for transport by rail, and is the consignor of the goods if:
(a) subrule (2) applies to the person; or
(b) subrule (2) does not apply to the person or anyone else, but subrule (3) applies to the person; or
(c) subrule (2) and (3) do not apply to the person or anyone else, but subrule (4) applies to the person.
This subrule applies to a person who, with the person’s authority, is named or otherwise identified as the consignor of the goods in shipping documentation for the transport of dangerous goods by rail.

This subrule applies to a person who:
(a) engages a rail operator, either directly or through an agent or other intermediary, to transport the goods by rail; or
(b) has possession of, or control over, the goods immediately before the goods are transported by rail; or
(c) loads a rail wagon with the goods, for transport by rail, at a place:
   (i) where dangerous goods in bulk are stored; and
   (ii) that is unattended during loading.

This subrule applies to a person if:
(a) the goods are imported into Australia; and
(b) the person is the importer of the goods.

A person packs dangerous or other goods for transport by rail, and is a packer of the goods, if the person:
(a) puts the goods in a packaging; or
(b) assembles the goods as packaged goods in an outer packaging or unit load for transport by rail; or
(b) supervises an activity mentioned in paragraph (a) or (b); or
(c) manages or controls an activity mentioned in paragraph (a), (b) or (c).

A person loads dangerous or other goods for transport by rail, and is a loader of the goods, if the person:
(a) loads a wagon with the goods for transport by rail; or
(b) loads a bulk container, freight container or tank that is part of a wagon, with the goods for transport by rail; or
(c) loads a wagon with a freight container containing the goods for transport by rail; or
(d) supervises an activity mentioned in paragraph (a) (b) or (c); or
(e) manages or controls an activity mentioned in paragraph (a), (b), (c) or (d).

A person is a rail operator for the transport of dangerous or other goods by rail if the person undertakes to be responsible, or is responsible, for:
(a) the transport of the goods by rail; or
(b) the condition of a wagon transporting the goods by rail.
PART 3—PACKAGING

Division 1—Packaging duties

Suitability of packaging

3.1 For this Division, packaging is unsuitable for the transport by rail of dangerous goods if
   (a) the packaging is not approved packaging; or
   (b) the packaging does not comply with Chapter 3 of the ADG Code.

Marking packaging

3.2 A person must not mark packaging used, or intended to be used, to transport dangerous goods by rail with performance and specification markings required under Division 3.5 of the ADG Code unless the packaging is approved packaging.

Consignor’s duties

3.3 A person must not consign packaged dangerous goods for transport by rail in packaging if the person knows, or reasonably ought to know, that the packaging:
   (a) is unsuitable for the transport of the goods by rail; or
   (b) is not used in accordance with Chapter 3 of the ADG Code.

Packer’s duties

3.4 A person must not pack dangerous goods for transport by rail in packaging if the person knows, or reasonably ought to know, that the packaging:
   (a) is unsuitable for the transport of the goods by rail; or
   (b) is not used in accordance with Chapter 3 of the ADG Code.

Loader’s duty

3.5 A person must not load packaged dangerous goods for transport by rail in packaging if the person knows, or reasonably ought to know, that the packaging is damaged or defective to the extent that it is not safe to use to transport the goods.

Rail operator’s duty

3.6 A rail operator must not transport packaged dangerous goods by rail in packaging if the operator knows, or reasonably ought to know, that the packaging is damaged or defective to the extent that it is not safe to use to transport the goods by rail.

3.7 (Reserved)

Division 2—Approval of packaging design types

Approvals—packaging design types

3.8 (1) The Competent Authority may, on application made in accordance with rule 17.1, approve a packaging design type for use in the transport of dangerous goods by rail if:
   (a) the applicant has carried out the tests required under Chapter 3 of the ADG Code; and
   (b) the Authority considers that a packaging of that design type would be safe for use in the transport of the goods by rail.
The approval of a packaging design type may be subject to any condition necessary for the safe transport of dangerous goods by rail in packaging of that design type.

Recognised testing facilities

3.9 The following testing facilities are recognised testing facilities for a packaging design type:
(a) a testing facility registered by NATA to conduct performance tests under Chapter 3 of the ADG Code for the packaging design type; or
(b) if NATA has not registered a testing facility to conduct performance tests of that kind—a testing facility in Australia capable of conducting the tests; or
(c) a facility in a foreign country approved by a public authority of the country to conduct performance tests of that kind.

Test certificates

3.10 (1) A recognised testing facility may certify in writing that a packaging design type has passed particular performance tests for particular dangerous goods.
(2) If a performance test is conducted by a testing facility registered by NATA, any test certificate must:
(a) contain the details required under Division 3.7 of the ADG Code; and
(b) be in the appropriate form used by NATA registered testing facilities.
(3) If a performance test is conducted in Australia by a recognised testing facility that is not registered by NATA:
(a) the test must be observed by or for the Competent Authority; and
(b) any test certificate must contain the details required under Division 3.7 of the ADG Code.

Division 3—Competent Authority’s performance testing powers

Requiring production of packaging for testing

3.11 (1) This rule applies to a person who:
(a) is:
   (i) a manufacturer of packaging used, or intended to be used, to transport dangerous goods by rail; or
   (ii) the consignor or rail operator for the transport of dangerous goods by rail; and
(b) has possession of, or control over, packaging of a design type used, or intended to be used, to transport dangerous goods by rail.
(2) The Competent Authority may, by written notice, require the person to produce packaging manufactured or used by the person for performance testing.
(3) The person must produce the packaging to the Competent Authority, or someone else nominated in the notice, within 14 days after the day when the notice is given to the person, unless the person, under an agreement with someone else, delivers the packaging to the other person before the end of that period.

Requiring evidence of performance tests

3.12 (1) This rule applies to a person who is:
(a) a manufacturer of packaging used, or intended to be used, to transport dangerous goods by rail; or
(b) the consignor of packaged dangerous goods for the transport by rail.
(2) The Competent Authority may, by written notice, require the person to produce written evidence that a packaging design type manufactured or used by the person has passed performance tests required under Chapter 3 of the ADG Code.

(3) The person must produce the evidence to the Competent Authority within 14 days after the day when the notice is given to the person.

(4) A test certificate under rule 3.10 is evidence for this rule.
PART 4—DANGEROUS GOODS IN BULK

Division 1—Restrictions on transport of dangerous goods in bulk

Consignor’s duties

4.1 (1) A person must not consign dangerous goods for transport by rail in bulk if:
(a) Chapter 4 of the ADG Code provides that the goods must not be transported by rail in bulk; or
(b) the goods are determined under paragraph 1.18 (h) to be too dangerous to be transported in bulk.

(2) A person who consigns dangerous goods for transport by rail in bulk must comply with Chapter 4 of the ADG Code.

Rail operator’s duties

4.2 (1) A rail operator must not transport dangerous goods by rail in bulk if the operator knows, or reasonably ought to know, that:
(a) Chapter 4 of the ADG Code provides that the goods must not be transported by rail in bulk; or
(b) the goods are determined under paragraph 1.18 (h) to be too dangerous to be transported in bulk.

(2) A rail operator who transports dangerous goods by rail in bulk must comply with Chapter 4 of the ADG Code.

4.3 (Reserved)

Division 2—Bulk containers

Consignor’s duties

4.4 (1) A person must not consign dangerous goods in bulk for transport by rail in a bulk container provided by the person if:
(a) the material of which the container is constructed is incompatible with the dangerous goods; or
(b) the container is damaged or defective to the extent that it is not safe to use to transport the goods by rail.

(2) A person must not consign dangerous goods in bulk for transport by rail in a bulk container provided by someone else if the person knows, or reasonably ought to know, that:
(a) the material of which the container is constructed is incompatible with the dangerous goods; or
(b) the container is damaged or defective to the extent that it is not safe to use to transport the goods by rail.

(3) A person must not consign dangerous goods for transport by rail in a bulk container if the person knows, or reasonably ought to know, that the attachment system does not comply with, or is not used in accordance with, Chapters 4 and 5 of the ADG Code.
Rail operator’s duties

4.5 (1) A rail operator must not transport dangerous goods in bulk by rail in a bulk container provided by the rail operator if:
(a) the material of which the container is constructed is incompatible with the dangerous goods; or
(b) the container is damaged or defective to the extent that it is not safe to use to transport the goods by rail.

(2) A rail operator must not transport dangerous goods in bulk by rail in a bulk container provided by someone else if the rail operator knows, or reasonably ought to know, that:
(a) the material of which the container is constructed is incompatible with the dangerous goods; or
(b) the container is damaged or defective to the extent that it is not safe to use to transport the goods by rail.

(3) A rail operator must not transport dangerous goods by rail in a bulk container if the attachment system between the container and the rail wagon does not comply with, or is not used in accordance with, Chapters 4 and 5 of the ADG Code.

Driver’s duty and loader’s duty

4.6 (1) A person must not drive a train transporting dangerous goods in bulk by rail in a bulk or freight container if the person knows, or reasonably ought to know, that the container is damaged or defective to the extent that it is not safe to use to transport the goods by rail.

(2) A person must not load dangerous goods onto a rail wagon in a bulk or freight container unless the attachment system between the container and the rail wagon complies with, and is used in accordance with, Chapters 4 and 5 of the ADG Code.

Division 3—Tanks

Manufacturer’s duties

4.7 (1) A person must not manufacture a tank designed to transport dangerous goods in bulk by rail other than in accordance with a design that is approved under rule 4.25.

(2) A person who manufactures a tank designed to transport dangerous goods in bulk by rail must attach a compliance plate to the tank in accordance with Chapter 4 of the ADG Code.

Compliance plates

4.8 A person must not attach a compliance plate, or something that purports to be a compliance plate, to a tank unless the tank is an approved tank.

Owner’s duties for certain wagons

4.9 The owner of a rail wagon of which a tank forms part must not use the wagon, or permit the wagon to be used, to transport dangerous goods in bulk in the form of a liquid or gas by rail, unless the tank:
(a) is an approved tank; and
(b) has been maintained, tested and inspected in accordance with Chapter 4 of the ADG Code; and
(c) is used in accordance with the approval conditions (if any) specified on the tank’s compliance plate.
Consignor’s duties

4.10 (1) A person must not consign dangerous goods in bulk for transport by rail in a tank provided by the person unless the tank:
   (a) is an approved tank; and
   (b) has been maintained, tested and inspected in accordance with Chapter 4 of the ADG Code; and
   (c) is used in accordance with the approval conditions (if any) specified on the tank’s compliance plate.

(2) A person must not consign dangerous goods in bulk for transport by rail in a tank provided by someone else if the person knows, or reasonably ought to know, that the tank:
   (a) is not an approved tank; or
   (b) has not been maintained, tested and inspected in accordance with Chapter 4 of the ADG Code; or
   (c) is used other than in accordance with the approval conditions (if any) specified on the tank’s compliance plate.

Loader’s duties

4.11 A person must not load dangerous goods in bulk for transport by rail in a tank if the person knows, or reasonably ought to know that the tank:
   (a) is not an approved tank; or
   (b) is used other than in accordance with Chapter 4 of the ADG Code.

Rail operator’s duties

4.12 (1) A rail operator must not transport dangerous goods in bulk by rail in a tank provided by the operator unless the tank:
   (a) is an approved tank; and
   (b) has been maintained, tested or inspected in accordance with Chapter 4 of the ADG Code; and
   (c) is used in accordance with the approval conditions (if any) specified on the tank’s compliance plate.

(2) A rail operator must not transport dangerous goods in bulk by rail in a tank provided by someone else if the operator knows, or reasonably ought to know, that the tank:
   (a) is not an approved tank; or
   (b) has not been maintained, tested and inspected in accordance with Chapter 4 of the ADG Code; or
   (c) is used other than in accordance with the approval conditions (if any) specified on the tank’s compliance plate.

(3) A rail operator must not transport dangerous goods in bulk by rail in a tank forming part of a rail wagon if:
   (a) the material of which the tank is constructed is incompatible with the dangerous goods; or
   (b) the tank is damaged or defective to the extent that it is not safe to use to transport the goods by rail.

4.13 (Reserved)
Division 4—Foreign approved tanks

Consignor’s duties

4.14 (1) A person must not consign dangerous goods in bulk for transport by rail in a foreign approved tank provided by the person if the transport of the goods by rail in the tank is prohibited by a determination under subrule 4.27 (1).

(2) A person must not consign dangerous goods in bulk for transport by rail in a foreign approved tank provided by someone else if the person knows, or reasonably ought to know, that the transport of the goods by rail in the tank is prohibited by a determination under subrule 4.27 (1).

Rail operator’s duties

4.15 (1) A rail operator must not transport dangerous goods in bulk by rail in a foreign approved tank provided by the operator if the transport of the goods by rail in the tank is prohibited by a determination under subrule 4.27 (1).

(2) A rail operator must not transport dangerous goods in bulk by rail in a foreign approved tank provided by someone else if the operator knows, or reasonably ought to know, that the transport of the goods by rail in the tank is prohibited by a determination under subrule 4.27 (1).

Division 5—IBCs

Manufacturer’s duties

4.16 (1) A person must not manufacture an IBC other than in accordance with a design that is approved under rule 4.26.

(2) A person who manufactures an IBC must mark the IBC with an IBC marking in accordance with the IBC Supplement.

IBC markings

4.17 A person must not mark an IBC with an IBC marking, or something that purports to be an IBC marking, unless the IBC is an approved IBC.

Consignor’s duties

4.18 (1) A person must not consign dangerous goods for transport by rail in an IBC provided by the person unless the IBC:

(a) is an approved IBC; and
(b) is used in accordance with Chapter 4 of the ADG Code and the IBC Supplement.

(2) A person must not consign dangerous goods for transport by rail in an IBC provided by someone else if the person knows, or reasonably ought to know, that the IBC:

(a) is not an approved IBC; or
(b) is used other than in accordance with Chapter 4 of the ADG Code and the IBC Supplement.

Loader’s duties

4.19 A person must not load dangerous goods for transport by rail in an IBC if the person knows, or reasonably ought to know, that the IBC:

(a) is not an approved IBC; or
(b) is used other than in accordance with Chapter 4 of the ADG Code and the IBC Supplement.
Rail operator’s duties

4.20 (1) A rail operator must not transport dangerous goods by rail in an IBC provided by the operator unless the IBC:
   (a) is an approved IBC; and
   (b) is used in accordance with Chapter 4 of the ADG Code and the IBC Supplement.

(2) A rail operator must not transport dangerous goods by rail in an IBC provided by someone else if the operator knows, or reasonably ought to know, that the IBC:
   (a) is not an approved IBC; or
   (b) is used other than in accordance with Chapter 4 of the ADG Code and the IBC Supplement.

4.21 (Reserved)

Division 6—Foreign approved IBCs

Consignor’s duties

4.22 (1) A person must not consign dangerous goods for transport by rail in a foreign approved IBC provided by the person if the transport of the goods by rail in the IBC is prohibited by a determination under subrule 4.27 (2).

(2) A person must not consign dangerous goods for transport by rail in a foreign approved IBC provided by someone else if the person knows, or reasonably ought to know, that the transport of the goods by rail in the IBC is prohibited by a determination under subrule 4.27 (2).

Rail operator’s duties

4.23 (1) A rail operator must not transport dangerous goods by rail in a foreign approved IBC provided by the operator if the transport of the goods by rail in the IBC is prohibited by a determination under subrule 4.27 (2).

(2) A rail operator must not transport dangerous goods by rail in a foreign approved IBC provided by someone else if the operator knows, or reasonably ought to know, that the transport of the goods by rail in the IBC is prohibited by a determination under subrule 4.27 (2).

Division 7—Approval of tank and IBC designs

Applications for approval

4.24 An application for approval of a design for a tank or IBC for use in the transport of dangerous goods in bulk by rail must:
   (a) for a tank—include the information required under Chapter 4 of the ADG Code; and
   (b) for an IBC—include the information required under the IBC Supplement; and
   (c) if a fee is prescribed for the application—be accompanied by the prescribed fee.

Approvals—tank designs

4.25 (1) The Competent Authority may, on application made in accordance with rules 4.24 and 17.1, approve a design for a tank for use in the transport of dangerous goods in bulk of a particular type by rail if:
   (a) the design complies with Chapter 4 of the ADG Code; or
   (b) the design does not comply with Chapter 4 of the ADG Code, but the Authority considers that the risk involved in using the tank is not greater than the risk involved in using a tank complying with the Chapter.
(2) The approval of the design may be subject to any condition about the construction, use or maintenance of a tank manufactured in accordance with the design necessary for the safe use of the tank.

(3) In this rule, a reference to the design of a tank includes a reference to the design of:

(a) the attachment system to any rail wagon of which the tank is intended to form a part or to which it is intended to be attached; and

(b) the stability characteristics, and other attributes, of the rail wagon affecting the suitability of a tank manufactured in accordance with the design to transport the dangerous goods.

**Approvals—IBC designs**

4.26 (1) The Competent Authority may, on application made in accordance with rules 4.24 and 17.1, approve a design for an IBC for use in the transport of dangerous goods in bulk of a particular type by rail if the Authority considers that the design complies with the IBC Supplement.

(2) The approval of the design may be subject to any condition about the construction, use or maintenance of an IBC manufactured in accordance with the design that is necessary for the safe use of the IBC.

**Division 8—Determinations**

**Determinations—foreign approved tanks and IBCs**

4.27 (1) The Competent Authority may determine the dangerous goods in bulk that must not be transported by rail in a foreign approved tank.

(2) The Competent Authority may determine the dangerous goods that must not be transported by rail in a foreign approved IBC.
PART 5—FREIGHT CONTAINERS

Consignor’s duties

5.1 (1) A person must not consign dangerous goods for transport by rail in a freight container provided by the person unless the container complies with Chapter 5 of the ADG Code.

(2) A person must not consign dangerous goods for transport by rail in a freight container that is not provided by the person if the person knows, or reasonably ought to know, that the container does not comply with Chapter 5 of the ADG Code.

(3) A person must not consign dangerous goods for transport by rail in a freight container if the person knows, or reasonably ought to know, that the attachment system:
   (a) does not comply with Chapter 5 of the ADG Code; or
   (b) is used other than in accordance with the Chapter.

Loader’s duty

5.2 A person must not load dangerous goods for transport by rail in a freight container if the person knows, or reasonably ought to know, that the container does not comply with Chapter 5 of the ADG Code.

Rail operator’s duties

5.3 (1) A rail operator must not transport dangerous goods by rail in a freight container provided by the operator unless the container complies with Chapter 5 of the ADG Code.

(2) A rail operator must not transport dangerous goods by rail in a freight container that is not provided by the operator if the operator knows, or reasonably ought to know, that the container does not comply with Chapter 5 of the ADG Code.

(3) A rail operator must not transport dangerous goods by rail in a freight container unless the attachment system between the container and the rail wagon:
   (a) complies with Chapter 5 of the ADG Code; and
   (b) is used in accordance with the Chapter.

5.4 (Reserved)
PART 6—UNIT LOADS

Consignor’s duties

6.1 A person must not consign packaged dangerous goods for transport by rail in a unit load unless:
   (a) the packages can safely be transported by rail in the unit load; and
   (b) if Chapter 6 of the ADG Code requires the Competent Authority’s approval for the transport by rail of the unit load—the unit load is prepared in accordance with a method approved under subrule 6.5 (1); and
   (c) the unit load otherwise complies with the Chapter.

Loader’s duties

6.2 A person must not load packaged dangerous goods for transport by rail in a unit load if the person knows, or reasonably ought to know, that:
   (a) the packages cannot safely be transported by rail in the unit load; or
   (c) if Chapter 6 of the ADG Code requires the Competent Authority’s approval for the transport by rail of the unit load—the unit load is not prepared in accordance with a method approved under subrule 6.5 (1); and
   (b) the unit load does not otherwise comply with the Chapter.

Rail operator’s duties

6.3 A rail operator must not transport packaged dangerous goods by rail in a unit load if the operator knows, or reasonably ought to know, that:
   (a) the packages cannot safely be transported by rail in a unit load; or
   (b) the unit load does not comply with Chapter 6 of the ADG Code.

6.4 (Reserved)

Approvals—unit loads

6.5 (1) The Competent Authority may, on application made in accordance with rule 17.1, approve a method of preparing a unit load of dangerous goods for transport by rail that does not comply with Chapter 6 of the ADG Code if the Authority considers that the risk involved in using the method is not greater than the risk involved in using a method complying with the Chapter.

(2) The approval of a method of preparing a unit load of dangerous goods for transport by rail may be subject to any condition necessary for the safe transport of the dangerous goods using the method.
PART 7—MARKING AND PLACARDING

Division 1—Marking packages and unit loads

Application of Division

7.1 This Division does not apply to the transport of dangerous goods by rail if:
(a) the goods have been imported into, or are to be exported from Australia; and
(b) the goods are being transported in a closed freight container; and
(c) the goods are not leaking from the container; and
(d) the goods are being transported directly:
(i) for imported goods—from the place of import; and
(ii) for goods for export—to the place of export; and
(e) the container is placarded in accordance with the IATA Regulations, ICAO Rules or IMDG Code.

Meaning of “appropriately marked”

7.2 For this Division, a package or unit load is appropriately marked if the package or unit load is marked in accordance with Chapter 7 of the ADG Code.

Consignor’s duties

7.3 (1) A person must not consign dangerous goods for transport by rail in a package or unit load unless the package is appropriately marked.

(2) A person must not consign dangerous goods for transport by rail in a package or unit load if a marking on the package or unit load about its contents is false or misleading in a material particular.

(3) A person must not consign goods for transport by rail in a package or unit load that does not contain dangerous goods but is marked as if it contained dangerous goods.

Packer’s duties

7.4 (1) A person must not pack dangerous goods for transport by rail in a package or unit load if the person knows, or reasonably ought to know, that the packaging will not be appropriately marked when the goods are transported.

(2) A person who packs dangerous goods for transport by rail must not mark a package or unit load with a marking about its contents that the person knows, or reasonably ought to know, is false or misleading in a material particular.

(3) A person who packs goods for transport by rail must not mark a package or unit load that the person knows, or reasonably ought to know, does not contain dangerous goods as if it contained dangerous goods.

Rail operator’s duties

7.5 (1) A rail operator must not transport dangerous goods by rail in a package or unit load if the operator knows, or reasonably ought to know, that:
(a) the goods are dangerous goods; and
(b) the package or unit load is not appropriately marked.

(2) A rail operator must not transport dangerous goods by rail in a package or unit load if the operator knows, or reasonably ought to know, that a marking on the package or unit load about its contents is false or misleading in a material particular.

(3) A rail operator must not transport goods by rail in a package or unit load if the operator knows, or reasonably ought to know, that the package or unit load does not contain dangerous goods but is marked as if it contained dangerous goods.
Division 2—Placarding

Meaning of “appropriately placarded” etc

7.6 (1) For this Division:
   (a) a person placards a load of goods if the person placards a bulk or freight container in which, or a rail wagon in or on which, the goods are being, or are to be, transported by rail; and
   (b) the placarding of a load of goods includes the placarding of a bulk or freight container in which, and the rail wagon in or on which, the goods are being, or are to be, transported by rail.

(2) For this Division, a placard load of dangerous goods is appropriately placarded if the bulk or freight container in which, and the rail wagon in or on which, the goods are being, or are to be, transported by rail are placarded in accordance with Chapter 7 of the ADG Code.

Consignor’s duties

7.7 (1) A person must not consign a load of dangerous goods for transport by rail unless the load is appropriately placarded.

(2) A person must not consign a load of dangerous goods for transport by rail if the placarding of the load is false or misleading in a material particular.

(3) A person must not consign goods for transport by rail in a load that does not contain dangerous goods but is placarded as if it were a placard load.

Loader’s duties

7.8 (1) A person who loads dangerous goods for transport by rail must appropriately placard the load if the person knows, or reasonably ought to know, that the load requires placarding.

(2) A person who loads dangerous goods for transport by rail must not placard the load with placarding that the person knows, or reasonably ought to know, is false or misleading in a material particular.

(3) A person who loads goods for transport by rail must not placard the load as if it contained dangerous goods if the person knows, or reasonably ought to know, that the load does not contain dangerous goods.

Rail operator’s duties

7.9 (1) A rail operator must not transport dangerous goods by rail if the operator knows, or reasonably ought to know, that the load is not appropriately placarded.

(2) A rail operator must not transport a load of dangerous goods by rail if the operator knows, or reasonably ought to know, that the placarding of the load is false or misleading in a material particular.

(3) A rail operator must not transport goods by rail in a load if the operator knows, or reasonably ought to know, that the load does not contain dangerous goods but is placarded as if it were a placard load.

7.10 (Reserved)
PART 8—RAIL WAGONS

Division I—Safety standards

Owner’s duty

8.1 If the owner of a rail wagon knows, or reasonably ought to know that the wagon will be used for the transport of dangerous goods by rail then the owner must not allow the wagon to be used unless the wagon and its equipment comply with Chapter 8 of the ADG Code.

Consignor’s duty

8.2 A person must not consign dangerous goods for transport by rail on a rail wagon if the person knows, or reasonably ought to know, that the wagon or its equipment, does not comply with Chapter 8 of the ADG Code.

Rail operator’s duty

8.3 A rail operator must not use a rail wagon to transport dangerous goods by rail unless the wagon and its equipment comply with Chapter 8 of the ADG Code.

Loader’s duty

8.4 A person must not load dangerous goods for transport by rail on a rail wagon if the person knows, or reasonably ought to know, that the wagon, or its equipment, does not comply with Chapter 8 of the ADG Code.
PART 9—SEGREGATION, STOWAGE AND SEPARATION

Division 1—Application of Part

Application

9.1 (1) This Part applies to dangerous goods if the goods are being, or are to be, transported by rail in a placard load.

(2) This Part also applies to dangerous goods of Class 2.3, 6 or 8 if the goods are being, or are to be, transported by rail in a load with food or food packaging.

Division 2—Segregation of Incompatible goods

Loads on rail wagons

9.2 (1) If dangerous goods and incompatible goods are being transported:
(a) in separate closed freight containers or bulk containers on a rail wagon; or
(b) on separate load platforms or in separate wells of an articulated rail wagon;
then the goods are taken to be segregated in accordance with Chapter 9 of the ADG Code.

(2) However, the goods are not taken to be segregated in accordance with Chapter 9 if, under the Chapter or a determination under paragraph 1.18 (i), the goods are too dangerous to be transported on the same rail wagon as other goods transported on the wagon.

9.3 (Reserved)

Consignor’s duties

9.4 A person must not consign dangerous goods for transport on a rail wagon, or in a freight container if the person knows, or reasonably ought to know, that:
(a) the wagon will also be carrying incompatible goods; and
(b) the dangerous goods will not be segregated from the incompatible goods in accordance with:
   (i) Chapter 9 of the ADG Code; or
   (ii) an approval under rule 9.8.

Loader’s duties

9.5 A person must not load dangerous goods for transport on a rail wagon, or in a freight container if the person knows, or reasonably ought to know, that:
(a) the wagon or container will also be carrying incompatible goods; and
(b) the dangerous goods will not be segregated from the incompatible goods in accordance with:
   (i) Chapter 9 of the ADG Code; or
   (ii) an approval under rule 9.8.

Rail operator’s duties

9.6 A rail operator must not use a rail wagon to transport dangerous goods if the rail operator knows, or reasonably ought to know, that:
(a) the wagon is also carrying incompatible goods; and
(b) the dangerous goods are not segregated from the incompatible goods in accordance with
   (i) Chapter 9 of the ADG Code; or
   (ii) an approval under rule 9.8.

9.7  (Reserved)

Approvals—segregation

9.8  (1) The Competent Authority may, on application made in accordance with rule 17.1, approve a segregation device, or a method of segregation, not complying with Chapter 9 of the ADG Code for transporting dangerous and incompatible goods by rail, if the Authority considers that:
   (a) it is impracticable to segregate the goods by a segregation device, or method of segregation, complying with the Chapter; and
   (b) the risk involved in using the device or method to transport the goods by rail is not greater than the risk involved in using a device or method complying with the Chapter to transport the goods by rail.

(2) The approval of a device or method may be subject to any condition necessary for the safe transport of the dangerous goods using the device or method.

Division 3—Stowage

Consignor’s duty

9.9  A person must not consign dangerous goods for transport by rail on a rail wagon if the person knows, or reasonably ought to know, that the goods are not stowed in accordance with Chapter 9 of the ADG Code.

Loader’s duty

9.10 A person must not load dangerous goods on a rail wagon for transport by rail if the person knows, or reasonably ought to know, that the goods are not stowed in accordance with Chapter 9 of the ADG Code.

Rail operator’s duty

9.11 A rail operator must not transport dangerous goods by rail on a rail wagon if the operator knows, or reasonably ought to know, that the goods are not stowed in accordance with Chapter 9 of the ADG Code.

9.12  (Reserved)

Division 3—Separation and marshalling

Rail operator’s duties

9.13  (1) A rail operator must not transport dangerous goods on a train with other goods if the operator knows, or reasonably ought to know, that the dangerous goods:
   (a) are incompatible with the other goods; and
   (b) have not been separated by the minimum distances specified for the goods in accordance with
       (i) Chapter 9 of the ADG Code; or
       (ii) an approval under rule 9.15.

(2) A rail operator must not transport dangerous goods on a train if the operator knows, or reasonably ought to know, that the rolling stock comprising the train has not been marshalled in accordance with:
   (a) Chapter 9 of the ADG Code; or
   (b) an approval under rule 9.15.
Loader’s duties

9.14 (1) A person must not load dangerous goods on a train with other goods if the person knows, or reasonably ought to know, that the dangerous goods:
   (a) are incompatible with the other goods; and
   (b) have not been separated by the minimum distances specified for the goods in accordance with
       (i) Chapter 9 of the ADG Code; or
       (ii) an approval under rule 9.15.

(2) A person must not load dangerous goods on a train if the person knows, or reasonably ought to know, that the rolling stock comprising the train has not been marshalled in accordance with:
   (a) Chapter 9 of the ADG Code; or
   (b) an approval under rule 9.15.

Approvals—separation and marshalling

9.15 (1) The Competent Authority may, on application made in accordance with rule 17.1, approve a method of achieving separation, or a method of marshalling, not permitted under Chapter 9 of the ADG Code for transporting dangerous goods and incompatible goods by rail, if
   (a) use of the method would not increase risk; or
   (b) it is impracticable to separate the goods or marshall rolling stock by a method of separation or marshalling permitted under the Chapter.

(2) The approval may be subject to any other condition necessary for the safe transport of the dangerous goods.

Division 4—Carriage of Dangerous Goods on Passenger Trains

Rail operator’s duties

9.16 A rail operator must not transport a quantity of dangerous goods of a particular type on a passenger train, if:
   (a) the operator knows, or reasonably ought to know, that the quantity exceeds the quantity of dangerous goods of that type that may be transported on a passenger train in accordance with Chapter 9 of the ADG Code; and
   (b) the goods are not being transported in a part of the train used solely for the carriage of baggage, parcels or freight.

Passenger’s duties

9.17 A passenger on a train must not transport dangerous goods of a particular type:
   (a) in a part of the train to which passengers have access, unless:
       (i) the transport of the goods is authorised by the rail operator; or
       (ii) the goods are reasonably necessary for use by the passenger on their journey; or
   (b) in a part of the train used solely for the carriage of baggage, parcels or freight, unless:
       (i) the quantity does not exceed the quantity of dangerous goods of that type that may be transported in a passenger train in accordance with Chapter 9 of the ADG Code; or
       (ii) the transport of the goods is authorised by the rail operator.
PART 10—TRANSFER OF DANGEROUS GOODS IN BULK

Division 1—Filling ratio and ullage

Transferor’s duties

10.1 (1) This rule applies to a transfer of dangerous goods if the transfer is made:

(a) in the transport of the goods by rail in bulk; and

(b) to or from a tank, or bulk container, on a rail wagon.

(2) A person who transfers dangerous goods must ensure, as far as practicable, that:

(a) for Class 2 dangerous goods not in the form of a refrigerated liquid—the quantity of the goods in the tank or container to which the goods are transferred does not exceed the maximum permitted filling ratio under Chapter 10 of the ADG Code; and

(b) in any other case—the ullage in the tank or container complies with the Chapter.

Rail operator’s duties

10.2 A rail operator must not use a rail wagon to transport dangerous goods by rail in a tank or in bulk container if the operator knows, or reasonably ought to know, that:

(a) for Class 2 dangerous goods not in the form of a refrigerated liquid—the quantity of goods in the tank or container exceeds the maximum permitted filling ratio under Chapter 10 of the ADG Code; or

(b) in any other case—the ullage in the tank or container does not comply with the Chapter.

10.3 (Reserved)

Division 2—Transfer

Application

10.4 This Division applies to a transfer of dangerous goods if the transfer is made:

(a) in the transport of the goods by rail in bulk; and

(b) to or from a tank, or bulk container, on a rail wagon.

Transferor’s duties—general

10.5 (1) A person who transfers dangerous goods must, as far as practicable, ensure that the goods are transferred:

(a) if Chapter 10 of the ADG Code applies to the transfer—in accordance with the Chapter; and

(b) if the transfer of the goods is approved under subrule 10.9—in accordance with the approval; and

(c) in every case—in a way that averts, eliminates or minimises risk.

(2) A person must not transfer dangerous goods if the person knows, or reasonably ought to know, that:

(a) the material of which the tank or container to which the goods are transferred, or the transfer equipment, is constructed, is incompatible with the dangerous goods; or

(b) that tank or container contains incompatible goods.
(3) If dangerous goods leak, spill or accidentally escape during the transfer of the goods, the person transferring the goods:
   (a) must immediately stop transferring the goods; and
   (b) must take all practicable steps to avert, eliminate or minimise risk; and
   (c) must not start transferring the goods again until the conditions causing the leak, spill or escape have been rectified.

**Transferor’s duties—hose assemblies**

10.6 (1) A person who uses a hose assembly to transfer dangerous goods must comply with Chapter 10 of the ADG Code.

(2) A person must not use a hose assembly to transfer dangerous goods if the hose assembly is damaged or defective to the extent that use of the hose assembly to transfer the goods involves a greater risk than the risk involved in using a hose assembly that is not damaged or defective.

(3) A person must not transfer dangerous goods if the person knows, or reasonably ought to know, that a hose assembly used in the transfer:
   (a) has not been maintained in accordance with Chapter 10 of the ADG Code; or
   (b) has not been inspected or tested at the intervals, or in the way, required under the Chapter; or
   (c) did not satisfy a test under the Chapter.

**Occupier’s and owner’s duties**

10.7 (1) The occupier of premises where dangerous goods are transferred must, as far as practicable, ensure that the goods are transferred:
   (a) if Chapter 10 of the ADG Code applies to the transfer—in accordance with the Chapter; and
   (b) if the transfer of the goods is approved under subrule 10.9—in accordance with the approval; and
   (c) in every case—in a way that averts, eliminates or minimises risk.

(2) The occupier of premises where dangerous goods are transferred must ensure that a hose assembly on the premises that is used, or intended to be used, for the transfer (other than a hose assembly brought onto the premises on the rail wagon involved in the transfer):
   (a) is maintained in accordance with Chapter 10 of the ADG Code; and
   (b) is inspected and tested at the intervals, and in the way, required under the Chapter; and
   (c) satisfies each test under the Chapter.

(3) The occupier must keep accurate records of all maintenance work, and each inspection and test, carried out on the hose assembly.

(4) The owner of a tank or a bulk container must not use the tank or container to transport dangerous goods by rail, unless each hose assembly on the tank or container that is used for the transfer of dangerous goods:
   (a) has been maintained in accordance with Chapter 10 of the ADG Code; and
   (b) has been inspected and tested at the intervals, and in the way, required under the Chapter; and
   (c) has satisfied each test under the Chapter.

(5) The owner must keep accurate records of all maintenance work, and each inspection and test, carried out on the hose assembly.
Rail operator’s duties

10.8 A rail operator must not use a rail wagon to transport dangerous goods by rail, if the operator knows, or reasonably ought to know, that each hose assembly on the wagon that is used, or intended to be used, for the transfer of dangerous goods:
   (a) has not been maintained in accordance with Chapter 10 of the ADG Code; or
   (b) has not been inspected and tested at the intervals, or in the way, required under the Chapter; or
   (c) did not satisfy a test under the Chapter.

Approvals—transfers of dangerous goods

10.9 (1) The Competent Authority may, on application made in accordance with rule 17.1, approve the transfer of dangerous goods otherwise than in accordance with Chapter 10 of the ADG Code if the Authority considers that the risk involved in the transfer of the goods is not greater than the risk involved in the transfer of the goods in accordance with the Chapter.

(2) The approval of a transfer of dangerous goods may be subject to any condition necessary for the safe transfer of the goods.
PART 11—DOCUMENTS

Division 1—Shipping documentation

False or misleading information

11.1 A person must not include information in shipping documentation for the transport of dangerous goods by rail that the person knows is false or misleading in a material particular.

Example of false information in shipping documentation:
A person named as consignor of the dangerous goods if the person is not the consignor of the goods.

C ons on or’'s duties

11.2 (1) A person must not consign dangerous goods for transport by rail on a rail wagon unless the rail operator has shipping documentation, complying with Chapter 11 of the ADG Code, for the goods.

(2) A person is taken to have satisfied this rule if the person has communicated the contents of the shipping documentation to the rail operator by means of electronic data processing or electronic data interchange.

R ail operator’s duty

11.3 (1) A rail operator must not use a rail wagon to transport dangerous goods by rail unless the driver of the train has been given shipping documentation, complying with Chapter 11 of the ADG Code, for the goods.

(2) A rail operator is taken to have satisfied this rule if the operator has communicated the contents of the shipping documentation to the driver of the train by means of electronic data processing or electronic data interchange.

D riv er’s duties

11.4 (1) This rule does not apply if the driver of a train transporting dangerous goods is engaged in shunting operations and the shipping documentation for the goods is readily available elsewhere in the immediate vicinity of those operations.

(2) A person must not drive a train, from a depot or yard, that the person knows, or reasonably ought to know, is carrying dangerous goods, unless the person has shipping documentation, complying with Chapter 11 of the ADG Code, for the goods.

(3) A person must not drive a train, from a depot or yard, that the person knows, or reasonably ought to know, is transporting dangerous goods, unless the shipping documentation for the goods is in a distinctive dangerous goods holder in the driver’s cab.

(4) The driver of a train transporting dangerous goods must produce the shipping documentation for the goods for inspection by an authorised officer, an officer of an emergency service or an authorised rail representative, if the officer or representative asks the driver to produce the documentation for inspection.

Division 2—Emergency information

Meaning of “required emergency information”

11.5 In this Division:

“required emergency information” means:
(a) emergency information complying with Chapter 11 of the ADG Code; or
(b) emergency information that is approved under rule 11.9.
11.6  (Reserved)

Rail operator’s duty

11.7  (1)  This rule does not apply when a train transporting a placard load of dangerous goods is involved in shunting operations and the emergency information for the goods is readily available elsewhere in the immediate vicinity of those operations.

(2)  A rail operator must not use a train to transport a placard load of dangerous goods unless the emergency information for the goods is in the driver’s cab.

Driver’s duties

11.8  (1)  This rule does not apply if the driver of a train transporting dangerous goods is engaged in shunting operations and the emergency information for the goods is readily available elsewhere in the immediate vicinity of those operations.

(2)  A person must not drive a train transporting a placard load of dangerous goods unless the emergency information for the goods is in the driver’s cab.

(3)  The driver of a train transporting a placard load of dangerous goods must produce the required emergency information for inspection by an authorised officer, an officer of an emergency service or an authorised rail representative, if the officer or representative asks the driver to produce the information for inspection.

Approvals—emergency information

11.9  The Competent Authority may, on application made in accordance with rule 17.1 or on the Authority’s own initiative, approve emergency information that does not comply with Chapter 11 of the ADG Code if the Authority considers that use of the information would be as accurate, and at least as convenient and efficient, as information complying with the Chapter.

Division 3—Prior notice for specific dangerous goods

C ons ignor’s duties

11.10  A person must not consign dangerous goods of Class 1, 6.2 or 7 for transport by rail unless the person has:

(a)  given the rail operator prior notice of the consignment; and

(b)  been advised by the rail operator that the goods can be transported.

Rail operator’s duty

11.11  The rail operator must, if required by the track owner, provide prior notice to the track owner about the transport of dangerous goods of Class 1, 6.2 or 7.
[PART 12—PERSONAL PROTECTIVE AND SAFETY EQUIPMENT]

Reserved: There are no rail specific rules for this Part.
PART 13—PROCEDURES DURING TRANSPORT

Division 1—Immobilised trains

Driver’s duty

13.1 If a train transporting a placard load of dangerous goods fails or is otherwise immobilised, the driver of the train must alert the train controller.

Rail operator’s duty

13.2 If a train transporting a placard load of dangerous goods fails or is otherwise immobilised, the rail operator must, as soon as practicable, take all appropriate steps to ensure that a dangerous situation does not arise.

Powers of authorised officers

13.3 (1) The rule applies to a train transporting a placard load of dangerous goods that has failed or is otherwise immobilised.

(2) An authorised officer may give directions to a person who is involved in the transport of the dangerous goods about how:

(a) repair work is to be carried out on the train; or
(b) the dangerous goods are to be removed from the train; or
(c) the dangerous goods are to be dealt with after their removal from the train.

(3) The person must comply with the direction, unless the person has a reasonable excuse for not complying with it.

Division 2—General precautions during transport

13.4 (Reserved)

13.5 (Reserved)

Control of ignition sources

13.6 A person in charge of loading or unloading a rail wagon transporting dangerous goods in bulk:

(a) of Class 2.1, 3, 4, or 5; or
(b) with a Subsidiary Risk of 2.1, 3, 4 or 5;

must take all practicable steps to ensure that a source of ignition, not including materials handling equipment, is not closer than 15m to the place where the goods are being loaded or unloaded.

Division 3—Routes, areas, rail wagons, trains and times.

Determinations—routes, areas, rail wagons, trains and times

13.7 The Competent Authority may determine:

(a) that particular dangerous goods may only be transported by rail on a particular route, or in or through a particular area; and
(b) that only a particular rail wagon or train may transport particular dangerous by rail; and
(c) that particular dangerous goods may only be transported by rail at a particular
time; and
(d) that unodorised LP Gas may only be transported by rail on a particular route, or
in or through a particular area.

[NOTE: Given the limited number of rail routes, Competent Authorities may not always be aware of all
issues or implications of their decisions relating to routes and areas. As such, Competent Authorities may
wish to consult with the track owner before making any determinations relating to routes and areas.]

Rail operator’s duty

13.8 (1) A rail operator must not transport dangerous goods by rail along a route, or in or
through an area, contrary to a determination under rule 13.7.

13.9 (Reserved)

Division 4—Unloading at unattended places

Rail operator’s duties

13.10 A rail operator must not allow dangerous goods being transported by rail to be
delivered at a location that is not attended by railway personnel, unless:
(a) the consignee of the goods, or a person acting on behalf of the consignee, is at
the location to receive the goods; or
(b) if the consignee has agreed, in writing, with the operator to unload the goods at
an unattended secure location—the goods are unloaded at that location.
PART 14—EMERGENCIES

Division 1—Emergencies generally

[NOTE: See also Division 3 dealing with powers of authorised officers in emergencies.]

Rail operator’s duties—general

14.1 (1) This rule applies if a train transporting dangerous goods is involved in an incident resulting in a dangerous situation.

(2) The rail operator must:
   (a) notify the police or fire service of the incident as soon as practicable; and
   (b) notify the track owner of the incident as soon as practicable; and
   (c) provide the reasonable assistance required by an authorised officer, or an officer of an emergency service, to deal with the situation.

Rail operator’s duties—contaminated food and food packaging

14.2 (1) This rule applies if an incident involving food or food packaging, and a train transporting dangerous goods, results in the possible contamination of the food or food packaging due to the leakage, spillage or accidental escape of the dangerous goods, or a fire or explosion.

(2) The rail operator must:
   (a) as soon as practicable after the incident, notify the Competent Authority of the incident; and
   (b) deal with the food or food packaging as directed by the Competent Authority.

(3) A directive under subrule (2) must:
   (a) be in writing; and
   (b) state the name of the person to whom it is given; and
   (c) identify the relevant incident; and
   (d) identify the food or food packaging to which it relates.

Rail operators to inform Competent Authority

14.3 (1) This rule applies if a train transporting dangerous goods is involved in an incident resulting in a dangerous situation.

(2) The rail operator must comply with subrules (3) to (5).

(3) As soon as practicable after the incident, the rail operator must tell the Competent Authority about the incident, and provide details of:
   (a) where the incident happened; and
   (b) the time and date of the incident; and
   (c) the nature of the incident; and
   (d) the dangerous goods being transported when the incident happened.

(4) Not later than 21 days after the day when the incident happens, the rail operator must give the Competent Authority a written report about the incident.

(5) The report must provide details of:
   (a) where the incident happened; and
   (b) the time and date of the incident; and
   (c) the nature of the incident; and
   (d) the dangerous goods being transported when the incident happened; and
   (e) the measures taken to control any leak, spill or accidental escape of dangerous goods, and any fire or explosion, arising out of the incident; and
   (f) the measures taken after the incident in relation to the dangerous goods involved in the incident.
Division 2—Emergencies involving placard loads

Telephone advisory service—bulk transport

14.4 (1) In this rule:

“journey” means the transport of dangerous goods from where the goods are consigned to where the goods are delivered to the consignee;

“telephone advisory service”, for the transport of dangerous goods, means a service providing access by telephone to persons competent to give advice about:

(a) the construction and properties of the containers in which the dangerous goods are being transported; and
(b) the use of equipment on rail wagons on which the dangerous goods are being transported; and
(c) the properties of the dangerous goods; and
(d) methods of safely handling the dangerous goods; and
(e) methods of safely containing and controlling the dangerous goods in a dangerous situation.

(2) A rail operator must not transport dangerous goods in bulk by rail unless a telephone advisory service is available during the journey.

(3) A person must not consign dangerous goods in bulk for transport by rail unless a telephone advisory service is available during the journey.

(4) A telephone advisory service may be provided by the rail operator or consignor, or someone else for the rail operator or consignor.

Emergency Plans

14.5 (1) In this rule:

“emergency plan”, for the transport of a placard load of dangerous goods by rail, means a written plan, for dealing with dangerous situations arising from the transport of the goods, that is prepared in accordance with guidelines approved by the Competent Authority.

(2) A rail operator must not transport a placard load of dangerous goods by rail unless the operator has an emergency plan for the transport of the goods.

(3) A person must not consign a placard load of dangerous goods for transport by rail unless the person has an emergency plan for the transport of the goods.

Consignor’s duties—information and resources

14.6 (1) This rule applies if a train transporting a placard load of dangerous goods is involved in an incident resulting in a dangerous situation.

(2) As soon as practicable after being asked by an authorised officer, an officer of an emergency service or an authorised rail representative, the consignor of the goods must:

(a) give the officer or representative the information that they require about:

(i) the properties of the dangerous goods being transported; and
(ii) safe methods of handling the goods; and
(iii) safe methods of containing and controlling the goods in a dangerous situation; and

(b) provide the equipment and other resources necessary:

(i) to control the dangerous situation; and
(ii) to contain, control, recover and dispose of dangerous goods that have leaked, spilled or accidentally escaped.
(3) If the rail operator and the consignor of the goods are asked to give the same information or provide the same resources for the incident, it is sufficient if the rail operator gives the information or provides the resources.

Rail operator’s duties—information and resources

14.7 (1) This rule applies if a train transporting a placard load of dangerous goods is involved in an incident resulting in a dangerous situation.

(2) As soon as practicable after being asked by an authorised officer, an officer of an emergency service or an authorised rail representative, the rail operator must:
   (a) give the officer or representative the information that they require about the use of the operator’s equipment involved in the dangerous situation; and
   (b) provide the equipment and other resources necessary:
       (i) to control the dangerous situation; and
       (ii) to recover a train involved in the dangerous situation or its equipment.

(3) If the rail operator and the consignor of the goods are asked to give the same information or provide the same resources for the incident, it is sufficient if the consignor gives the information or provides the resources.

Division 3—Powers of authorised officers in emergencies

Powers of authorised officers

14.8 (1) This rule applies if a train transporting dangerous goods is involved in an incident resulting in a dangerous situation.

(2) An authorised officer may give directions to the rail operator or driver of the train about:
   (a) the transport of the goods from the place of the incident; or
   (b) otherwise dealing with the goods.

(3) The direction must:
   (a) be in writing and signed by the authorised officer; and
   (b) state the name of the person to whom it is given; and
   (c) identify the incident; and
   (d) identify the dangerous goods to which it relates.

(4) However, if it is not practicable to give the direction in writing, the direction may be given orally and confirmed in writing within 48 hours.

(5) The person who is given a direction under this rule must comply with the direction, unless the person has a reasonable excuse for not complying with it.

(6) The person does not commit an offence against these Rules by complying with the direction.
PART 15—MUTUAL RECOGNITION

Division 1—Registers of determinations, exemptions and approvals

Registers

15.1 Each of the following registers is a register for these Rules:
(a) the register of determinations kept under rule 1.21;
(b) the register of exemptions kept under rule 16.2; and
(c) the register of approvals kept under rule 17.10.

Registers may be kept by computer

15.2 (1) A register, or part of a register, under these Rules may be kept by computer.
(2) An entry made by a computer for a register is taken to be a record made in the register.

Inspection of registers

15.3 (1) The Competent Authority must ensure that each register is available for inspection by corresponding Competent Authorities and the public.
(2) The Competent Authority is taken to comply with subrule (1) by ensuring that there is a reasonable access to:
(a) a computer terminal to inspect a register; or
(b) copies of information contained in a register.

Division 2—Competent Authorities Panel

Membership and function of Panel

15.4 (1) The Competent Authorities Panel (the “Panel”) consists of the following members:
(a) the Competent Authority;
(b) the Competent Authority or Authorities of each other participating jurisdiction;
(c) any authority of this jurisdiction or another participating jurisdiction who performs functions and exercises powers under a law of the other jurisdiction about the transport of dangerous goods by road.
(2) The function of the Panel is to decide matters referred to the Panel by a person mentioned in subrule (1) (a “Panel member”).

Panel meetings

15.5 (1) The Panel may hold a meeting to decide a matter referred to the Panel.
(2) The Panel may invite a person to be present at a meeting of the Panel to advise or inform, or make a submission to, the Panel.

Decisions of Panel

15.6 (1) A Panel member has a single vote on a decision to be made by the Panel.
(2) A matter that is referred to a meeting of the Panel must be decided by a majority of votes.
(3) However, if there are two or more Panel members representing a participating jurisdiction, the members jointly have a single vote on a decision to be made by the Panel.

(4) A decision is a valid decision of the Panel, even though it is not made at a meeting of the Panel, if each member of the Panel agrees in writing to the proposed decision.

(5) However, if there are two or more Panel members representing a participating jurisdiction, it is sufficient if one or more of those members agree.

(6) The Competent Authority must keep a record of each decision made by the Panel.

Division 3—Recommendations by Competent Authority and corresponding Competent Authorities

Recommendations by Competent Authority

15.7  (1) This rule applies if the Competent Authority considers that a ground exists for a corresponding Competent Authority to do any of the following (the “proposed action”):
   (a) revoke or vary a corresponding determination that is not a corresponding administrative determination;
   (b) cancel or vary a corresponding administrative determination;
   (c) cancel or vary a corresponding approval or exemption;

(2) The Competent Authority may recommend, in writing, that the corresponding Competent Authority take the proposed action.

(3) The Competent Authority must provide written reasons to the corresponding Competent Authority for the recommendation.

Recommendations by corresponding Competent Authorities

15.8  (1) This rule applies if a corresponding Competent Authority recommends in writing to the Competent Authority that the Authority do any of the following:
   (a) revoke or vary a determination that is not an administrative determination; or
   (b) cancel or vary an administrative determination; or
   (b) cancel or vary of an approval or exemption.

(2) The Competent Authority must:
   (a) if the recommendation is about a determination (except an administrative determination), exemption or approval that has effect in one or more other participating jurisdictions—refer the recommendation to the Panel; and
   (b) in any other case—have regard to the recommendation.

Division 4—Mutual recognition of determinations, exemptions and approvals

Corresponding determinations

15.9  (1) This rule applies to a determination made by a corresponding Competent Authority for another participating jurisdiction if:
   (a) the determination is made under a provision of the law of the other jurisdiction corresponding to a provision (the “relevant provision”) of either of the following rules:
      (i) rule 1.18 (Determinations—dangerous goods);
      (ii) rule 4.27 (Determinations—foreign approved tanks and IBCs);
      (iii) rule 13.7 (Determinations—routes, areas, rail wagons, trains and times); and
   (b) the determination is in force in the other jurisdiction; and
(c) either of the following subparagraphs applies:
   (i) the Panel has decided that the determination should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction, the determination is recorded in the register kept under rule 1.21, and the Panel has not reversed the decision; or
   (ii) the determination was made on the application of a person and applies only to the person.

(2) Except for circumstances that do not exist in this jurisdiction, the determination has effect in this jurisdiction as if it were a determination made by the Competent Authority under the relevant provision.

Corresponding exemptions

15.10  (1) This rule applies to an exemption granted by a corresponding Competent Authority for another participating jurisdiction if:
   (a) the exemption is granted for a provision of the law of the other jurisdiction corresponding to a provision (the “relevant provision”) of these Rules; and
   (b) the exemption is in force in the other jurisdiction; and
   (c) the Panel has decided that the exemption should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction, and has not reversed the decision.

(2) Except for circumstances that do not exist in this jurisdiction, the exemption has effect in this jurisdiction as if it were an exemption granted by the Competent Authority for the relevant jurisdiction.

Corresponding approvals

15.11  (1) This rule applies to an approval given by a corresponding Competent Authority for another participating jurisdiction if:
   (a) the approval is given under a provision of the law of the other jurisdiction corresponding to a provision (the “relevant provision”) of any of the following rules:
      (i) rule 3.8 (Approvals—packaging design types)
      (ii) rule 4.25 (Approvals—tank designs)
      (iii) rule 4.26 (Approvals—IBC designs)
      (iv) rule 6.5 (Approvals—unit loads)
      (v) rule 9.8 (Approvals—segregation)
      (vi) rule 9.15 (Approvals—segregation and marshalling)
      (vii) rule 10.9 (Approvals—transfer of dangerous goods)
      (viii) rule 11.9 (Approvals—emergency information)
   (b) the approval is in force in the other jurisdiction; and
   (c) the Panel has decided that the approval should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction, and has not reversed the decision.

(2) Except for circumstances that do not exist in this jurisdiction the approval has effect in this jurisdiction as if it were an approval granted by the Competent Authority under the relevant provision.

15.12  (Reserved)
PART 16—EXEMPTIONS

Division 1—General

Applications for exemptions

16.1 (1) An application for an exemption must:
(a) be made in writing to the Competent Authority; and
(b) be signed and dated by or for the applicant; and
(c) state the applicant’s name and address; and
(d) state the name of the person to whom, or the name, or a description, of the class of people to which, the application relates; and
(e) specify the provisions of these Rules, and of the ADG Code, to which the application relates; and
(f) specify the dangerous goods to which the application relates; and
(g) state why, in the applicant’s opinion, compliance with the provisions is not reasonably practicable; and
(h) state why, in the applicant’s opinion, the exemption is not likely to involve a greater risk than the risk involved in complying with the provisions; and
(i) if the application relates to a rail wagon, equipment, packaging or other thing—describe the thing; and
(j) state the period for which the exemption is sought; and
(k) state the geographical area within which the exemption is sought.

(2) The Competent Authority may, by written notice, require the applicant to give to the Authority any additional information necessary for a proper consideration of the application.

Register of exemptions

16.2 (1) The Competent Authority must keep a register of exemptions.

(2) The register may have separate divisions for different kinds of exemptions.

(3) The Competent Authority must record in the register
(a) each exemption granted by the Authority; and
(b) each exemption granted by a corresponding Competent Authority that would be a corresponding exemption if it were recorded in the register.

(4) The Competent Authority must note in the register
(a) the cancellation or variation of an exemption granted by the Authority; and
(b) a decision of the Panel reversing a decision that a corresponding exemption should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction.

Records of exemptions

16.3 The record of an exemption in the register must include:
(a) the provisions of the exemption; or
(b) the following information:
   (i) if the exemption was notified in the Government Gazette of a participating jurisdiction (including the jurisdiction)—the title of the Gazette and the date of notification;
   (ii) the name of the person to whom, or the name, or a description, of the class of people to which, the exemption applies;
   (iii) the date when the exemption was granted;
(iv) the provisions of these Rules, and of the ADG Code, to which the exemption relates;
(v) the period for which the exemption is in force;
(vi) the dangerous goods, equipment, packaging, rail wagon or other thing to which the exemption relates.

**Division 2—Reference of matters to Panel**

**References to Panel**

16.4 (1) The Competent Authority must refer an application for an exemption to the Panel if the Authority considers that the exemption should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction.

(2) The Competent Authority must refer to the Panel an exemption having effect in this jurisdiction, and one or more other participating jurisdictions, if:
(a) the Authority considers that the exemption should be cancelled or varied; or
(b) a corresponding Competent Authority recommends to the Authority in writing that the exemption should be cancelled or varied.

**Effect of Panel decisions about applications.**

16.5 (1) This rule applies if:
(a) an application for an exemption is referred to the Panel under subrule 16.4 (1); and
(b) the Panel decides:
   (i) that the exemption should be granted, what the provisions of the exemption should be and that the exemption should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction; or
   (ii) that the exemption should not have effect in this jurisdiction.

(2) The Competent Authority must have regard to the Panel’s decision.

**Effect of Panel decisions about cancelling or varying exemptions**

16.6 (1) This rule applies if:
(a) an exemption is referred to the Panel under subrule 16.4 (2); and
(b) the Panel decides that the exemption:
   (i) should, or should not, be cancelled; or
   (ii) should be varied (whether or not the Panel’s decision is the same as the variation proposed by the Authority), and should have effect as varied in all participating jurisdictions or participating jurisdictions including this jurisdiction; or
   (iii) should not be varied.

(2) The Competent Authority must have regard to the Panel’s decision.

**Division 3—Exemptions**

**Exemptions**

16.7 (1) A person or a representative of a Class of people may apply to a Competent Authority for an exemption from compliance with the provision of these rules in relation to the transport of particular dangerous goods by rail.

(2) A Competent Authority may exempt the person or class of people from compliance with a provision of the rules if he or she is satisfied that:
(a) it is not reasonably practicable for the person or people to comply with the provision; and

(b) granting the exemption:
   (i) would not be likely to create a risk of death or injury to a person, or harm to the environment or to property, greater than that which would be the case if the person or people were required to comply; and
   (ii) would not cause unnecessary administrative or enforcement difficulties.

(3) An exemption may be subject to conditions.

(4) If a Competent Authority grants an exemption to one person, he or she must send a notice to the person stating:
   (a) the provisions of the rule that are the subject of the exemption; and
   (b) the dangerous goods to which the exemption applies; and
   (c) the period of time for which the exemption remains in force; and
   (d) the conditions to which the exemption is subject; and
   (e) the geographical area for which the exemption is valid.

(5) If a Competent Authority:
   (a) grants an exemption to a class of people; or
   (b) grants an exemption that is to remain in force for longer than 6 months;

the Competent Authority must place a notice in the Government Gazette specifying the details in subrule (4) and the person or class of people to which the exemption applies.

(6) If an exemption is granted to a person or class of people, the person or class of people must comply with the conditions to which the exemption is subject.

(7) If an exemption is granted to a person or class of people, the person or class of people must keep a copy of the notice of exemption in the train or premises to which it applies.

(8) If a Competent Authority grants an exemption:
   (a) to a class of people; or
   (b) that is to remain in force for longer than 6 months;

the Competent Authority must notify the road and rail Competent Authorities of each State and Territory of the details of the exemption.

Variation and cancellation of exemptions and conditions

16.8 (1) A Competent Authority may cancel an exemption if:
   (a) he or she is satisfied that a condition to which the exemption is subject has not been complied with; or
   (b) he or she is no longer satisfied of the matters referred to in subrule 16.7 (2) above.

(2) An exemption granted to a person is to be varied or cancelled by notice in writing given to the person, and the variation or cancellation takes effect from the day on which the notice is given, or from a later day specified in the notice.

(3) An exemption granted to a class of people is to be varied or cancelled by notice published in the Government Gazette, and the variation or cancellation takes effect on the day of publication, or from a later day specified in the notice.

(4) A Competent Authority may vary or cancel conditions to which the exemption is subject or impose new conditions.

(5) If a Competent Authority:
   (a) refuses to grant an exemption to a person or a class of people; or
   (b) cancels an exemption granted to a person or a class of people; or
   (c) varies or cancels conditions to which an exemption granted to a person or a class of people is subject or imposes new conditions;

the person or a representative of the class of people may apply for a review of the decision.
PART 17—ADMINISTRATIVE DETERMINATIONS AND APPROVALS

[NOTES:
1. For provisions about determinations generally, see Division 6 of Part 1.
2. For additional provisions about cancelling and varying of approvals and administrative determinations, see Part 19.

Division 1—General

Applications

17.1 (1) An application for an administrative determination or approval, or for variation of an administrative determination or approval, must be made to the Competent Authority in writing.

(2) However, an application for an approval, or variation of an approval, under rule 10.9 may be made orally.

(3) An application for variation of an administrative determination or written approval must have the determination or approval with it.

(4) The Competent Authority may, by written advice, require an applicant to give the Authority any additional information necessary for a proper consideration of the application.

[NOTE: Rule 10.9 deals with applications for the transfer of dangerous goods otherwise than in accordance with Chapter 10 of the ADG Code.]

Form of administrative determinations and approvals

17.2 (1) An administrative determination, or an approval made on written application, must be in writing.

(2) However, an approval made on oral application under rule 10.9 may be given orally.

When administrative determination and approvals not to be made etc

17.3 The Competent Authority must not make an administrative determination on the application of, or give an approval under these Rules to, a person who is prohibited by a court order from involvement in the transport of dangerous goods by rail.

Reasons for refusal of applications

17.4 (1) This rule applies if the Competent Authority refuses an application to:
(a) make or vary an administrative determination; or
(b) grant or vary an approval under these Rules.

(2) the Competent Authority must inform the applicant in writing of the refusal and the reasons for the refusal.

(3) However, if the Competent Authority refuses an oral application to vary an approval given under rule 10.9, the Authority may inform the applicant orally.

Periods and conditions

17.5 (1) An administrative determination is made, and a written approval under these Rules is given, for the period stated in the determination or approval.

(2) However, if an approval under rule 10.9 is given orally, the Competent Authority may tell the applicant orally of the period for which the approval is given when the Authority gives the approval.
(3) A condition to which an administrative determination, or a written approval, is subject must be stated in the determination or approval.

(4) However, if an approval under rule 10.9 is given orally, the Competent Authority may tell the applicant orally of any condition when the Authority gives the approval.

Replacement administrative determination and approvals

17.6 The Competent Authority must issue to a person to whom an administrative determination applies, or an approval is given, a replacement determination or approval if:
(a) the determination or approval is varied; or
(b) the Authority is satisfied that the determination or approval has been defaced, destroyed, lost or stolen.

Failure to comply with conditions

17.7 A person to whom an administrative determination applies, or an approval is given, must not contravene a condition of the determination or approval.

Ground for cancelling administrative determinations and approvals

17.8 (1) An administrative determination or approval may be cancelled if the application for the determination or approval:
(a) did not comply with these Rules; or
(b) was false or misleading in a material respect.

(2) An administrative determination or approval may be cancelled if:
(a) a relevant change has happened since the determination was made or the approval was given; and
(b) if the change had happened earlier:
   (i) the determination would not have been made; or
   (ii) the approval would not have been given.

(3) An administrative determination or approval may also be cancelled if the person on whose application the determination was made, or to whom the approval was given, is unsuitable to continue to be a person to whom the determination applies, or the approval was given, because the person has contravened:
(a) a provision of the law giving effect to these Rules or an actual provision of these Rules; or
(b) a provision of the law in force in another participating jurisdiction corresponding to a provision mentioned in paragraph (a).

(4) In subrule (2):
   “relevant change” means a change about something that the Competent Authority may or must consider in deciding whether to make the determination or give the approval.

Ground for varying administrative determinations and approvals

17.9 (1) An administrative determination or approval may be varied if the application for the determination or approval:
(a) did not comply with these Rules; or
(b) was false or misleading in a material respect.

(2) An administrative determination or approval may be varied if:
(a) a relevant change has happened since the determination was made or the approval was given; and
(b) if the change had happened earlier:
   (i) the determination would not have been made in the way in which it is
       proposed to be varied; or
   (ii) the approval would not have been given in the way in which it is proposed
       to be varied.

(3) An administrative determination or approval may also be varied if the person on whose
    application the determination was made, or to whom the approval was given, is
    unsuitable to continue to be a person to whom the determination applies, or the
    approval was given, without variation because the person has contravened:
    (a) a provision of the law giving effect to these Rules or an actual provision of these
        Rules; or
    (b) a provision of the law in force in another participating jurisdiction
        corresponding to a provision mentioned in paragraph (a).

(4) In subrule (2):
    “relevant change” means a change about something that the Competent Authority may
    or must consider in deciding whether to make the determination or give the approval.

Division 2—Register of approvals

Register

17.10 (1) The Competent Authority must keep a register of approvals.

(2) The register may have separate divisions for different kinds of approvals.

(3) The Competent Authority must record in the register:
    (a) each approval given in writing under these Rules; and
    (b) each approval given in writing by a corresponding Competent Authority that
        would be a corresponding approval if it were recorded in the register.

(4) The Competent Authority must note in the register:
    (a) the cancellation or variation of a written approval; and
    (b) a decision of the Panel reversing a decision that a corresponding approval should
        have effect in all participating jurisdictions or participating jurisdictions
        including this jurisdiction.

Records of approvals

17.11 The record of an approval in the register must include:

    (a) the provisions of the approval; or
    (b) the following information:
        (i) the name of the person to whom the approval was given;
        (ii) the date when the approval was given;
        (iii) the provisions of these Rules, and of the ADG Code, to which the
              approval relates;
        (iv) the period for which the approval is in force;
        (v) the dangerous goods, equipment, packaging rail wagon or other thing to
            which the approval relates;
Division 3—Reference of approval matters to Panel

References to Panel

17.12  (1) The Competent Authority must refer an application for an approval to the Panel if the Authority considers that the approval should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction.

(2) The Competent Authority must refer to the Panel an approval having effect in this jurisdiction, and one or more other participating jurisdictions, if:
(a) the Authority considers that the approval should be cancelled or varied; or
(b) a corresponding Competent Authority recommends to the Authority in writing that the approval should be cancelled or varied.

Effect of Panel decisions about applications

17.13  (1) This rule applies if:
(a) an application for an approval is referred to the Panel under subrule 17.12 (1); and
(b) the Panel decides:
   (i) that the approval should be given, what the provisions of the approval should be, and that the approval should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction; or
   (ii) that the approval should not have effect in this jurisdiction.

(2) The Competent Authority must have regard to the Panel’s decision.

Effect of Panel decisions about cancelling or varying approvals

17.14  (1) This rule applies if:
(a) an approval is referred to the Panel under subrule 17.12 (2); and
(b) the Panel decides that the approval:
   (i) should, or should not, be cancelled; or
   (ii) should be varied (whether or not the Panel’s decision is the same as the variation proposed by the Authority), and should have effect as varied in all participating jurisdictions or in participating jurisdictions including this jurisdiction; or
   (iii) should not be varied.

(2) The Competent Authority must have regard to the Panel’s decision.
[PART 18—LICENCES]

Reserved: There are no rail specific rules for this Part.
PART 19—CANCELLATION AND VARIATION

19.1 (Reserved)

Cancellation and variation in dangerous situations

19.2 (1) This rule applies if the Competent Authority reasonably believes that:
(a) a ground exists to cancel or vary an administrative determination or approval; and
(b) it is necessary to take action mentioned in paragraph (a) to avoid, eliminate or
minimise a dangerous situation.

(2) The Competent Authority must cancel or vary the determination or approval.

Cancellation giving effect to court orders

19.3 The Competent Authority must cancel an administrative determination if the person to
whom the determination applies is prohibited by a court order from involvement in the
transport of dangerous goods by rail.

Variation of administrative determinations and approvals on application

19.4 (1) This rule applies if:
(a) an application is made to vary an administrative determination or approval; and
(b) the application is made in accordance with rule 17.1 by the person to whom the
determination applies or the approval is given.

(2) The Competent Authority may vary the determination or approval in accordance with
the application.

Cancellation and variation in other circumstances

19.5 (1) This rule applies if:
(a) the Competent Authority considers that a ground exists to cancel or vary an
administrative determination or approval (the “proposed action”); and
(b) rules 19.2, 19.3 and 19.4 do not apply to the proposed action.

(2) The Competent Authority must give to the person to whom the determination applies
or the approval was given, a written notice that:
(a) states the proposed action; and
(b) if the proposed action is to vary the determination or approval—states the
proposed variation; and
(c) states the ground for the proposed action; and
(d) outlines the facts and other circumstances forming the basis for the ground; and
(e) invites the person to state in writing, within a stated time of at least 28 days after
the day when the notice is given to the person, why the proposed action should
not be taken.

(3) If, after considering any written statement made within the stated time, the Competent
Authority reasonably believes that a ground exists to take the proposed action, the
Authority may:
(a) if the proposed action is to cancel the determination or approval—cancel or vary
the determination or approval; or
(b) if the proposed action is to vary the determination or approval in a stated
way—vary the determination or approval in that way.

(4) However, the Competent Authority may cancel or vary an oral approval given under
rule 10.9 by informing the person to whom the approval was given orally, of the
cancellation or variation and of the reasons for the cancellation or variation.
When cancellations or variations take effect

19.6 (1) The cancellation or variation of an administrative determination or approval (except an oral approval given under rule 10.9) by the Competent Authority takes effect on:
   (a) the day when the person to whom the determination applies or the approval was given, is given written notice by the Authority of the cancellation or variation and the reasons for the cancellation or variation; or
   (b) a later day stated in the notice.

(2) The cancellation or variation of an oral approval given under rule 10.9 by the Competent Authority takes effect on:
   (a) the day when the person to whom the approval was given is informed orally, or given written notice, by the Authority of the cancellation or variation and the reasons for the cancellation or variation; or
   (b) a later day of effect of which the person is informed orally or in the notice.

19.7 (Reserved)
PART 20—INSTRUCTION AND TRAINING

Instruction and training

20.1 (1) This rule applies to any task involved in the transport of dangerous goods by rail, including, for example:
(a) packing dangerous goods, or marking packaged dangerous goods and unit loads;
(b) consigning dangerous goods;
(c) loading dangerous goods into or onto a rail wagon, or into a container to be put in or on a rail wagon;
(d) unloading dangerous goods;
(e) placarding containers and rail wagons in or on which dangerous goods are transported;
(f) marshalling rail wagons and separating dangerous goods transported by rail;
(g) preparing shipping documentation;
(h) maintaining rail wagons and equipment used in the transport of dangerous goods;
(i) driving a train transporting dangerous goods;
(j) being the consignee of dangerous goods;
(k) following the appropriate procedures in accordance with these rules in a dangerous situation.

(2) A person who is responsible for management or control of the task must not employ, engage or permit someone else to perform the task unless the other person:
(a) has received, or is receiving, appropriate instruction and training to ensure that he or she is able to perform the task safely and in accordance with these Rules; and
(b) is appropriately supervised in performing the task to ensure that he or she is able to perform the task safely and in accordance with these Rules.

20.2 (Reserved)
[PART 21—INFRINGEMENT NOTICES]

Reserved: There are no rail specific rules for this Part.
PART 22—RECONSIDERATION AND REVIEW OF DECISIONS

Application of Part

22.1 This Part applies to the following decisions made by the Competent Authority:
   (a) a decision under rule 1.18 about an administrative determination;
   (b) a decision under rule 3.8, 4.25 or 4.26;
   (c) a decision under rule 4.27 about an administrative determination;
   (d) a decision under rule 6.5, 9.8, 9.15, 10.9 or 11.9;
   (e) a decision under rule 13.7 about an administrative determination;
   (f) a decision made under rule 19.2, 19.4 or 19.5.

Who may apply for reconsideration of decisions

22.2 (1) A person whose interests are affected by a decision may apply in writing to the Competent Authority for reconsideration of the decision.
   (2) However, a person whose interests are affected by a decision made under rule 10.9 that is given orally may apply to the Competent Authority orally for reconsideration of the decision.

Applications for reconsideration

22.3 (1) An application must be made within:
   (a) 28 days after the day when the person was informed of the decision by the Competent Authority; or
   (b) a longer period allowed by the Authority, either before or after the end of the 28 days.
   (2) The application must set out the grounds on which reconsideration of the decision is sought.
   (3) However, if an application is made orally for reconsideration of a decision under rule 10.9, the applicant must tell the Competent Authority of the grounds on which reconsideration of the decision is sought when the application is made.

Competent Authority to reconsider decisions

22.4 (1) Within 28 days after receiving the application, the Competent Authority must reconsider the decision, and confirm, revoke or vary the decision.
   (2) The Competent Authority must inform the applicant in writing of the result of the reconsideration and of the reasons for the result.
   (3) However, the Competent Authority may tell an applicant mentioned in subrule 22.3 (3) of the result of the reconsideration and of the reasons for the result.

Review of certain decisions

22.5 Application may be made for review of a decision if:
   (a) the decision has been reconsidered under rule 22.4; and
   (b) the person who applied for reconsideration of the decision was not an applicant mentioned in subrule 22.3 (3).
[PART 23—FEES]

Reserved: There are no rail specific rules for this Part.
PART 24—TRANSITIONAL PROVISIONS

Lawful conduct under previous law

24.1 A person does not commit an offence against these Rules if, within the period of 6 months after these rules are given legal effect in this jurisdiction, the person transports dangerous goods by rail in accordance with the law about the transport of dangerous goods by rail that was in force in this jurisdiction immediately before the commencement.

Continuing effect of certain determinations

24.2 (1) This rule applies to a determination (however described) if the determination:
   (a) was made under a law about the transport of dangerous goods by rail; and
   (b) was in force in this jurisdiction immediately before the commencement of this rule; and
   (c) is a determination about something that may be determined under a provision (the “relevant provision”) of any of the following rules:
      (i) rule 1.18 (Determinations—dangerous goods);
      (ii) rule 4.27 (Determinations—foreign approved tanks and IBC’s);
      (iii) rule 13.7 (Determinations—routes, areas, rail wagons, trains and times).

(2) The determination has effect for these Rules as if it were a determination made by the Competent Authority under the relevant provision.

(3) Without limiting subrule (2), the Competent Authority may record the determination in the register of determinations kept under rule 1.21.

(4) Subrule (3) does not apply to a determination if the determination was made on the application of a person and applies only to the person.

Continuing effect of corresponding determinations

24.3 (1) This rule applies to a determination (however described) if the determination:
   (a) was made under a law of another participating jurisdiction about the transport of dangerous goods by rail; and
   (b) was in force in the other jurisdiction immediately before the commencement of this rule; and
   (c) is a determination about something that may be determined under a provision of the law of the other jurisdiction (the “corresponding provision”) corresponding to a provision of a rule mentioned in paragraph 24.2 (1) (c).

(2) Except for circumstances that do not exist in this jurisdiction, the determination has effect for these Rules as if it were a determination made by the corresponding Competent Authority for the other jurisdiction under the corresponding provision.

Continuing effect of certain exemptions

24.4 (1) This rule applies to an exemption (however described) if the exemption:
   (a) was granted under a law of about the transport of dangerous goods by rail; and
   (b) was in force in this jurisdiction immediately before the commencement of this rule; and
   (c) is an exemption from compliance with a provision of that law corresponding to a provision (the “relevant provision”) of these Rules.

(2) The exemption has effect for these Rules as if it were an exemption granted by the Competent Authority from compliance with the relevant provision.
(3) Without limiting subrule (2), the Competent Authority may record the exemption in
the register of exemptions kept under rule 16.2.

**Continuing effect of corresponding exemptions**

24.5 (1) This rule applies to an exemption (however described) if the exemption:
(a) was granted under a law of another participating jurisdiction about the transport
of dangerous goods by rail; and
(b) was in force in the other jurisdiction immediately before the commencement of
this rule; and
(c) is an exemption from compliance with a provision of the law of the other
jurisdiction (the “corresponding provision”) corresponding to a provision of
these Rules.

(2) Except for circumstances that do not exist in jurisdiction, the exemption has effect for
these Rules as if it were an exemption granted by the corresponding Competent
Authority for the other jurisdiction from compliance with the corresponding provision.

**Continuing effect of certain approvals**

24.6 (1) This rule applies to an approval (however described) if the approval:
(a) was given under a law of about the transport of dangerous goods by rail; and
(b) was in force in this jurisdiction immediately before the commencement of this
rule; and
(c) is an approval of something that may be approved under a provision (the
“relevant provision”) of any of the following rules:
(i) rule 3.8 (Approvals—packaging design types);
(ii) rule 4.25 (Approvals—tank designs);
(iii) rule 4.26 (Approvals—IBC designs);
(iv) rule 6.5 (Approvals—unit loads);
(v) rule 9.8 (Approvals—segregation);
(vi) rule 9.15 (Approvals—separation and marshalling);
(vii) rule 10.9 (Approvals—transfers of dangerous goods);
(viii) rule 11.9 (Approvals—emergency information).

(2) The approval has effect for these Rules as if it were an approval given by the
Competent Authority under the relevant provision.

(3) Without limiting subrule (2), the Competent Authority may record the approval in the
register of approvals kept under rule 17.10.

**Continuing effect of corresponding approvals**

24.7 (1) This rule applies to an approval (however described) if the approval:
(a) was given under a law of another participating jurisdiction about the transport
of dangerous goods by rail; and
(b) was in force in the other jurisdiction immediately before the commencement of
this rule; and
(c) is an approval of something that may be approved under a provision of the law
of the other jurisdiction (the “corresponding provision”) corresponding to a
provision of a rule mentioned in paragraph 24.6 (1) (c).

(2) Except for circumstances that do not exist in jurisdiction, the approval has effect for
these Rules as if it were an approval given by the corresponding Competent Authority
for the other jurisdiction under the corresponding provision.

24.8 (Reserved)

24.9 (Reserved)
ANNEX 1—DICTIONARY

In these rules, unless the contrary intention appears:

“ADG Code” means the sixth edition of the *Australian Code for the Transport of Dangerous Goods by Road and Rail*;

“administrative determination” see rule 1.19

“ADR approved” means approved in accordance with the *European Agreement Concerning the International Carriage of Dangerous Goods by Road* published by the Inland Transport Committee of the Economic Commission for Europe;

“aggregate quantity”, see rule 2.10;

“another participating jurisdiction” means a participating jurisdiction except this jurisdiction;

“appropriately marked” see rule 7.2

“appropriately placarded” see subrule 7.6 (2)

“approval”, for a provision of these Rules, means an approval by the Competent Authority that is in force under the provision;

“approved IBC” means:
(a) an IBC of a design that is approved under rule 4.26; or
(b) a foreign approved IBC;

“approved packaging” means:
(a) packaging of a design type that is approved under rule 3.8; or
(b) foreign approved packaging;

“approved tank” means:
(a) a tank of a design that is approved under rule 4.25; or
(b) a foreign approved tank;

“attachment system”:
(a) means a system for attaching a bulk container or freight container to a rail wagon; and
(b) includes all the components of the system;

“authorised officer” see rule 1.34;

“bulk container” see rule 2.17;

“capacity” see rule 2.8;

“Class”, for dangerous goods, see rule 2.3;

“Code” means the ADG Code;

“Competent Authority” means an authority appointed in this jurisdiction who performs functions and exercises powers under a law of this jurisdiction about the transport of dangerous goods by rail;

“consigns” and “consignor” see rule 2.19;

“consumer commodity load” see Division 1.1 of the ADG Code;

“corresponding”, for a provision of these Rules, means the provision of the law in force in another participating jurisdiction corresponding to the provision;

“corresponding administrative determination” means a corresponding determination made on the application of a person and applying only to the person;

“corresponding approval” means an approval given by a corresponding Competent Authority having effect in this jurisdiction under rule 15.11;
“corresponding Competent Authority” means:
(a) the Competent Authority of another participating jurisdiction; or
(b) an authority of another participating jurisdiction who performs functions and exercises powers under a law of the other jurisdiction about the transport of dangerous goods by road;

“corresponding determination” means a determination made by a corresponding Competent Authority having effect in this jurisdiction under rule 15.9;

“corresponding exemption” means an exemption granted by a corresponding Competent Authority having effect in this jurisdiction under rule 15.10;

“dangerous goods” see rule 2.2;

“dangerous goods in bulk” see rule 2.12;

“dangerous situation” means a situation involving the transport of dangerous goods by rail that is causing, or is likely to cause, imminent risk of death or injury to a person or harm to the environment or to property;

“determination”, for a provision of these Rules, means a determination made by the Competent Authority that is in force under the provision;

“emergency service” means:
(a) an ambulance, fire, police or other emergency service of a participating jurisdiction; or
(b) a unit of the Defence Force corresponding to a service mentioned in paragraph (a);

“exemption” means an exemption in force under rule 16.7;

“filling ratio” means the ratio of the mass of liquefied gas in a tank or cylinder to the mass of water that the tank or cylinder will hold at a temperature of 15 ° Celsius;

“fire-risk substance” means a readily ignitable solid substance (examples are hay, sawdust, waste paper and wood chips);

“food” includes:
(a) a substance prepared or intended for human or animal consumption; and
(b) a substance (except dangerous goods) intended to be an ingredient of food;

“food container” means a container designed or intended to contain food;

“food packaging” means:
(a) a food container; or
(b) any other container that actually contains food; or
(c) material designed or intended to be used in a food container;

“foreign approved IBC” means an IBC:
(a) manufactured outside Australia; and
(b) ADR, IMO or RID approved;

“foreign approved packaging” means a packaging that is:
(a) manufactured outside Australia; and
(b) marked with performance and specification markings complying with Chapter 3 of the ADG Code;

“foreign approved tank” means a tank that is:
(a) manufactured outside Australia; and
(b) ADR, IMO or RID approved;

“freight container” see rule 2.15;

“hose assembly” means a hose, or hoses connected together, for use in the transfer of dangerous goods to or from a tank on a rail wagon, bulk container or storage container; and includes
(a) if there are two or more hoses connected together—the connections between the hoses; and
(b) the attachment connecting the hose or hoses to the tank and;
(c) anything else (except the rail wagon, bulk container or storage container) attached to the hose or hoses;
“IATA Regulations” means the Dangerous Goods Regulations published by the International Air Transport Association;

“IBC” see rule 2.16;

“IBC marking” for an IBC, means a marking complying with the IBC Supplement;

“IBC Supplement” means the Specifications for Intermediate Bulk Containers for the Transport of Dangerous Goods published as a supplement to the ADG Code;

“ICAO Rules” means the Technical Instructions for the Safe Transport of Dangerous Goods by Air published by the International Civil Aviation Organisation;

“IMDG Code” means the International Maritime Dangerous Goods Code published by the International Maritime Organisation;

“IMO approved” means approved by or for the International Maritime Organisation;

“incompatible” see rule 2.6;

“involvement in the transport of dangerous goods by rail” includes:
(a) importing, or arranging for the importation of, dangerous goods into Australia; and
(b) marking packages and unit loads containing dangerous goods, and placarding containers and rail wagons on or in which dangerous goods are transported; and
(c) consigning dangerous goods for transport by rail; and
(d) loading dangerous goods onto a rail wagon, or into a container that is to be put on a wagon, for transport by rail or unloading dangerous goods that have been transported by rail; and
(e) marshalling rail wagons and separating dangerous goods; and
(f) undertaking, or being responsible for, otherwise as an employee or sub-contractor, the transport of dangerous goods by rail; and
(g) providing emergency information in relation to the transport of dangerous goods; and
(h) driving a train transporting dangerous goods; and
(i) being the consignee of dangerous goods transported by rail; and
(j) being involved as a director, secretary or manager of a body corporate or as an officer with a government authority, or other person who takes part in the management of the body corporate or government authority, that takes part in an activity covered by this definition;

“journey” means the transport of dangerous goods from the point where the goods are consigned to the point where the goods are delivered to the consignee;

“loads” and “loader” see rule 2.21;

“NATA” means the National Association of Testing Authorities, Australia;

“outer packaging” see Division 1.1 of the ADG Code;

“owner” see rule 2.18;

“package” see subrule 2.7 (1);

“packaged dangerous goods” see rule 2.11;

“packaging” see subrule 2.7 (2);

“Packing Group” see rule 2.5

“packs” and “packer” see rule 2.20;

“Panel” see subrule 15.4 (2);

“participating jurisdiction” means:
(a) this jurisdiction; or
(b) a State or Territory, unless these Rules into are not adopted under a law of the State or Territory;

“performance test”, for a packaging design type for use in the transport by rail, means a test complying with Chapter 3 of the ADG Code;

“personal injury” includes death;
“placard load” see rule 2.13;

“premises” includes a structure, whether permanent or temporary, and land, but does not include a vehicle.

“rail operator” see rule 2.22;

“rail wagon” means a rail vehicle that:
(a) is designed to carry freight; and
(b) bears a unique identifying number or alphanumeric identifier;

“recognised testing facility” see rule 3.9;

“register” see rule 15.1;

“required emergency information” see rule 11.5

“RID approved” means approved in accordance with the International Regulations Concerning the Carriage of Dangerous Goods by Rail published by the Inland Transport Committee of the Economic Commission for Europe;

“risk” means risk of personal injury, property damage or harm to the environment;

“shunting” means moving a train or part of a train in order to arrange or rearrange the wagon consist;

“Subsidiary Risk” see rule 2.4;

“tank”:
(a) means a container, except an IBC, that is used, or designed to be used, to transport dangerous goods in bulk in the form of a liquid or gas; and
(b) includes fittings, closures, and any other equipment, forming part of the container;

“test certificate” means a certificate:
(a) issued by a person who conducted an approved test; and
(b) stating that a person named in the certificate passed the test;

“this jurisdiction” means the State or Territory under whose laws these Rules are given legal effect;

“track owner” means the person or body who is responsible by reason of ownership, control or management, for:
(a) the construction and maintenance of track, civil and electric traction infrastructure; or
(b) the construction, operation or maintenance of train control and communication systems; or
(c) a combination of these;

“train” means two or more units of rolling-stock coupled together, of which at least one unit is a locomotive or a self-propelled unit;

“transport”, in relation to dangerous goods, includes:
(a) the packing, loading and unloading of the goods, and the transfer of the goods to or from a rail wagon, for the purpose of their transport; and
(b) the marking of packages and unit loads containing dangerous goods, and the placarding of containers and rail wagons in which dangerous goods are transported; and
(c) other matters incidental to their transport.

“UN dangerous goods tests and criteria” means the tests and criteria required under:
(a) the UN Recommendations; or
(b) the UN Recommendations, Manual of Tests and Criteria.

“unit load” see rule 2.14;


TABLE OF PROVISIONS

PART 1—PRELIMINARY

Division 1—Introductory

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Citation</td>
<td>A</td>
</tr>
<tr>
<td>1.2</td>
<td>Commencement</td>
<td>1</td>
</tr>
<tr>
<td>1.3</td>
<td>Main objects of Regulations</td>
<td>1</td>
</tr>
</tbody>
</table>

Division 2—Interpretation

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.4</td>
<td>Definitions—the dictionary</td>
<td>1</td>
</tr>
<tr>
<td>1.5</td>
<td>References to codes, standards and rules</td>
<td>1</td>
</tr>
<tr>
<td>1.6</td>
<td>Inconsistency between Regulations and codes etc</td>
<td>2</td>
</tr>
<tr>
<td>1.7</td>
<td>References to determinations, exemptions, approvals and licences</td>
<td>2</td>
</tr>
<tr>
<td>1.8</td>
<td>References to variation of administrative determinations etc</td>
<td>2</td>
</tr>
</tbody>
</table>

Division 3—Application of Regulations

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.9</td>
<td>Dangerous situations</td>
<td>2</td>
</tr>
<tr>
<td>1.10</td>
<td>Transport of small quantities</td>
<td>2</td>
</tr>
<tr>
<td>1.11</td>
<td>Short trips after import</td>
<td>3</td>
</tr>
</tbody>
</table>

Division 4—Application of other laws to Regulations

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.12</td>
<td>Application of Criminal Code</td>
<td>3</td>
</tr>
<tr>
<td>1.13</td>
<td>Strict liability offences</td>
<td>3</td>
</tr>
<tr>
<td>1.14</td>
<td>Status of approved forms</td>
<td>3</td>
</tr>
<tr>
<td>1.15</td>
<td>Status of certain determinations</td>
<td>4</td>
</tr>
</tbody>
</table>

Division 5—Approved forms

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.16</td>
<td>Approval and use of forms</td>
<td>4</td>
</tr>
<tr>
<td>1.17</td>
<td>Requirements for approved forms</td>
<td>4</td>
</tr>
</tbody>
</table>
### Division 6—Determinations

1.18 Determinations—dangerous goods ................................................................................. 4  
1.19 Administrative determinations ....................................................................................... 4  
1.20 Conditions of administrative determinations ................................................................. 5  
1.21 Register of determinations .............................................................................................. 5  
1.22 Records of determinations .............................................................................................. 5  
1.23 References to Panel ........................................................................................................5  
1.24 Effect of Panel decisions about draft determinations ..................................................... 5  
1.25 Effect of Panel decisions about revoking or varying determinations ............................. 6  
1.26 Inconsistent determinations ............................................................................................ 6

### Division 7—Provisions about offences generally

1.27 Deciding whether someone reasonably ought to have known or suspected............... 6  
1.28 Penalties.......................................................................................................................... 6

### Division 8—Other Matters

1.29 Duty to find out whether goods are dangerous goods .................................................... 6  
1.30 Declaration of non-participating jurisdictions ................................................................ 7  
1.31 Competent Authority and authorised officers to act as soon as practicable ................. 7  
1.32 Identification cards ......................................................................................................... 7

### PART 2—KEY CONCEPTS

#### Division 1—Kinds of goods

2.1 Goods too dangerous to be transported .......................................................................... 9  
2.2 Dangerous goods ............................................................................................................ 9  
2.3 Classes of dangerous goods ............................................................................................ 9  
2.4 Subsidiary Risk ............................................................................................................... 9  
2.5 Packing Groups ............................................................................................................ 10  
2.6 Incompatible goods etc ................................................................................................. 10

#### Division 2—Packages, packaging and loads

2.7 Packages and packaging ............................................................................................... 11  
2.8 Capacity ........................................................................................................................ 11  
2.9 What is a load of goods ................................................................................................ 11  
2.10 Aggregate quantity ........................................................................................................ 11  
2.11 Packaged dangerous goods ........................................................................................... 11  
2.12 Dangerous goods in bulk .............................................................................................. 11  
2.13 Placard loads ................................................................................................................. 11  
2.14 Unit loads ...................................................................................................................... 12

#### Division 3—Kinds of containers

2.15 Freight containers ........................................................................................................ 12  
2.16 IBCs ............................................................................................................................ 12  
2.17 Bulk containers .......................................................................................................... 12


\textit{Division 4—Persons with special duties}

2.19 Vehicle owners ............................................................................................................. 12
2.20 Consignors .................................................................................................................. 13
2.21 Packers ....................................................................................................................... 13
2.22 Loaders ....................................................................................................................... 13
2.23 Prime contractors ....................................................................................................... 13

\textit{PART 3—PACKAGING}

\textit{Division 1—Packaging duties}

3.1 Suitability of packaging ............................................................................................... 15
3.2 Marking packaging ...................................................................................................... 15
3.3 Consignor’s duties ...................................................................................................... 15
3.4 Packer’s duties ............................................................................................................ 15
3.5 Loader’s duty .............................................................................................................. 15
3.6 Prime contractor’s duty ............................................................................................. 15
3.7 Driver’s duty .............................................................................................................. 15

\textit{Division 2—Approval of packaging design types}

3.8 Approvals—packaging design types .......................................................................... 16
3.9 Recognised testing facilities ..................................................................................... 16
3.10 Test certificates ......................................................................................................... 16

\textit{Division 3—Competent Authority’s performance testing powers}

3.11 Requiring production of packaging for testing ....................................................... 16
3.12 Requiring evidence of performance tests ................................................................. 17

\textit{PART 4—DANGEROUS GOODS IN BULK}

\textit{Division 1—Restrictions on transport of dangerous goods in bulk}

4.1 Consignor’s duties ..................................................................................................... 19
4.2 Prime contractor’s duties ......................................................................................... 19
4.3 Driver’s duty ............................................................................................................. 19

\textit{Division 2—Bulk containers}

4.4 Consignor’s duties ..................................................................................................... 19
4.5 Prime contractor’s duties ......................................................................................... 20
4.6 Driver’s duties ............................................................................................................ 20

\textit{Division 3—Tanks}

4.7 Manufacturer’s duties ............................................................................................... 20
4.8 Compliance plates ................................................................................................... 21
4.9 Owner’s duties for certain vehicles ......................................................................... 21
4.10 Consignor’s duties ................................................................................................ 21
4.11 Loader’s duties ....................................................................................................... 21
4.12 Prime contractor’s duties ...................................................................................... 21
4.13 Driver’s duties ....................................................................................................... 22
Division 4—Foreign approved tanks

4.14 Consignor’s duties ................................................................. 22
4.15 Prime contractor’s duties ....................................................... 22

Division 5—IBCs

4.16 Manufacturer’s duties ............................................................. 23
4.17 IBC markings ...................................................................... 23
4.18 Consignor’s duties ................................................................. 23
4.19 Loader’s duties .................................................................. 23
4.20 Prime contractor’s duties ....................................................... 23
4.21 Driver’s duties .................................................................... 24

Division 6—Foreign approved IBCs

4.22 Consignor’s duties ................................................................. 24
4.23 Prime contractor’s duties ....................................................... 24

Division 7—Approval of tank and IBC designs

4.24 Applications for approval ..................................................... 24
4.25 Approvals—tank designs ...................................................... 25
4.26 Approvals—IBC designs ...................................................... 25

Division 8—Determinations

4.27 Determinations—foreign approved tanks and IBCs .................. 25

PART 5—FREIGHT CONTAINERS

5.1 Consignor’s duties .................................................................. 27
5.2 Loader’s duty ....................................................................... 27
5.3 Prime contractor’s duties ....................................................... 27
5.4 Driver’s duty ....................................................................... 27

PART 6—UNIT LOADS

6.1 Consignor’s duties .................................................................. 29
6.2 Loader’s duties .................................................................... 29
6.3 Prime contractor’s duties ....................................................... 29
6.4 Driver’s duties .................................................................... 29
6.5 Approvals—unit loads ............................................................. 29

PART 7—MARKING AND PLACARDING

Division 1—Marking packages and unit loads

7.1 Application of Division .......................................................... 31
7.2 Meaning of “appropriately marked” ...................................... 31
7.3 Consignor’s duties ................................................................. 31
7.4 Packer’s duties ..................................................................... 31
7.5 Prime contractor’s duties ....................................................... 32
PART 2—Placarding

7.6 Meaning of “appropriately placarded” etc ................................................................. 32
7.7 Consignor’s duties ....................................................................................................... 33
7.8 Loader’s duties ........................................................................................................... 33
7.9 Prime contractor’s duties ......................................................................................... 33
7.10 Driver’s duties ......................................................................................................... 33

PART 8—VEHICLES

Division 1—Safety standards

8.1 Owner’s duty ............................................................................................................. 35
8.2 Consignor’s duty ..................................................................................................... 35
8.3 Prime contractor’s duty ......................................................................................... 35
8.4 Driver’s duty .......................................................................................................... 35

Division 2—Vehicle insurance

8.5 Owner’s duty ........................................................................................................... 35
8.6 Prime contractor’s duty ......................................................................................... 35
8.7 Requiring evidence of insurance etc ........................................................................ 36

PART 9—SEGREGATION AND STOWAGE

Division 1—Application of Part

9.1 Application ............................................................................................................. 37

Division 2—Segregation of incompatible goods

9.2 Loads on combination road vehicles ..................................................................... 37
9.3 Exception for certain goods for driver’s personal use ............................................ 37
9.4 Consignor’s duties ................................................................................................. 37
9.5 Loader’s duties ....................................................................................................... 37
9.6 Prime contractor’s duties ....................................................................................... 38
9.7 Driver’s duties ......................................................................................................... 38
9.8 Approvals—segregation .......................................................................................... 38

Division 3—Stowage

9.9 Consignor’s duty .................................................................................................... 38
9.10 Loader’s duty ......................................................................................................... 38
9.11 Prime contractor’s duty ......................................................................................... 38
9.12 Driver’s duty ......................................................................................................... 39

PART 10—TRANSFER OF DANGEROUS GOODS IN BULK

Division 1—Filling ratio and ullage

10.1 Transferor’s duties ................................................................................................. 41
10.2 Prime contractor’s duties ....................................................................................... 41
10.3 Driver’s duties ....................................................................................................... 41
Division 2—Transfer

10.4 Application .................................................................................................................................. 41
10.5 Transferor’s duties—general ......................................................................................................... 41
10.6 Transferor’s duties—hose assemblies ......................................................................................... 42
10.7 Occupier’s duties .......................................................................................................................... 42
10.8 Prime contractor’s duties .............................................................................................................. 43
10.9 Approvals—transfers of dangerous goods ....................................................................................... 43

PART 11—DOCUMENTS

Division 1—Shipping documentation

11.1 False or misleading information .................................................................................................. 45
11.2 Consignor’s duties ....................................................................................................................... 45
11.3 Prime contractor’s duty .............................................................................................................. 45
11.4 Driver’s duties .............................................................................................................................. 45

Division 2—Emergency information

11.5 Meaning of “required emergency information” ........................................................................... 46
11.6 Consignor’s duty ........................................................................................................................ 46
11.7 Prime contractor’s duties ............................................................................................................ 46
11.8 Driver’s duties .............................................................................................................................. 46
11.9 Approvals—emergency information ............................................................................................ 46

PART 12—PERSONAL PROTECTIVE AND SAFETY EQUIPMENT

12.1 Owner’s duties ............................................................................................................................. 47
12.2 Prime contractor’s duties ............................................................................................................ 47
12.3 Driver’s duties .............................................................................................................................. 47

PART 13—PROCEDURES DURING TRANSPORT

Division 1—Immobilised and stopped vehicles

13.1 Driver’s duty ................................................................................................................................ 49
13.2 Prime contractor’s duties ............................................................................................................ 49
13.3 Powers of authorised officers ...................................................................................................... 49

Division 2—Drivers’ duties

13.4 Driving ........................................................................................................................................ 50
13.5 Parking ......................................................................................................................................... 50
13.6 Control of ignition sources ........................................................................................................... 50

Division 3—Routes, areas, vehicles and times

13.7 Determinations—routes, areas, vehicles and times ..................................................................... 50
13.8 Prime contractor’s duty .............................................................................................................. 50
13.9 Driver’s duty ............................................................................................................................... 51
PART 14—EMERGENCIES

Division 1—Emergencies generally
14.1 Driver’s duties............................................................................................................53
14.2 Prime contractor’s duties—contaminated food and food packaging ..................53
14.3 Prime contractors and drivers to inform Competent Authority..........................53

Division 2—Emergencies involving placard loads
14.4 Telephone advisory service—bulk transport..........................................................54
14.5 Emergency plans ..................................................................................................54
14.6 Consignor’s duties—information and resources..................................................55
14.7 Prime contractor’s duties—information and resources........................................55

PART 15—MUTUAL RECOGNITION

Division 1—Registers of determinations, exemptions, approvals and licences
15.1 Registers.................................................................................................................57
15.2 Registers may be kept by computer ......................................................................57
15.3 Inspection of registers ..........................................................................................57

Division 2—Competent Authorities Panel
15.4 Membership and function of Panel .....................................................................57
15.5 Panel meetings ......................................................................................................57
15.6 Decisions of Panel ...............................................................................................58

Division 3—Recommendations by Competent Authority and corresponding
Competent Authorities
15.7 Recommendations by Competent Authority.......................................................58
15.8 Recommendations by corresponding Competent Authorities..........................58

Division 4—Mutual recognition of determinations, exemptions, approvals and
licences
15.9 Corresponding determinations .............................................................................59
15.10 Corresponding exemptions ................................................................................59
15.11 Corresponding approvals ..................................................................................59
15.12 Corresponding licences ......................................................................................60

PART 16—EXEMPTIONS

Division 1—General
16.1 Applications for exemptions ..............................................................................61
16.2 Register of exemptions ......................................................................................61
16.3 Records of exemptions .......................................................................................61
Division 2—Reference of matters to Panel

16.4 References to Panel .......................................................... 62
16.5 Effect of Panel decisions about applications ..................... 62
16.6 Effect of Panel decisions about cancelling or varying exemptions 62

PART 17—ADMINISTRATIVE DETERMINATIONS AND APPROVALS

Division 1—General

17.1 Applications ........................................................................ 63
17.2 Form of administrative determinations and approvals .......... 63
17.3 When administrative determinations and approvals not to be made etc. 63
17.4 Reasons for refusal of applications ........................................ 63
17.5 Periods and conditions .......................................................... 64
17.6 Replacement administrative determinations and approvals .... 64
17.7 Failure to comply with conditions ........................................... 64
17.8 Grounds for cancelling administrative determinations and approvals 64
17.9 Grounds for varying administrative determinations and approvals 65

Division 2—Register of approvals

17.10 Register .................................................................................. 65
17.11 Records of approvals ............................................................. 65

Division 3—Reference of approval matters to Panel

17.12 References to Panel ................................................................ 66
17.13 Effect of Panel decisions about applications ...................... 66
17.14 Effect of Panel decisions about cancelling or varying approvals 66

PART 18—LICENCES

Division 1—Preliminary

18.1 Application of Part ................................................................. 67
18.2 Part additional to other laws .................................................. 67

Division 2—Principal duties under Part

18.3 Prime contractor’s duties ...................................................... 67
18.4 Driver’s duties ...................................................................... 67
18.5 Consignor’s duty ................................................................. 67

Division 3—Bulk driver licences

18.6 Meaning of “licence” and “licensee” in Division ..................... 68
18.7 Required driving licence evidence ........................................ 68
18.8 Required competency evidence ............................................ 68
18.9 Required medical fitness evidence ....................................... 68
18.10 Applications for licences ..................................................... 69
18.11 Grant of licences ................................................................. 69
18.12 Applications for renewal of licences ................................................................. 69
18.13 Renewal of licences ............................................................................................. 69
18.14 Licence periods ..................................................................................................... 70
18.15 Licence conditions ............................................................................................... 70
18.16 Additional condition ........................................................................................... 70
18.17 Grounds for cancelling, suspending or varying licences ........................................ 70

**Division 4—Bulk vehicle licences**

18.18 Meaning of “licence” and “licensee” in Division .................................................. 71
18.19 Applications for licences ....................................................................................... 71
18.20 Additional information and inspections ................................................................. 71
18.21 Grant of licences ................................................................................................... 72
18.22 Applications for renewal of licences ..................................................................... 72
18.23 Renewal of licences .............................................................................................. 72
18.24 Licence periods ..................................................................................................... 73
18.25 Licence conditions ............................................................................................... 73
18.26 Disposal of licensed vehicles ................................................................................ 73
18.27 Grounds for cancelling, suspending or varying licences ........................................ 74
18.28 Licence labels ....................................................................................................... 74

**Division 5—Carriage and production of bulk driver licences**

18.29 Meaning of “licence” and “licensee” in Division .................................................. 74
18.30 Licences to be carried ........................................................................................... 74
18.31 Licences to be produced for inspection ................................................................. 74

**Division 6—Licences generally**

18.32 Meaning of “licence” and “licensee” in Division .................................................. 74
18.33 Replacement licences and licence labels ............................................................... 75
18.34 Failure to comply with licence conditions .............................................................. 75
18.35 Surrender of licences ............................................................................................ 75
18.36 Registers of licences ............................................................................................ 75
18.37 Records of licences .............................................................................................. 75
18.38 Change of information given in licence applications ............................................. 75
18.39 Production of licences to Competent Authority .................................................... 76
18.40 Seizure of licences etc ........................................................................................... 76
18.41 Return of licences ................................................................................................. 76

**PART 19—CANCELLATION, SUSPENSION AND VARIATION**

19.1 Meaning of “licence” and “licensee” in Part .......................................................... 77
19.2 Cancellation, suspension and variation in dangerous situations ............................. 77
19.3 Cancellation and suspension giving effect to court orders ...................................... 77
19.4 Variation of administrative determinations and approvals on application ............. 77
19.5 Cancellation, suspension and variation in other circumstances ............................. 77
19.6 When cancellation, suspension and variation take effect ....................................... 78
19.7 When licences taken to be suspended ................................................................... 78
PART 20—INSTRUCTION AND TRAINING

20.1 Instruction and training ................................................................. 79
20.2 Approvals—tests and training courses for drivers ......................... 79

PART 21—INFRINGEMENT NOTICES

21.1 Offences, penalties and time for payment ...................................... 81
21.2 Contents of infringement notices .................................................. 81
21.3 Additional information in infringement notices ............................. 81
21.4 Reminder notices ......................................................................... 82
21.5 Additional information in reminder notices .................................... 82
21.6 Withdrawal of infringement notices .............................................. 82
21.7 Effect of Part ................................................................................ 83

PART 22—RECONSIDERATION AND REVIEW OF DECISIONS

22.1 Application of Part ..................................................................... 85
22.2 Who may apply for reconsideration of decisions ........................... 85
22.3 Applications for reconsideration .................................................. 85
22.4 Competent Authority to reconsider decisions ............................... 85
22.5 Review of certain decisions .......................................................... 85

PART 23—FEES

23.1 Prescribed fees .......................................................................... 87

PART 24—TRANSITIONAL PROVISIONS

24.1 Lawful conduct under previous law .............................................. 89
24.2 Continuing effect of certain determinations .................................. 89
24.3 Continuing effect of corresponding determinations ...................... 89
24.4 Continuing effect of certain exemptions ...................................... 89
24.5 Continuing effect of corresponding exemptions .......................... 90
24.6 Continuing effect of certain approvals ........................................ 90
24.7 Continuing effect of corresponding approvals ............................. 90
24.8 Continuing effect of certain licences ........................................... 91
24.9 Continuing effect of corresponding licences ............................... 91
SCHEDULE 1—Strict liability offences

Strict Liability offences........................................................................................................93

SCHEDULE 2—Infringement notice offences and penalties

Infringement notice offences and penalties........................................................................95

SCHEDULE 3—Dictionary

Dictionary..................................................................................................................................97

1. Words and expressions defined in Road Transport Reform (Dangerous Goods) Act 1995

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>authorised officer</td>
<td>involvement in the transport of dangerous goods by road</td>
</tr>
<tr>
<td>Competent Authority</td>
<td>offence</td>
</tr>
<tr>
<td>dangerous goods</td>
<td>premises</td>
</tr>
<tr>
<td>dangerous situation</td>
<td>transport</td>
</tr>
</tbody>
</table>

2. Expression defined in Road Transport Reform (Heavy Vehicles Standards) Regulations

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>converter dolly</td>
<td></td>
</tr>
</tbody>
</table>

3. Expressions defined in the Australian Code for the Transport of Dangerous Goods by Road and Rail

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>consumer commodity load</td>
<td>outer packaging</td>
</tr>
</tbody>
</table>

4. Other definitions in the dictionary

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Act</td>
<td>another participating jurisdiction</td>
</tr>
<tr>
<td>ADG Code</td>
<td>appropriately marked</td>
</tr>
<tr>
<td>administrative determination</td>
<td>appropriately placarded</td>
</tr>
<tr>
<td>ADR approved</td>
<td>approval</td>
</tr>
<tr>
<td>aggregate quantity</td>
<td>approved IBC</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>------------------------------------------------------</td>
</tr>
<tr>
<td>approved packaging</td>
<td>incompatible</td>
</tr>
<tr>
<td>approved tank</td>
<td>infringement notice</td>
</tr>
<tr>
<td>approved test</td>
<td>journey</td>
</tr>
<tr>
<td>approved training course</td>
<td>licence</td>
</tr>
<tr>
<td>attachment system</td>
<td>licence label</td>
</tr>
<tr>
<td>bulk container</td>
<td>licensed vehicle</td>
</tr>
<tr>
<td>bulk driver licence</td>
<td>licensee</td>
</tr>
<tr>
<td>bulk vehicle licence</td>
<td>loader</td>
</tr>
<tr>
<td>capacity</td>
<td>loads</td>
</tr>
<tr>
<td>Class</td>
<td>Ministerial Council</td>
</tr>
<tr>
<td>Code</td>
<td>NATA</td>
</tr>
<tr>
<td>combination road vehicle</td>
<td>owner</td>
</tr>
<tr>
<td>Commonwealth Minister</td>
<td>package</td>
</tr>
<tr>
<td>compliance plate</td>
<td>packaged dangerous goods</td>
</tr>
<tr>
<td>consignor</td>
<td>packaging</td>
</tr>
<tr>
<td>consigns</td>
<td>packer</td>
</tr>
<tr>
<td>corresponding</td>
<td>Packing Group</td>
</tr>
<tr>
<td>corresponding administrative determination</td>
<td>packs</td>
</tr>
<tr>
<td>corresponding approval</td>
<td>Panel</td>
</tr>
<tr>
<td>corresponding bulk driver licence</td>
<td>Panel member</td>
</tr>
<tr>
<td>corresponding bulk vehicle licence</td>
<td>participating jurisdiction</td>
</tr>
<tr>
<td>corresponding Competent Authority</td>
<td>performance test</td>
</tr>
<tr>
<td>corresponding determination</td>
<td>personal injury</td>
</tr>
<tr>
<td>corresponding exemption</td>
<td>placard load</td>
</tr>
<tr>
<td>dangerous goods in bulk</td>
<td>prescribed fee</td>
</tr>
<tr>
<td>determination</td>
<td>prime contractor</td>
</tr>
<tr>
<td>driving licence</td>
<td>prime mover</td>
</tr>
<tr>
<td>emergency service</td>
<td>recognised testing facility</td>
</tr>
<tr>
<td>exemption</td>
<td>register</td>
</tr>
<tr>
<td>filling ratio</td>
<td>registered</td>
</tr>
<tr>
<td>fire-risk substance</td>
<td>reminder notice</td>
</tr>
<tr>
<td>food</td>
<td>required emergency information</td>
</tr>
<tr>
<td>food container</td>
<td>RID approved</td>
</tr>
<tr>
<td>food packaging</td>
<td>rigid vehicle</td>
</tr>
<tr>
<td>foreign approved IBC</td>
<td>risk</td>
</tr>
<tr>
<td>foreign approved packaging</td>
<td>semi-trailer</td>
</tr>
<tr>
<td>foreign approved tank</td>
<td>Subsidiary Risk</td>
</tr>
<tr>
<td>freight container</td>
<td>tank</td>
</tr>
<tr>
<td>Government Gazette</td>
<td>test or training certificate</td>
</tr>
<tr>
<td>hose assembly</td>
<td>this jurisdiction</td>
</tr>
<tr>
<td>IATA Regulations</td>
<td>trailer</td>
</tr>
<tr>
<td>IBC</td>
<td>unit load</td>
</tr>
<tr>
<td>IBC marking</td>
<td>vehicle</td>
</tr>
<tr>
<td>IBC Supplement</td>
<td>UN dangerous goods tests and criteria</td>
</tr>
<tr>
<td>ICAO Rules</td>
<td>UN Recommendations</td>
</tr>
<tr>
<td>IMDG Code</td>
<td>UN Recommendations, Manual of Tests and Criteria</td>
</tr>
<tr>
<td>IMO approved</td>
<td></td>
</tr>
</tbody>
</table>
PART 1—PRELIMINARY

Division 1—Introductory

Citation

1.1 These Regulations may be cited as the Road Transport Reform (Dangerous Goods) Regulations.

Commencement

1.2 These Regulations commence on a day or days specified by the Commonwealth Minister by notice in the Commonwealth of Australia Gazette.

Main objects of Regulations

1.3 The main objects of these Regulations are:

(a) to reduce as far as practicable the risks of personal injury, property damage and environmental harm arising from the transport of dangerous goods by road; and

(b) to give effect to the standards, requirements and procedures of the ADG Code so far as they apply to the transport of dangerous goods by road; and

(c) to promote consistency between the standards, requirements and procedures applying to the transport of dangerous goods by road and by other modes of transport.

Division 2—Interpretation

Definitions—the dictionary

1.4 (1) The dictionary in Schedule 3 defines particular words and expressions.

(2) A relevant definition found elsewhere in these Regulations is indicated by a signpost definition in the dictionary.

[Note: A signpost definition of a word or expression is included only if the definition is used outside the regulation defining the word or expression.]

(3) A definition outside these Regulations that applies particularly to these Regulations is also indicated by a signpost definition in the dictionary.

Example: The signpost definition “converter dolly” see clause 10.6 in the Schedule to the Road Transport Reform (Heavy Vehicles Standards) Regulations;” indicates that the expression “converter dolly” is defined in clause 10.6 in the Schedule to those Regulations.

[Note: This regulation may have been amended by a jurisdiction to facilitate its application in that jurisdiction.]

(4) A definition in or applying to these Regulations applies to words and expressions used in these Regulations unless the contrary intention appears.

(5) A definition in or applying to these Regulations applies to the entire Regulations unless the contrary intention appears.

References to codes, standards and rules

1.5 (1) In this regulation:

“instrument” means a code, standard or rule (whether made in or outside Australia) relating to dangerous goods or to transport by road, and includes a provision of an instrument.
In these Regulations, a reference to an instrument includes a reference to another instrument as applied or adopted by, or incorporated in, the first instrument.

In these Regulations, unless the contrary intention appears, a reference to an instrument is a reference to the instrument as amended from time to time.

[Note: See section 50 of the Act, which deals with notification in the Government Gazette of where an instrument may be obtained or inspected. (The reference to legislation in this note may have been amended by a jurisdiction to facilitate the application of this regulation in that jurisdiction.)]

Inconsistency between Regulations and codes etc

1.6 (1) In this regulation:

“instrument” means a code, standard or rule (whether made in or outside Australia) relating to dangerous goods or transport by road.

(2) If an instrument is applied or adopted by, or is incorporated in, these Regulations and the instrument is inconsistent with these Regulations, the Regulations prevail to the extent of the inconsistency.

References to determinations, exemptions, approvals and licences

1.7 In these Regulations, a reference to:

(a) a determination, exemption, approval, bulk driver licence or bulk vehicle licence; or

(b) a corresponding determination, exemption, approval, bulk driver licence or bulk vehicle licence;

includes a reference to the determination, exemption, approval or licence as varied.

References to variation of administrative determinations etc

1.8 In these Regulations, a reference to the variation of:

(a) an administrative determination, exemption, approval, bulk driver licence or bulk vehicle licence; or

(b) a corresponding administrative determination, exemption, approval, bulk driver licence or bulk vehicle licence;

includes a reference to a variation by addition, omission or substitution.

Example: The addition of a new condition to an existing administrative determination.

Division 3—Application of Regulations

[Note: The Defence Act 1903 (Cwlth) deals with the immunity of defence personnel from certain State and Territory laws.]

Dangerous situations

1.9 These Regulations do not apply to the transport of dangerous goods by an authorised officer, or an officer of an emergency service, to the extent necessary to avert, eliminate or minimise a dangerous situation.

Transport of small quantities

1.10 (1) In this Regulation:

“designated dangerous goods” means dangerous goods of Class 1 (except of Class 1.4S), Class 6.2 or Class 7.
These Regulations do not apply to the transport by a person of a load of dangerous goods by road if:

(a) the goods are packaged dangerous goods; and
(b) the goods are not, and do not include, designated dangerous goods; and
(c) the aggregate quantity of the dangerous goods in the load is less than 25% of a placard load; and
(d) the goods are not being transported by the person in the course of a business of transporting goods by road.

Short trips after import

1.11 Regulations 3.1 to 3.4, and Divisions 5, 6 and 7 of Part 4, do not apply to the transport of dangerous goods by road if:

(a) the goods have been imported into Australia; and
(b) the goods are being transported in a closed freight container; and
(c) the goods are not leaking from the container; and
(d) the goods are being transported directly to a destination that is not more than 50 kilometres by road from the place of import; and
(e) the container is placarded in accordance with the IATA Regulations, ICAO Rules or IMDG Code.

Division 4—Application of other laws to Regulations

[Note: Some provisions of this Division are only capable of applying in this jurisdiction. However, other provisions of this Division may be adopted in other participating jurisdictions.]

Application of Criminal Code

1.12 Chapter 2 of the Criminal Code set out in the Schedule to the Criminal Code Act 1995 of the Commonwealth (except Part 2.5) applies to an offence against these Regulations as if it were in operation in this jurisdiction.

[Note: Chapter 2 of the Criminal Code codifies the general principles of criminal responsibility. Part 2.5 of the Code provides for the imposition of criminal liability on bodies corporate. It is not appropriate to apply Part 2.5 to the Regulations because section 42 of the Act deals with the matter in a different way. (The reference to legislation in this regulation, may have been amended by a jurisdiction to facilitate its application in that jurisdiction.)]

Strict liability offences

1.13 An offence created by a provision mentioned in Schedule 1 is an offence of strict liability.

Status of approved forms

1.14 An approved form is taken to be a disallowable instrument for the purposes of section 10 of the Subordinate Laws Act 1989 of the Australian Capital Territory.

[Notes:

1. Section 10 of the Subordinate Laws Act 1989 (ACT) provides that an Act or subordinate law of the Territory may provide that an instrument made under the Act or law is a disallowable instrument for the purposes of the section. (The reference to legislation in this note may have been amended by a jurisdiction to facilitate the application of this regulation in that jurisdiction.)

2. Section 6 of the Subordinate Laws Act 1989 (ACT) makes provision for the notification, tabling and disallowance of disallowable instruments. (The reference to legislation in this note may have been amended by a jurisdiction to facilitate the application of this regulation in that jurisdiction.)]
Status of certain determinations

1.15 A determination made under these Regulations (except an administrative determination) is taken to be a disallowable instrument for the purposes of section 10 of the Subordinate Laws Act 1989 of the Australian Capital Territory.

[Note: See notes to regulation 1.14.]

Division 5—Approved forms

Approval and use of forms

1.16 (1) The Competent Authority may approve a form for a provision or purpose of these Regulations.

(2) The form must be used for the provision or purpose.

Requirements for approved forms

1.17 (1) Each approved form must have a heading that includes the name of these Regulations and briefly indicates the purpose of the form.

(2) Each kind of approved form must be numbered using a system that gives forms of that kind a unique number.

(3) Each version of a kind of approved form must be numbered consecutively using a system that gives the version a unique number.

Division 6—Determinations

Determinations—dangerous goods

1.18 The Competent Authority may determine that:

(a) goods are dangerous goods; or

(b) goods are not dangerous goods; or

(c) goods are dangerous goods of a particular Class; or

(d) goods are dangerous goods with a particular Subsidiary Risk; or

(e) goods are dangerous goods of a particular Packing Group; or

(f) goods are incompatible with particular dangerous goods; or

(g) goods are too dangerous to be transported; or

(h) goods are too dangerous to be transported in bulk; or

(i) goods are too dangerous to be transported on the same combination road vehicle as other goods.

Administrative determinations

1.19 A determination is an administrative determination if the determination:

(a) is made on the application of a person; and

(b) applies only to the person.

[Notes:

1. Part 17 contains provisions dealing with administrative determinations, including applications for administrative determinations and their cancellation and variation.

2. For additional provisions about cancelling and varying administrative determinations, see Part 19.]
Conditions of administrative determinations

1.20 An administrative determination may be subject to any condition necessary for the safe transport of dangerous goods by road.

Register of determinations

1.21 (1) The Competent Authority must keep a register of determinations.

(2) The register may have separate divisions for different kinds of determinations.

(3) The Competent Authority must record in the register:

(a) each determination made under these Regulations that is not an administrative determination; and

(b) each determination made by a corresponding Competent Authority that would be a corresponding determination if it were recorded in the register.

(4) The Competent Authority must note in the register:

(a) the revocation of a determination made under these Regulations; and

(b) a decision of the Panel reversing a decision that, a corresponding determination should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction.

Records of determinations

1.22 The record of a determination in the register must include:

(a) the provisions of the determination; or

(b) the following information:

(i) the title of the Government Gazette of the participating jurisdiction where the determination was notified or published and the date of notification or publication; and

(ii) the provisions of these Regulations, and of the ADG Code, to which the determination relates; and

(iii) the dangerous goods, equipment, packaging, vehicle or other thing to which the determination relates.

References to Panel

1.23 (1) This regulation does not apply to an administrative determination.

(2) The Competent Authority must refer a draft determination to the Panel if the Authority considers that the determination should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction.

(3) The Competent Authority must refer to the Panel a determination having effect in this jurisdiction, and 1 or more other participating jurisdictions, if:

(a) the Authority considers that the determination should be revoked or varied; or

(b) a corresponding Competent Authority recommends to the Authority in writing that the determination should be revoked or varied.

Effect of Panel decisions about draft determinations

1.24 (1) This regulation applies if:

(a) a draft determination is referred to the Panel under subregulation 1.23 (2); and

(b) the Panel decides that:

(i) the draft determination should be made, what the provisions of the determination should be, and that the determination should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction; or

(ii) the determination should not have effect in this participating jurisdiction.

(2) The Competent Authority must have regard to the Panel’s decision.
Effect of Panel decisions about revoking or varying determinations

1.25 (1) This regulation applies if:
(a) a determination is referred to the Panel under subregulation 1.23 (3); and
(b) the Panel decides that the determination:
   (i) should, or should not, be revoked; or
   (ii) should be varied (whether or not the Panel’s decision is the same as the variation proposed by the Authority), and should have effect as varied in all participating jurisdictions or participating jurisdictions including this jurisdiction; or
   (iii) should not be varied.
(2) The Competent Authority must have regard to the Panel’s decision.

Inconsistent determinations

1.26 (1) This regulation applies if:
(a) the Panel decides that a determination (the “national determination”) should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction; and
(b) the national determination is inconsistent with a determination (the “local determination”) that only has effect in this jurisdiction.
(2) The national determination prevails over the local determination to the extent of the inconsistency.

Division 7—Provisions about offences generally

Deciding whether someone reasonably ought to have known or suspected

1.27 If, in a prosecution for an offence against these Regulations, it is material to prove that someone reasonably ought to have known or suspected something, the issue is to be decided having regard to:
(a) the person’s abilities, experience, qualifications and training; and
(b) the circumstances of the alleged offence.

Penalties

1.28 (1) This regulation applies to a provision prescribing a penalty for an offence.
(2) The penalty is the maximum fine for an individual who is found guilty of the offence.
(3) If a body corporate is found guilty of the offence, the maximum fine for the body corporate is 5 times the penalty.

Division 8—Other matters

Duty to find out whether goods are dangerous goods

1.29 (1) This regulation applies if:
(a) a person manufactures goods in Australia or imports goods into Australia; and
(b) the goods are not dangerous goods under paragraph 2.2 (1) (a), (b), (c) or (d); and
(c) the goods are not goods to which a determination under paragraph 1.18 (b) applies; but
(d) the person suspects, or reasonably ought to suspect, that the goods satisfy the UN dangerous goods tests and criteria for determining whether goods are dangerous goods.
(2) The person must not consign or transport the goods by road unless the person finds out whether the goods satisfy the tests and criteria.
Penalty: $3,000
Declaration of non-participating jurisdictions

1.30 A State or the Northern Territory is not a participating jurisdiction if:
(a) the Ministerial Council decides that the law of the State or Territory does not include provisions having the same, or substantially the same, effect as the Act and these Regulations; and
(b) the Commonwealth Minister, by notice in the Commonwealth of Australia Gazette, declares that the State or Territory is not a participating jurisdiction.

Competent Authority and authorised officers to act as soon as practicable

1.31 If:
(a) the Competent Authority or an authorised officer is required to do something under these Regulations; and
(b) no time limit is fixed within which the thing must be done;
the Authority or officer must do it as soon as practicable.

Identification cards

1.32 The identification card of an authorised officer must contain:
(a) a recent photograph of the officer; and
(b) the name of the officer; and
(c) the date of issue of the card; and
(d) a date of expiry for the card; and
(e) the name of the Competent Authority.
PART 2—KEY CONCEPTS

Division 1—Kinds of goods

Goods too dangerous to be transported

2.1 Goods are too dangerous to be transported if they are:
   (a) mentioned in Appendix 5 to the ADG Code; or
   (b) determined under paragraph 1.18 (g) to be too dangerous to be transported.

[Note: Section 36 of the Act provides that a person must not transport by road goods that the
regulations identify as being too dangerous to be transported. (The reference to legislation in this note
may have been amended by a jurisdiction to facilitate the application of this regulation in that
jurisdiction.)]

Dangerous goods

2.2 (1) Goods are dangerous goods if they:
   (a) are named in a specific entry in column 2 in Appendix 2 to the ADG Code, but
       not in a generic entry or in an entry where the letters “N.O.S” are shown as part
       of the proper shipping name for the goods; or
   (b) satisfy the criteria in column 2 or 9 in the Appendix; or
   (c) satisfy the criteria in a Special Provision of the ADG Code that is applied by
       column 7 in the Appendix; or
   (d) are determined under paragraph 1.18 (a) to be dangerous goods; or
   (e) satisfy the UN dangerous goods tests and criteria for determining whether goods
       are dangerous goods.

(2) However, goods are not dangerous goods if they are determined under paragraph
1.18 (b) not to be dangerous goods.

Classes of dangerous goods

2.3 (1) In these Regulations, a reference to:
   (a) a Class of dangerous goods is a reference to the Class to which the goods are
       assigned under subregulation (2); and
   (b) a Class by number, or number and letter, is a reference to the number, or number
       and letter, of the Class to which the goods are assigned.

(2) Dangerous goods are assigned to a Class if the goods:
   (a) are assigned to the Class in column 3 in Appendix 2 to the ADG Code; or
   (b) are assigned to the Class in a Special Provision of the ADG Code applying to the
       goods; or
   (c) satisfy the criteria in column 9 in Appendix 2 to the ADG Code for assignment
       to the Class; or
   (d) are determined under paragraph 1.18 (c) to be dangerous goods of the Class; or
   (e) satisfy the UN dangerous goods tests and criteria for assignment to the Class.

Subsidiary Risk

2.4 (1) In these Regulations, a reference to:
   (a) dangerous goods with a Subsidiary Risk is a reference to the dangerous goods
       assigned the Subsidiary Risk under subregulation (2); and
   (b) a Subsidiary Risk by number is a reference to the number of the Subsidiary Risk
       with which the dangerous goods are assigned.
(2) Dangerous goods are assigned a Subsidiary Risk if the goods:
   (a) are assigned the Subsidiary Risk in column 4 in Appendix 2 to the ADG Code; or
   (b) are assigned the Subsidiary Risk in a Special Provision of the ADG Code applying to the goods; or
   (c) satisfy the criteria in column 9 in Appendix 2 to the ADG Code for assignment of the Subsidiary Risk; or
   (d) are determined under paragraph 1.18 (d) to be dangerous goods assigned the Subsidiary Risk; or
   (e) satisfy the UN dangerous goods tests and criteria for assignment to the Subsidiary Risk.

Packing Groups

2.5 (1) In these Regulations, a reference to:
   (a) a Packing Group of dangerous goods is a reference to the Packing Group to which the goods are assigned under subregulation (2); and
   (b) a Packing Group by number is a reference to the number of the Packing Group to which the goods are assigned.

(2) Dangerous goods (except dangerous goods of Class 1, 2 or 7) are assigned to a Packing Group if the goods:
   (a) are assigned to the Packing Group in column 5 in Appendix 2 to the ADG Code; or
   (b) are assigned to the Packing Group in a Special Provision of the Code applying to the goods; or
   (c) satisfy the criteria in column 9 in Appendix 2 to the ADG Code for assignment to the Packing Group; or
   (d) are determined under paragraph 1.18 (e) to be assigned to the Packing Group; or
   (e) satisfy the UN dangerous goods tests and criteria for assignment to the Packing Group.

Incompatible goods etc

2.6 (1) Dangerous or other goods are incompatible with dangerous goods if:
   (a) under the ADG Code, the goods are incompatible with the dangerous goods; or
   (b) the goods are determined under paragraph 1.18 (f) to be incompatible with the dangerous goods; or
   (c) when the goods are mixed, or otherwise brought into contact, with the dangerous goods, the goods are likely to interact with the dangerous goods and increase risk because of the interaction.

(2) However, goods are not to be regarded as incompatible with dangerous goods in a proceeding in which incompatibility is an issue if:
   (a) the goods are incompatible with the dangerous goods only because of paragraph (1) (a) or (b); and
   (b) it is established in the proceeding that, when the goods are mixed, or otherwise brought into contact with the dangerous goods, the goods are not likely to interact with the dangerous goods and increase risk because of the interaction.

(3) A container is incompatible with dangerous goods if the container is constructed of material that, when the goods are brought into contact with the container, is likely to interact with the goods and increase risk because of the interaction.

Example of increased risk because of interaction:
Substantial structural weakening of the container

(4) Transfer equipment for use in the transport of dangerous goods is incompatible with the goods if the equipment is constructed of material that, when the goods are brought into contact with the equipment, is likely to interact with the goods and increase risk because of the interaction.

Example of increased risk because of interaction:
Failure of the transfer equipment resulting in leakage of dangerous goods
Division 2—Packages, packaging and loads

Packages and packaging

2.7 (1) A **package** of dangerous goods or other goods is the complete product of the packing of the goods for transport by road, and consists of the goods and their packaging.

(2) The **packaging** of the goods is the container in which the goods are received or held for transport by road, and includes anything that enables the container to receive or hold the goods or to be closed.

Capacity

2.8 The **capacity** of a container is the total internal volume of the container at a temperature of 15° Celsius expressed in litres or cubic metres.

What is a load of goods

2.9 All the goods in or on a vehicle are taken to be a single load.

Aggregate quantity

2.10 The **aggregate quantity** of dangerous goods in a load is the total of:

(a) the number of kilograms of solid dangerous goods and aerosols in the load; and

(b) the number of litres or kilograms, whichever is used in the shipping documentation for the load to describe the goods, of liquid dangerous goods in the load (except dangerous goods of Class 2); and

(c) the total capacity in litres of containers in the load containing dangerous goods of Class 2 (except aerosols).

Packaged dangerous goods

2.11 Dangerous goods are **packaged dangerous goods** if:

(a) they are dangerous goods of Class 2 in a container with a capacity of not more than 500 litres; or

(b) they are dangerous goods of another Class in:

(i) a container with a capacity of not more than 450 litres; and

(ii) a container with a net mass of not more than 400 kilograms.

Dangerous goods in bulk

2.12 **Dangerous goods in bulk** are dangerous goods that are not packaged dangerous goods.

Placard loads

2.13 (1) A load of dangerous goods is a **placard load** if the load contains dangerous goods in bulk.

(2) A load of dangerous goods is also a **placard load** if the load does not contain dangerous goods in bulk, or is not a consumer commodity load, but:

(a) the load contains dangerous goods of Class 6.2; or

(b) for another load containing dangerous goods of Class 2.1 (except aerosols) or Class 2.3 or dangerous goods of Packing Group I—the aggregate quantity of dangerous goods in the load is at least 250; or

(c) for any other load—the aggregate quantity of dangerous goods in the load is at least 1,000.
2. **Road Transport Reform (Dangerous Goods) Regulations**

**Unit loads**

2.14 Dangerous goods are in a *unit load* if the goods are packaged dangerous goods and are:
   (a) wrapped in plastics, and strapped or otherwise secured to a pallet or other base and to each other, for transport; or
   (b) placed together in a protective outer container (except a freight container) for transport; or
   (c) secured together in a sling for transport.

**Division 3—Kinds of containers**

**Freight containers**

2.15 *A freight container* is a re-useable container of the kind mentioned in Australian/New Zealand Standard AS/NZS 3711 that is designed for repeated use for the transport of goods by 1 or more modes of transport.

**IBC**s

2.16 An *IBC* (or Intermediate Bulk Container) is a rigid or flexible portable packaging for the transport of dangerous goods that:
   (a) has a capacity of not more than:
      (i) for solids of Packaging Group I packed in a composite, fibreboard, flexible, wooden or rigid plastics or wooden container—1,500 litres; and
      (ii) for solids of Packaging Group I packed in a metal container—3,000 litres; and
      (iii) for solids or liquids of Packaging Groups II and III—3,000 litres.
   (b) is designed for mechanical handling; and
   (c) is resistant to the stresses produced in usual handling and transport.

**Bulk containers**

2.17 (1) *A bulk container* is an IBC or another container capable of transporting dangerous goods in bulk.
   (2) However, a tank that is part of a vehicle, is not a *bulk container*.

**Division 4—Persons with special duties**

**Vehicle owners**

2.18 A person is an *owner* of a vehicle if the person:
   (a) is the sole owner, a joint owner or a part owner of the vehicle; or
   (b) has possession or use of the vehicle under a credit, hire-purchase, lease or other agreement, except an agreement requiring the vehicle to be registered in the name of someone else.

**Consignors**

2.19 (1) A person *consigns* dangerous or other goods for transport by road, and is the *consignor* of the goods, if:
   (a) subregulation (2) applies to the person; or
   (b) subregulation (2) does not apply to the person or anyone else, but subregulation (3) applies to the person; or
   (c) subregulations (2) and (3) do not apply to the person or anyone else, but subregulation (4) applies to the person.
(2) This subregulation applies to a person who, with the person’s authority, is named or otherwise identified as the consignor of the goods in shipping documentation for the transport of the goods by road.

(3) This subregulation applies to a person who:
(a) engages a prime contractor, either directly or through an agent or other intermediary, to transport the goods by road; or
(b) has possession of, or control over, the goods immediately before the goods are transported by road; or
(c) loads a vehicle with the goods, for transport by road, at a place:
   (i) where dangerous goods in bulk are stored; and
   (ii) that is unattended (except by the driver of the vehicle) during loading.

(4) This subregulation applies to a person if:
(a) the goods are imported into Australia; and
(b) the person is the importer of the goods.

Packers
2.20 A person packs dangerous or other goods for transport by road, and is a packer of the goods, if the person:
(a) puts the goods in a packaging; or
(b) assembles the goods as packaged goods in an outer packaging or unit load for transport by road; or
(c) supervises an activity mentioned in paragraph (a) or (b); or
(d) manages or controls an activity mentioned in paragraph (a), (b) or (c).

Loaders
2.21 A person loads dangerous or other goods for transport by road, and is a loader of the goods, if the person:
(a) loads a vehicle with the goods for transport by road; or
(b) loads a bulk container, freight container, or tank that is part of a vehicle, with the goods for transport by road; or
(c) loads a vehicle with a freight container containing the goods for transport by road; or
(d) supervises an activity mentioned in paragraph (a), (b) or (c); or
(e) manages or controls an activity mentioned in paragraph (a), (b), (c) or (d).

Prime contractors
2.22 A person is the prime contractor for the transport of dangerous or other goods by road if the person, in conducting a business for or involving the transport of dangerous goods by road, undertakes to be responsible, or is responsible, for the transport of the goods by road.
PART 3—PACKAGING

Division 1—Packaging duties

Suitability of packaging

3.1 For this Division, packaging is unsuitable for the transport by road of dangerous goods if:
   (a) the packaging is not approved packaging; or
   (b) the packaging does not comply with Chapter 3 of the ADG Code.

Marking packaging

3.2 A person must not mark packaging used, or intended to be used, to transport dangerous goods by road with performance and specification markings required under Division 3.5 of the ADG Code unless the packaging is approved packaging.

   Penalty: $3,000

Consignor’s duties

3.3 A person must not consign packaged dangerous goods for transport by road in packaging if the person knows, or reasonably ought to know, that the packaging:
   (a) is unsuitable for the transport of the goods by road; or
   (b) is not used in accordance with Chapter 3 of the ADG Code.

   Penalty: $1,500

Packer’s duties

3.4 A person must not pack dangerous goods for transport by road in packaging if the person knows, or reasonably ought to know, that the packaging:
   (a) is unsuitable for the transport of the goods by road; or
   (b) is not used in accordance with Chapter 3 of the ADG Code.

   Penalty: $1,500

Loader’s duty

3.5 A person must not load packaged dangerous goods for transport by road in packaging if the person knows, or reasonably ought to know, that the packaging is damaged or defective to the extent that it is not safe to use to transport the goods by road.

   Penalty: $1,500

Prime contractor’s duty

3.6 A prime contractor must not transport packaged dangerous goods by road in packaging if the prime contractor knows, or reasonably ought to know, that the packaging is damaged or defective to the extent that it is not safe to use to transport the goods by road.

   Penalty: $1,000

Driver’s duty

3.7 A person must not drive a vehicle transporting packaged dangerous goods by road in packaging if the person knows, or reasonably ought to know, that the packaging is damaged or defective to the extent that it is not safe to use to transport the goods by road.

   Penalty: $1,000
Division 2—Approval of packaging design types

Approvals—packaging design types

3.8 (1) The Competent Authority may, on application made in accordance with regulation 17.1, approve a packaging design type for use in the transport of dangerous goods by road if:
   (a) the applicant has carried out the tests required under Chapter 3 of the ADG Code; and
   (b) the Authority considers that a packaging of that design type would be safe for use in the transport of the goods by road.

(2) The approval of a packaging design type may be subject to any condition necessary for the safe transport of dangerous goods by road in packaging of that design type.

Recognised testing facilities

3.9 The following testing facilities are recognised testing facilities for a packaging design type:
   (a) a testing facility registered by NATA to conduct performance tests under Chapter 3 of the ADG Code for the packaging design type; or
   (b) if NATA has not registered a testing facility to conduct performance tests of that kind—a testing facility in Australia capable of conducting the tests; or
   (c) a facility in a foreign country approved by a public authority of the country to conduct performance tests of that kind.

Test certificates

3.10 (1) A recognised testing facility may certify in writing that a packaging design type has passed particular performance tests for particular dangerous goods.

(2) If a performance test is conducted by a testing facility registered by NATA, any test certificate must:
   (a) contain the details required under Division 3.7 of the ADG Code; and
   (b) be in the appropriate form used by NATA registered testing facilities.

(3) If a performance test is conducted in Australia by a recognised testing facility that is not registered by NATA:
   (a) the test must be observed by or for the Competent Authority; and
   (b) any test certificate must contain the details required under Division 3.7 of the ADG Code.

Division 3—Competent Authority’s performance testing powers

Requiring production of packaging for testing

3.11 (1) This regulation applies to a person who:
   (a) is:
      (i) a manufacturer of packaging used, or intended to be used, to transport dangerous goods by road; or
      (ii) the consignor or prime contractor for the transport of packaged dangerous goods by road; and
   (b) has possession of, or control over, packaging of a design type used, or intended to be used, to transport dangerous goods by road.

(2) The Competent Authority may, by written notice, require the person to produce packaging manufactured or used by the person for performance testing.
(3) The person must produce the packaging to the Competent Authority, or someone nominated in the notice, within 14 days after the day when the notice is given to the person, unless the person, under an agreement with someone else, delivers the packaging to the other person before the end of that period.

Penalty: $1,500

Requiring evidence of performance tests

3.12 (1) This regulation applies to a person who is:
(a) a manufacturer of packaging used, or intended to be used, to transport dangerous goods by road; or
(b) the consignor of packaged dangerous goods for the transport by road.

(2) The Competent Authority may, by written notice, require the person to produce written evidence that a packaging design type manufactured or used by the person has passed performance tests required under Chapter 3 of the ADG Code.

(3) The person must produce the evidence to the Competent Authority within 14 days after the day when the notice is given to the person.

Penalty: $1,500

(4) A test certificate under regulation 3.10 is evidence for this regulation.
Road Transport Reform (Dangerous Goods) Regulations
PART 4—DANGEROUS GOODS IN BULK

Division 1—Restrictions on transport of dangerous goods in bulk

Consignor’s duties

4.1 (1) A person must not consign dangerous goods for transport by road in bulk if:
   (a) Chapter 4 of the ADG Code provides that the goods must not be transported by road in bulk; or
   (b) the goods are determined under paragraph 1.18 (h) to be too dangerous to be transported in bulk.

   Penalty: $3,000

(2) A person who consigns dangerous goods for transport by road in bulk must comply with Chapter 4 of the ADG Code.

   Penalty: $3,000

Prime contractor’s duties

4.2 (1) A prime contractor must not transport dangerous goods by road in bulk if:
   (a) Chapter 4 of the ADG Code provides that the goods must not be transported by road in bulk; or
   (b) the goods are determined under paragraph 1.18 (h) to be too dangerous to be transported in bulk.

   Penalty: $3,000

(2) A prime contractor who transports dangerous goods by road in bulk must comply with Chapter 4 of the ADG Code.

   Penalty: $3,000

Driver’s duty

4.3 A person who drives a vehicle transporting dangerous goods by road in bulk must comply with Chapter 4 of the ADG Code.

   Penalty: $1,500

Division 2—Bulk containers

Consignor’s duties

4.4 (1) A person must not consign dangerous goods in bulk for transport by road in a bulk container provided by the person if:
   (a) the material of which the container is constructed is incompatible with the dangerous goods; or
   (b) the container is damaged or defective to the extent that it is not safe to use to transport the goods by road.

   Penalty: $3,000

(2) A person must not consign dangerous goods in bulk for transport by road in a bulk container provided by someone else if the person knows, or reasonably ought to know, that:
   (a) the material of which the container is constructed is incompatible with the dangerous goods; or
   (b) the container is damaged or defective to the extent that it is not safe to use to transport the goods by road.

   Penalty: $3,000
(3) A person must not consign dangerous goods for transport by road in a bulk container if the person knows, or reasonably ought to know, that the attachment system does not comply with, or is not used in accordance with, Chapters 4 and 5 of the ADG Code.

Penalty: $3,000

Prime contractor’s duties

4.5 (1) A prime contractor must not transport dangerous goods in bulk by road in a bulk container provided by the prime contractor if:
(a) the material of which the container is constructed is incompatible with the dangerous goods; or
(b) the container is damaged or defective to the extent that it is not safe to use to transport the goods by road.

Penalty: $3,000

(2) A prime contractor must not transport dangerous goods in bulk by road in a bulk container provided by someone else if the prime contractor knows, or reasonably ought to know, that:
(a) the material of which the container is constructed is incompatible with the dangerous goods; or
(b) the container is damaged or defective to the extent that it is not safe to use to transport the goods by road.

Penalty: $3,000

(3) A prime contractor must not transport dangerous goods by road in a bulk container if the attachment system does not comply with, or is not used in accordance with, Chapters 4 and 5 of the ADG Code.

Penalty: $3,000

Driver’s duties

4.6 (1) A person must not drive a vehicle transporting dangerous goods in bulk by road in a bulk container if the person knows, or reasonably ought to know, that the container is damaged or defective to the extent that it is not safe to use to transport the goods by road.

Penalty: $3,000

(2) A person must not drive a vehicle transporting dangerous goods by road in a bulk container if the person knows, or reasonably ought to know, that the attachment system does not comply with, or is not used in accordance with, Chapters 4 and 5 of the ADG Code.

Penalty: $3,000

Division 3—Tanks

Manufacturer’s duties

4.7 (1) A person must not manufacture a tank designed to transport dangerous goods in bulk by road other than in accordance with a design that is approved under regulation 4.25.

Penalty: $3,000

(2) A person who manufactures a tank designed to transport dangerous goods in bulk by road must attach a compliance plate to the tank in accordance with Chapter 4 of the ADG Code.

Penalty: $3,000
Compliance plates

4.8 A person must not attach a compliance plate, or something that purports to be a compliance plate, to a tank unless the tank is an approved tank.

Penalty: $3,000

Owner’s duties for certain vehicles

4.9 The owner of a vehicle of which a tank forms part, or to which a tank is attached, must not use the vehicle, or permit the vehicle to be used, to transport dangerous goods in bulk in the form of a liquid or gas by road, unless the tank:
(a) is an approved tank; and
(b) has been maintained, tested and inspected in accordance with Chapter 4 of the ADG Code; and
(c) is used in accordance with the approval conditions (if any) specified on the tank’s compliance plate.

Penalty: $3,000

Consignor’s duties

4.10 (1) A person must not consign dangerous goods in bulk for transport by road in a tank provided by the person unless the tank:
(a) is an approved tank; and
(b) has been maintained, tested and inspected in accordance with Chapter 4 of the ADG Code; and
(c) is used in accordance with the approval conditions (if any) specified on the tank’s compliance plate.

Penalty: $3,000

(2) A person must not consign dangerous goods in bulk for transport by road in a tank provided by someone else if the person knows, or reasonably ought to know, that the tank:
(a) is not an approved tank; or
(b) has not been maintained, tested and inspected in accordance with Chapter 4 of the ADG Code; or
(c) is used other than in accordance with the approval conditions (if any) specified on the tank’s compliance plate.

Penalty: $3,000

Loader’s duties

4.11 A person must not load dangerous goods in bulk for transport by road in a tank if the person knows, or reasonably ought to know, that the tank:
(a) is not an approved tank; or
(b) is used other than in accordance with Chapter 4 of the ADG Code.

Penalty: $1,500

Prime contractor’s duties

4.12 (1) A prime contractor must not transport dangerous goods in bulk by road in a tank provided by the prime contractor unless the tank:
(a) is an approved tank; and
(b) has been maintained, tested and inspected in accordance with Chapter 4 of the ADG Code; and
(c) is used in accordance with the approval conditions (if any) specified on the tank’s compliance plate.

Penalty: $3,000
A prime contractor must not transport dangerous goods in bulk by road in a tank provided by someone else if the prime contractor knows, or reasonably ought to know, that the tank:

(a) is not an approved tank; or
(b) has not been maintained, tested and inspected in accordance with Chapter 4 of the ADG Code; or
(c) is used other than in accordance with the approval conditions (if any) specified on the tank’s compliance plate.

Penalty: $3,000

A prime contractor must not transport dangerous goods in bulk by road in a tank forming part of a vehicle if:

(a) the material of which the tank is constructed is incompatible with the dangerous goods; or
(b) the tank is damaged or defective to the extent that it is not safe to use to transport the goods by road.

Penalty: $3,000

Driver’s duties

A person must not drive a vehicle transporting dangerous goods in bulk by road in a tank if the person knows, or reasonably ought to know, that the tank:

(a) is not an approved tank; or
(b) is used other than in accordance with the approval conditions (if any) specified on the tank’s compliance plate.

Penalty: $1,500

Division 4—Foreign approved tanks

Consignor’s duties

(1) A person must not consign dangerous goods in bulk for transport by road in a foreign approved tank provided by the person if the transport of the goods by road in the tank is prohibited by a determination under subregulation 4.27 (1).

Penalty: $3,000

(2) A person must not consign dangerous goods in bulk for transport by road in a foreign approved tank provided by someone else if the person knows, or reasonably ought to know, that the transport of the goods by road in the tank is prohibited by a determination under subregulation 4.27 (1).

Penalty: $3,000

Prime contractor’s duties

(1) A prime contractor must not transport dangerous goods in bulk by road in a foreign approved tank provided by the prime contractor if the transport of the goods by road in the tank is prohibited by a determination under subregulation 4.27 (1).

Penalty: $3,000

(2) A prime contractor must not transport dangerous goods in bulk by road in a foreign approved tank provided by someone else if the prime contractor knows, or reasonably ought to know, that the transport of the goods by road in the tank is prohibited by a determination under subregulation 4.27 (1).

Penalty: $3,000
Division 5—IBCs

Manufacturer’s duties

4.16  (1) A person must not manufacture an IBC other than in accordance with a design that is approved under regulation 4.26.

Penalty: $3,000

(2) A person who manufactures an IBC must mark the IBC with an IBC marking in accordance with the IBC Supplement.

Penalty: $3,000

IBC markings

4.17 A person must not mark an IBC with an IBC marking, or something that purports to be an IBC marking, unless the IBC is an approved IBC.

Penalty: $3,000

Consignor’s duties

4.18  (1) A person must not consign dangerous goods in bulk for transport by road in an IBC provided by the person unless the IBC:

(a) is an approved IBC; and
(b) is used in accordance with Chapter 4 of the ADG Code and the IBC Supplement.

Penalty: $3,000

(2) A person must not consign dangerous goods in bulk for transport by road in an IBC provided by someone else if the person knows, or reasonably ought to know, that the IBC:

(a) is not an approved IBC; or
(b) is used other than in accordance with Chapter 4 of the ADG Code and the IBC Supplement.

Penalty: $3,000

Loader’s duties

4.19 A person must not load dangerous goods in bulk for transport by road in an IBC if the person knows, or reasonably ought to know, that the IBC:

(a) is not an approved IBC; or
(b) is used other than in accordance with Chapter 4 of the ADG Code and the IBC Supplement.

Penalty: $1,500

Prime contractor’s duties

4.20  (1) A prime contractor must not transport dangerous goods in bulk by road in an IBC provided by the prime contractor unless the IBC:

(a) is an approved IBC; and
(b) is used in accordance with Chapter 4 of the ADG Code and the IBC Supplement.

Penalty: $3,000
(2) A prime contractor must not transport dangerous goods in bulk by road in an IBC provided by someone else if the prime contractor knows, or reasonably ought to know, that the IBC:
   (a) is not an approved IBC; or
   (b) is used other than in accordance with Chapter 4 of the ADG Code and the IBC Supplement.

   **Penalty:** $3,000

**Driver’s duties**

4.21 A person must not drive a vehicle transporting dangerous goods in bulk by road in an IBC if the person knows, or reasonably ought to know, that the IBC:
   (a) is not an approved IBC; or
   (b) is used other than in accordance with Chapter 4 of the ADG Code and the IBC Supplement.

   **Penalty:** $1,500

**Division 6—Foreign approved IBCs**

**Consignor’s duties**

4.22 (1) A person must not consign dangerous goods in bulk for transport by road in a foreign approved IBC provided by the person if the transport of the goods by road in the IBC is prohibited by a determination under subregulation 4.27 (2).

   **Penalty:** $3,000

(2) A person must not consign dangerous goods in bulk for transport by road in a foreign approved IBC provided by someone else if the person knows, or reasonably ought to know, that the transport of the goods by road in the IBC is prohibited by a determination under subregulation 4.27 (2).

   **Penalty:** $3,000

**Prime contractor’s duties**

4.23 (1) A prime contractor must not transport dangerous goods in bulk by road in a foreign approved IBC provided by the prime contractor if the transport of the goods by road in the IBC is prohibited by a determination under subregulation 4.27 (2).

   **Penalty:** $3,000

(2) A prime contractor must not transport dangerous goods in bulk by road in a foreign approved IBC that is not provided by someone else if the prime contractor knows, or reasonably ought to know, that the transport of the goods by road in the IBC is prohibited by a determination under subregulation 4.27 (2).

   **Penalty:** $3,000

**Division 7—Approval of tank and IBC designs**

**Applications for approval**

4.24 An application for approval of a design for a tank or IBC for use in the transport of dangerous goods in bulk by road must:
   (a) for a tank—include the information required under Chapter 4 of the ADG Code; and
   (b) for an IBC—include the information required under the IBC Supplement; and
   (c) if a fee is prescribed for the application—be accompanied by the prescribed fee.
Approvals—tank designs

4.25  (1) The Competent Authority may, on application made in accordance with regulations 4.24 and 17.1, approve a design for a tank for use in the transport of dangerous goods in bulk of a particular type by road if:
   (a) the design complies with Chapter 4 of the ADG Code; or
   (b) the design does not comply with Chapter 4 of the ADG Code but the Authority considers that the risk involved in using the tank is not greater than the risk involved in using a tank complying with the Chapter.

(2) The approval of the design may be subject to any condition about the construction, use or maintenance of a tank manufactured in accordance with the design necessary for the safe use of the tank.

(3) In this regulation, a reference to the design of a tank includes a reference to the design of:
   (a) the attachment system to any vehicle of which the tank is intended to form a part or to which it is intended to be attached; and
   (b) the stability characteristics, and other attributes, of the vehicle affecting the suitability of a tank manufactured in accordance with the design to transport the dangerous goods.

Approvals—IBC designs

4.26  (1) The Competent Authority may, on application made in accordance with regulations 4.24 and 17.1, approve a design for an IBC for use in the transport of dangerous goods in bulk of a particular type by road if the Authority considers that the design complies with the IBC Supplement.

(2) The approval of the design may be subject to any condition about the construction, use or maintenance of an IBC manufactured in accordance with the design necessary for the safe use of the IBC.

Division 8—Determinations

Determinations—foreign approved tanks and IBCs

4.27  (1) The Competent Authority may determine the dangerous goods in bulk that must not be transported by road in a foreign approved tank.

(2) The Competent Authority may determine the dangerous goods in bulk that must not be transported by road in a foreign approved IBC.
PART 5—FREIGHT CONTAINERS

Consignor’s duties

5.1 (1) A person must not consign dangerous goods for transport by road in a freight container provided by the person unless the container complies with Chapter 5 of the ADG Code.

Penalty: $1,500

(2) A person must not consign dangerous goods for transport by road in a freight container that is not provided by the person if the person knows, or reasonably ought to know, that the container does not comply with Chapter 5 of the ADG Code.

Penalty: $1,500

(3) A person must not consign dangerous goods for transport by road in a freight container if the person knows, or reasonably ought to know, that the attachment system:
(a) does not comply with Chapter 5 of the ADG Code; or
(b) is used other than in accordance with the Chapter.

Penalty: $1,500

Loader’s duty

5.2 A person must not load dangerous goods for transport by road in a freight container if the person knows, or reasonably ought to know, that the container does not comply with Chapter 5 of the ADG Code.

Penalty: $1,500

Prime contractor’s duties

5.3 (1) A prime contractor must not transport dangerous goods by road in a freight container provided by the prime contractor unless the container complies with Chapter 5 of the ADG Code.

Penalty: $3,000

(2) A prime contractor must not transport dangerous goods by road in a freight container that is not provided by the prime contractor if the prime contractor knows, or reasonably ought to know, that the container does not comply with Chapter 5 of the ADG Code.

Penalty: $3,000

(3) A prime contractor must not transport dangerous goods by road in a freight container unless the attachment system:
(a) complies with Chapter 5 of the ADG Code; and
(b) is used in accordance with the Chapter.

Penalty: $3,000

Driver’s duty

5.4 A person must not drive a vehicle transporting dangerous goods by road in a freight container unless the container is attached to the vehicle in accordance with Chapter 5 of the ADG Code.

Penalty: $1,500
PART 6—UNIT LOADS

Consignor’s duties

6.1 A person must not consign packaged dangerous goods for transport by road in a unit load unless:
(a) the packages can safely be transported by road in the unit load; and
(b) if Chapter 6 of the ADG Code requires the Competent Authority’s approval for the transport by road of the unit load—the unit load is prepared in accordance with a method approved under subregulation 6.5 (1); and
(c) the unit load otherwise complies with the Chapter.
Penalty: $1,500

Loader’s duties

6.2 A person must not load packaged dangerous goods for transport by road in a unit load if the person knows, or reasonably ought to know, that:
(a) the packages cannot safely be transported by road in the unit load; or
(b) if Chapter 6 of the ADG Code requires the Competent Authority’s approval for the transport by road of the unit load—the unit load is not prepared in accordance with a method approved under subregulation 6.5 (1); or
(c) the unit load does not otherwise comply with the Chapter.
Penalty: $1,500

Prime contractor’s duties

6.3 A prime contractor must not transport packaged dangerous goods by road in a unit load if the prime contractor knows, or reasonably ought to know, that:
(a) the packages cannot safely be transported by road in the unit load; or
(b) the unit load does not comply with Chapter 6 of the ADG Code.
Penalty: $1,500

Driver’s duties

6.4 A person must not drive a vehicle transporting packaged dangerous goods by road in a unit load if the person knows, or reasonably ought to know, that:
(a) the packages cannot safely be transported by road in the unit load; or
(b) the unit load does not comply with Chapter 6 of the ADG Code.
Penalty: $1,500

Approvals—unit loads

6.5 (1) The Competent Authority may, on application made in accordance with regulation 17.1, approve a method of preparing a unit load of dangerous goods for transport by road that does not comply with Chapter 6 of the ADG Code if the authority considers that the risk involved in using the method is not greater than the risk involved in using a method complying with the Chapter.

(2) The approval of a method of preparing a unit load of dangerous goods for transport by road may be subject to any condition necessary for the safe transport of the dangerous goods using the method.
PART 7—MARKING AND PLACARDING

Division 1—Marking packages and unit loads

Application of Division

7.1 This Division does not apply to the transport of dangerous goods by road if:
   (a) the goods have been imported into, or are to be exported from Australia; and
   (b) the goods are being transported in a closed freight container; and
   (c) the goods are not leaking from the container; and
   (d) the goods are being transported directly:
      (i) for imported goods—from the place of import; and
      (ii) for goods for export—to the place of export; and
   (e) the container is placarded in accordance with the IATA Regulations, ICAO Rules or IMDG Code.

Meaning of “appropriately marked”

7.2 For this Division, a package or unit load is appropriately marked if the package or unit load is marked in accordance with Chapter 7 of the ADG Code.

Consignor’s duties

7.3 (1) A person must not consign dangerous goods for transport by road in a package or unit load unless the package or unit load is appropriately marked.
   Penalty:
   (a) for a package—$500
   (b) for a unit load—$1,500

   (2) A person must not consign dangerous goods for transport by road in a package or unit load if a marking on the package or unit load about its contents is false or misleading in a material particular.
   Penalty:
   (a) for a package—$500
   (b) for a unit load—$1,500

   (3) A person must not consign goods for transport by road in a package or unit load that does not contain dangerous goods but is marked as if it contained dangerous goods.
   Penalty:
   (a) for a package—$500
   (b) for a unit load—$1,500

Packer’s duties

7.4 (1) A person must not pack dangerous goods for transport by road in a package or unit load if the person knows, or reasonably ought to know, that the packaging will not be appropriately marked when the goods are transported.
   Penalty:
   (a) for a package—$500
   (b) for a unit load—$1,500
(2) A person who packs dangerous goods for transport by road must not mark a package or unit load with a marking about its contents that the person knows, or reasonably ought to know, is false or misleading in a material particular.

Penalty:
(a) for a package—$500
(b) for a unit load—$1,500

(3) A person who packs goods for transport by road must not mark a package or unit load that the person knows, or reasonably ought to know, does not contain dangerous goods as if it contained dangerous goods.

Penalty:
(a) for a package—$500
(b) for a unit load—$1,500

Prime contractor’s duties

7.5 (1) A prime contractor must not transport goods by road in a package or unit load if the prime contractor knows, or reasonably ought to know, that:
(a) the goods are dangerous goods; and
(b) the package or unit load is not appropriately marked.

Penalty:
(a) for a package—$500
(b) for a unit load—$1,500

(2) A prime contractor must not transport dangerous goods by road in a package or unit load if the prime contractor knows, or reasonably ought to know, that a marking on the package or unit load about its contents is false or misleading in a material particular.

Penalty:
(a) for a package—$500
(b) for a unit load—$1,500

(3) A prime contractor must not transport goods by road in a package or unit load if the prime contractor knows, or reasonably ought to know, that the package or unit load does not contain dangerous goods but is marked as if it contained dangerous goods.

Penalty:
(a) for a package—$500
(b) for a unit load—$1,500

Division 2—Placarding

Meaning of “appropriately placarded” etc

7.6 (1) For this Division:
(a) a person placards a load of goods if the person placards a bulk or freight container in which, or a vehicle in or on which, the goods are being, or are to be, transported by road; and
(b) the placarding of a load of goods includes the placarding of a bulk or freight container in which, and the vehicle in or on which, the goods are being, or are to be, transported by road.

(2) For this Division, a placard load of dangerous goods is appropriately placarded if the bulk or freight container in which, and the vehicle in or on which, the goods are being, or are to be, transported by road are placarded in accordance with Chapter 7 of the ADG Code.
Consignor’s duties

7.7 (1) A person must not consign a placard load of dangerous goods for transport by road unless the load is appropriately placarded.
   
   **Penalty:** $3,000

(2) A person must not consign a placard load of dangerous goods for transport by road if the placarding of the load is false or misleading in a material particular.
   
   **Penalty:** $3,000

(3) A person must not consign goods for transport by road in a load that does not contain dangerous goods but is placarded as if it were a placard load.
   
   **Penalty:** $3,000

Loader’s duties

7.8 (1) A person who loads dangerous goods for transport by road must appropriately placard the load if the person knows, or reasonably ought to know, that the goods are a placard load.
   
   **Penalty:** $3,000

(2) A person who loads a placard load of dangerous goods for transport by road must not placard the load with placarding that the person knows, or reasonably ought to know, is false or misleading in a material particular.
   
   **Penalty:** $3,000

(3) A person who loads goods for transport by road must not placard the load if the person knows, or reasonably ought to know, that the load does not contain dangerous goods.
   
   **Penalty:** $3,000

Prime contractor’s duties

7.9 (1) A prime contractor must not transport dangerous goods by road if the prime contractor knows, or reasonably ought to know, that:
   
   (a) the goods are a placard load; and
   
   (b) the load is not appropriately placarded.
   
   **Penalty:** $3,000

(2) A prime contractor must not transport a placard load of dangerous goods by road if the prime contractor knows, or reasonably ought to know, that the placarding of the load is false or misleading in a material particular.
   
   **Penalty:** $3,000

(3) A prime contractor must not transport goods by road in a load if the prime contractor knows, or reasonably ought to know, that the load does not contain dangerous goods but is placarded as if it were a placard load.
   
   **Penalty:** $3,000

Driver’s duties

7.10 (1) A person must not drive a vehicle transporting dangerous goods by road if the person knows, or reasonably ought to know, that:
   
   (a) the goods are a placard load; and
   
   (b) the load is not appropriately placarded.
   
   **Penalty:** $3,000
(2) A person must not drive a vehicle transporting a placard load of dangerous goods by road if the person knows, or reasonably ought to know, that the placarding of the load is false or misleading in a material particular.

Penalty: $3,000

(3) A person must not drive a vehicle transporting goods by road in a load if the person knows, or reasonably ought to know, that the load does not contain dangerous goods but is placarded as if it were a placard load.

Penalty: $3,000
PART 8—VEHICLES

[Note: The design, construction, strength and roadworthiness of heavy vehicles is dealt with in the Road Transport Reform (Heavy Vehicles Standards) Regulations. There are penalties for failure to comply with those Regulations. (The reference to legislation in this note may have been amended by a jurisdiction to facilitate the application of this part in that jurisdiction.)]

Division 1—Safety standards

Owner’s duty

8.1 The owner of a vehicle must not use the vehicle, or permit it to be used, to transport dangerous goods by road unless the vehicle and its equipment comply with Chapter 8 of the ADG Code.

Penalty: $3,000

C ons ignor’s duty

8.2 A person must not consign dangerous goods for transport by road on a vehicle if the person knows, or reasonably ought to know, that the vehicle or its equipment does not comply with Chapter 8 of the ADG Code.

Penalty: $3,000

Prime contractor’s duty

8.3 A prime contractor must not use a vehicle to transport dangerous goods by road unless the vehicle and its equipment comply with Chapter 8 of the ADG Code.

Penalty: $3,000

Driver’s duty

8.4 A person must not drive a vehicle transporting dangerous goods by road if the person knows, or reasonably ought to know, that the vehicle or its equipment does not comply with Chapter 8 of the ADG Code.

Penalty: $3,000

Division 2—Vehicle insurance

Owner’s duty

8.5 The owner of a vehicle must not use the vehicle, or permit it to be used, to transport a placard load of dangerous goods by road unless the vehicle is insured, or the owner is otherwise indemnified, in accordance with Chapter 8 of the ADG Code.

Penalty: $3,000

Prime contractor’s duty

8.6 A prime contractor must not use a vehicle to transport a placard load of dangerous goods by road unless the vehicle is insured, or the prime contractor is otherwise indemnified, in accordance with Chapter 8 of the ADG Code.

Penalty: $3,000
Requiring evidence of insurance etc.

8.7 (1) This regulation applies to a person who is:
(a) the owner of a vehicle used to transport placard loads of dangerous goods by road; or
(b) a prime contractor responsible for the condition of the vehicle.

(2) The Competent Authority may, by written notice, require the person to produce written evidence that the vehicle is insured, or the person is otherwise indemnified, in accordance with Chapter 8 of the ADG Code.

(3) The person must produce the evidence to the Competent Authority within 14 days after the day when the notice is given to the person.

Penalty: $1,000
PART 9—SEGREGATION AND STOWAGE

Division 1—Application of Part

Application

9.1 (1) This Part applies to dangerous goods if the goods are being, or are to be, transported by road in a placard load.

(2) This Part also applies to dangerous goods of Class 2.3, 6 or 8 if the goods are being, or are to be, transported by road in a load with food or food packaging.

Division 2—Segregation of incompatible goods

Loads on combination road vehicles

9.2 (1) If dangerous and incompatible goods are transported on separate vehicles forming part of a combination road vehicle, the goods are taken to be segregated in accordance with Chapter 9 of the ADG Code.

(2) However, the goods are not taken to be segregated in accordance with Chapter 9 if, under the Chapter or a determination under paragraph 1.18 (i), the goods are too dangerous to be transported on the same combination road vehicle as other goods transported on the vehicle.

Exception for certain goods for driver’s personal use

9.3 (1) In this regulation, “permitted goods” means:

(a) a fire-risk substance; or

(b) food or food packaging.

(2) Despite regulations 9.4, 9.5, 9.6 and 9.7, permitted goods may be transported on a vehicle with incompatible goods if the permitted goods are in the vehicle’s cabin for the driver’s personal use.

Consignor’s duties

9.4 A person must not consign dangerous goods for transport on a vehicle if the person knows, or reasonably ought to know, that:

(a) the vehicle will also be transporting incompatible goods; and

(b) the dangerous goods will not be segregated from the incompatible goods in accordance with:

(i) Chapter 9 of the ADG Code; or

(ii) an approval under regulation 9.8.

Penalty: $3,000

Loader’s duties

9.5 A person must not load dangerous goods for transport on a vehicle or in a freight container if the person knows, or reasonably ought to know, that:

(a) the vehicle or container will also be transporting incompatible goods; and

(b) the dangerous goods will not be segregated from the incompatible goods in accordance with:

(i) Chapter 9 of the ADG Code; or

(ii) an approval under regulation 9.8.

Penalty: $3,000
Prime contractor’s duties

9.6 A prime contractor must not use a vehicle to transport dangerous goods if:
(a) the vehicle is also transporting incompatible goods; and
(b) the dangerous goods are not be segregated from the incompatible goods in accordance with:
   (i) Chapter 9 of the ADG Code; or
   (ii) an approval under regulation 9.8.

Penalty: $3,000

Driver’s duties

9.7 A person must not drive a vehicle transporting dangerous goods if the person knows, or reasonably ought to know, that:
(a) the vehicle is also transporting incompatible goods; and
(b) the dangerous goods are not segregated from the incompatible goods in accordance with:
   (i) Chapter 9 of the ADG Code; or
   (ii) an approval under regulation 9.8.

Penalty: $1,000

Approvals—segregation

9.8 (1) The Competent Authority may, on application made in accordance with regulation 17.1, approve a segregation device, or a method of segregation, not complying with Chapter 9 of the ADG Code for transporting dangerous and incompatible goods by road, if the Authority considers that:
(a) it is impracticable to segregate the goods by a segregation device, or method of segregation, complying with the Chapter; and
(b) the risk involved in using the device or method to transport the goods by road is not greater than the risk involved in using a device or method complying with the Chapter to transport the goods by road.

(2) The approval of a device or method may be subject to any condition necessary for the safe transport of dangerous goods using the device or method.

Division 3—Stowage

Consignor’s duty

9.9 A person must not consign dangerous goods for transport by road on a vehicle if the person knows, or reasonably ought to know, that the goods are not stowed in accordance with Chapter 9 of the ADG Code.

Penalty: $1,500

Loader’s duty

9.10 A person must not load dangerous goods on a vehicle for transport by road if the person knows, or reasonably ought to know, that the goods are not stowed in accordance with Chapter 9 of the ADG Code.

Penalty: $1,500

Prime contractor’s duty

9.11 A prime contractor must not transport dangerous goods by road on a vehicle if the prime contractor knows, or reasonably ought to know, that the goods are not stowed on the vehicle in accordance with Chapter 9 of the ADG Code.

Penalty: $1,500
Driver’s duty

9.12 A person must not drive a vehicle transporting dangerous goods by road if the person knows, or reasonably ought to know, that the goods are not stowed on the vehicle in accordance with Chapter 9 of the ADG Code.

Penalty: $1,000
PART 10—TRANSFER OF DANGEROUS GOODS IN BULK

Division 1—Filling ratio and ullage

Transferor’s duties

10.1 (1) This regulation applies to a transfer of dangerous goods if the transfer is made:
   (a) in the transport of the goods by road in bulk; and
   (b) to or from a tank, or bulk container, on a vehicle.

   (2) A person who transfers dangerous goods must ensure, as far as practicable, that:
   (a) for Class 2 dangerous goods not in the form of a refrigerated liquid—the quantity of the goods in the tank or container to which the goods are transferred does not exceed the maximum permitted filling ratio under Chapter 10 of the ADG Code; and
   (b) in any other case—the ullage in the tank or container complies with the Chapter.

   Penalty: $1,500

Prime contractor’s duties

10.2 A prime contractor must not use a vehicle to transport dangerous goods by road in a tank or bulk container if the prime contractor knows, or reasonably ought to know, that:
   (a) for Class 2 dangerous goods not in the form of a refrigerated liquid—the quantity of goods in the tank or container exceeds the maximum permitted filling ratio under Chapter 10 of the ADG Code; or
   (b) in any other case—the ullage in the tank or container does not comply with the Chapter.

   Penalty: $1,500

Driver’s duties

10.3 A person must not drive a vehicle transporting dangerous goods by road in a tank or bulk container if the person knows, or reasonably ought to know, that:
   (a) for Class 2 dangerous goods not in the form of a refrigerated liquid—the quantity of goods in the tank or container exceeds the maximum permitted filling ratio under Chapter 10 of the ADG Code; or
   (b) in any other case—the ullage in the tank or container does not comply with the Chapter.

   Penalty: $1,500

Division 2—Transfer

Application

10.4 This Division applies to a transfer of dangerous goods if the transfer is made:
   (a) in the transport of the goods by road in bulk; and
   (b) to or from a tank, or bulk container, on a vehicle.

Transferor’s duties—general

10.5 (1) A person who transfers dangerous goods must, as far as practicable, ensure that the goods are transferred:
   (a) if Chapter 10 of the ADG Code applies to the transfer—in accordance with the Chapter; and
   (b) if the transfer of the goods is approved under regulation 10.9—in accordance with the approval; and
   (c) in every case—in a way that averts, eliminates or minimises risk.

   Penalty: $1,500
A person must not transfer dangerous goods if the person knows, or reasonably ought to know, that:

(a) the material of which the tank or container to which the goods are transferred, or the transfer equipment, is constructed is incompatible with the dangerous goods; or

(b) that tank or container contains incompatible goods.

**Penalty:** $1,500

If dangerous goods leak, spill or accidentally escape during the transfer of the goods, the person transferring the goods:

(a) must immediately stop transferring the goods; and

(b) must take all practicable steps to avert, eliminate or minimise risk; and

(c) must not start transferring the goods again until the conditions causing the leak, spill or escape have been rectified.

**Penalty:** $1,500

### Transferor’s duties—hose assemblies

10.6 (1) A person who uses a hose assembly to transfer dangerous goods must comply with Chapter 10 of the ADG Code.

**Penalty:** $3,000

(2) A person must not use a hose assembly to transfer dangerous goods if the hose assembly is damaged or defective to the extent that use of the hose assembly to transfer the goods involves a greater risk than the risk involved in using a hose assembly that is not damaged or defective.

**Penalty:** $3,000

(3) A person must not transfer dangerous goods if the person knows, or reasonably ought to know, that a hose assembly used in the transfer:

(a) has not been maintained in accordance with Chapter 10 of the ADG Code; or

(b) was not inspected or tested at the intervals, or in the way, required under the Chapter; or

(c) did not satisfy a test under the Chapter.

**Penalty:** $1,500

### Occupier’s duties

10.7 (1) The occupier of premises where dangerous goods are transferred must, as far as practicable, ensure that the goods are transferred:

(a) if Chapter 10 of the ADG Code applies to the transfer—in accordance with the Chapter; and

(b) if the transfer of the goods is approved under regulation 10.9—in accordance with the approval; and

(c) in every case—in a way that averts, eliminates or minimises risk.

**Penalty:** $3,000

(2) The occupier of premises where dangerous goods are transferred must ensure that a hose assembly on the premises that is used, or intended to be used, for the transfer (other than a hose assembly brought onto the premises on the vehicle involved in the transfer):

(a) is maintained in accordance with Chapter 10 of the ADG Code; and

(b) is inspected and tested at the intervals, and in the way, required under the Chapter; and

(c) satisfies each test under the Chapter.

**Penalty:** $1,500

(3) The occupier must keep accurate records of all maintenance work, and each inspection and test, carried out on the hose assembly.

**Penalty:** $500
Prime contractor’s duties

10.8 (1) A prime contractor must, as far as practicable, ensure that dangerous goods being transferred to or from a tank, or bulk container, on a vehicle used by the prime contractor are transferred:

(a) if Chapter 10 of the ADG Code applies to the transfer—in accordance with the Chapter; and

(b) if the transfer of the goods is approved under regulation 10.9—in accordance with the approval; and

(c) in every case—in a way that averts, eliminates or minimises risk.

Penalty: $3,000

(2) A prime contractor must not use a vehicle to transport dangerous goods by road unless each hose assembly on the vehicle that is used, or intended to be used, for the transfer of dangerous goods:

(a) has been maintained in accordance with Chapter 10 of the ADG Code; and

(b) was inspected and tested at the intervals, and in the way, required under the Chapter; and

(c) satisfied each test.

Penalty: $1,500

(3) The prime contractor must keep accurate records of all maintenance work, and each inspection and test, carried out on the hose assembly.

Penalty: $500

Approvals—transfers of dangerous goods

10.9 (1) The Competent Authority may, on application made in accordance with regulation 17.1, approve the transfer of dangerous goods otherwise than in accordance with Chapter 10 of the ADG Code if the Authority considers that the risk involved in the transfer of the goods is not greater than the risk involved in the transfer of the goods in accordance with the Chapter.

(2) The approval of a transfer of dangerous goods may be subject to any condition necessary for the safe transfer of the goods.
PART 11—DOCUMENTS

Division 1—Shipping documentation

False or misleading information

11.1 A person must not include information in shipping documentation for the transport of dangerous goods by road that the person knows is false or misleading in a material particular.

Penalty: $3,000

Example of false information in shipping documentation:
A person named as consignor of the dangerous goods if the person is not the consignor of the goods.

Consignor’s duties

11.2 (1) A person must not consign dangerous goods for transport by road on a vehicle unless the prime contractor or driver of the vehicle has shipping documentation, complying with Chapter 11 of the ADG Code, for the goods.

Penalty: $1,000

(2) A person must not consign dangerous goods for transport by road if the person knows, or reasonably ought to know, that the goods will be divided into, and transported in, separate loads, unless subregulation (3) is complied with for each load.

Penalty: $1,000

(3) This subregulation is complied with for a load if the prime contractor, or the driver of the vehicle transporting the load, has been given separate shipping documentation, complying with Chapter 11 of the ADG Code, for the load.

Prime contractor’s duty

11.3 A prime contractor must ensure that a person does not drive a vehicle used by the prime contractor to transport dangerous goods by road unless the person has been given shipping documentation, complying with Chapter 11 of the ADG Code, for the goods.

Penalty: $1,500

Driver’s duties

11.4 (1) The driver of a vehicle transporting dangerous goods by road must carry shipping documentation, complying with Chapter 11 of the ADG Code, for the goods.

Penalty: $1,000

(2) The driver of a vehicle transporting dangerous goods by road must carry the shipping documentation for the goods:

(a) if the goods are a placard load—in an emergency information holder complying with Chapter 11 of the ADG Code; and

(b) if the goods are not a placard load—in an emergency information holder complying with the Chapter or elsewhere in the vehicle’s cabin in a conspicuous location.

Penalty: $500

(3) The driver of a vehicle transporting dangerous goods by road must produce the shipping documentation for the goods for inspection by an authorised officer, or an officer of an emergency service, if the officer asks the driver to produce the documentation for inspection.

Penalty: $1,000
Division 2—Emergency information

Meaning of “required emergency information”

11.5 In this Division:

“required emergency information” means:
(a) emergency information complying with Chapter 11 of the ADG Code; or
(b) emergency information that is approved under regulation 11.9.

Consignor’s duty

11.6 A person must not consign a placard load of dangerous goods for transport by road on a vehicle if the person knows, or reasonably ought to know, that the required emergency information is not on the vehicle.

Penalty: $1,000

Prime contractor’s duties

11.7 A prime contractor must not use a vehicle to transport a placard load of dangerous goods by road unless:
(a) the vehicle is equipped with an emergency information holder complying with Chapter 11 of the ADG Code; and
(b) the required emergency information is in the holder.

Penalty: $1,500

Driver’s duties

11.8 (1) A person must not drive a vehicle transporting a placard load of dangerous goods by road unless:
(a) the vehicle is equipped with an emergency information holder complying with Chapter 11 of the ADG Code; and
(b) the required emergency information is in the holder.

Penalty: $1,000

(2) The driver of a vehicle transporting a placard load of dangerous goods by road must ensure that the vehicle’s emergency information holder contains only:
(a) the required emergency information; and
(b) the shipping documentation for the goods.

Penalty: $500

(3) The driver of a vehicle transporting a placard load of dangerous goods by road must produce the required emergency information for inspection by an authorised officer, or an officer of an emergency service, if the officer asks the driver to produce the information for inspection.

Penalty: $1,000

Approvals—emergency information

11.9 The Competent Authority may, on application made in accordance with regulation 17.1 or on the Authority’s own initiative, approve emergency information that does not comply with Chapter 11 of the ADG Code if the Authority considers that use of the information would be as accurate, and at least as convenient and efficient, as information complying with the Chapter.
PART 12—PERSONAL PROTECTIVE AND SAFETY EQUIPMENT

Owner’s duties

12.1 The owner of a vehicle must not use the vehicle, or allow the vehicle to be used, to transport a placard load of dangerous goods by road unless the vehicle is equipped with:

(a) fire extinguishers and portable warning devices complying with Chapter 12 of the ADG Code; and

(b) any other equipment required under the Chapter.

Penalty: $3,000

Prime contractor’s duties

12.2 A prime contractor must not use a vehicle to transport a placard load of dangerous goods by road unless:

(a) the driver of the vehicle is provided with personal protective equipment of a type, quality and quantity reasonably necessary for the personal safety of the driver, both during the normal course of transport and in a dangerous situation; and

(b) the vehicle is equipped with safety equipment of a type, quality and quantity reasonably necessary to allow the goods to be transported safely on the vehicle and the vehicle to operate safely, both in the normal course of transport and in a dangerous situation; and

(c) the vehicle is equipped with:

(i) fire extinguishers that are stowed, and have been inspected and tested, in accordance with Chapter 12 of the ADG Code; and

(ii) portable warning devices complying with the Chapter; and

(iii) any other equipment required under the Chapter; and

(d) each item of equipment mentioned in paragraphs (a) to (c) is in good repair and proper working order.

Penalty: $3,000

Driver’s duties

12.3 (1) A person must not drive a vehicle transporting a placard load of dangerous goods by road unless the vehicle is equipped with:

(a) fire extinguishers and portable warning devices complying with Chapter 12 of the ADG Code; and

(b) any other equipment required under the Chapter.

Penalty: $1,000

(2) A person must not drive a vehicle transporting a placard load of dangerous goods by road if the person knows, or reasonably ought to know, that the equipment for the vehicle mentioned in subregulation (1):

(a) is not stowed in accordance with Chapter 12 of the ADG Code; or

(b) has not been inspected or tested in accordance with the Chapter.

Penalty: $1,000
PART 13—PROCEDURES DURING TRANSPORT

Division 1—Immobilised and stopped vehicles

Driver’s duty

13.1 (1) This regulation applies if a vehicle transporting a placard load of dangerous goods by road:
(a) is broken down or otherwise immobilised, or has stopped, on a road; and
(b) is a traffic hazard.

(2) The driver must alert other road users of the hazard in accordance with Chapter 13 of the ADG Code.

Penalty: $500

Prime contractor’s duties

13.2 (1) If a vehicle transporting a placard load of dangerous goods by road is broken down or otherwise immobilised on a road, the prime contractor must, as soon as practicable, ensure that the vehicle is:
(a) repaired so that it can be driven safely off the road; or
(b) towed to a place where it can be repaired.

Penalty: $1,500

(2) The prime contractor must:
(a) remove the dangerous goods from the vehicle before the vehicle is repaired or towed; and
(b) transport the dangerous goods from the place of the breakdown;
if the risk involved in complying with paragraphs (a) and (b) is not greater than the risk involved in not complying with the paragraphs.

Penalty: $1,500

Powers of authorised officers

13.3 (1) This regulation applies to a vehicle transporting a placard load of dangerous goods that is broken down or otherwise immobilised on a road.

(2) An authorised officer may give directions to a person who is involved in the transport of the dangerous goods about how:
(a) repair work is to be carried out on the vehicle; or
(b) the vehicle is to be towed off the road; or
(c) the dangerous goods are to be removed from the vehicle; or
(d) the dangerous goods are to be dealt with after their removal from the vehicle.

(3) The person must comply with the direction, unless the person has a reasonable excuse for not complying with it.

Penalty: $1,500
Division 2—Drivers’ duties

Driving

13.4 The driver of a vehicle transporting a placard load of dangerous goods by road must not allow anyone else to ride in the vehicle other than in accordance with Chapter 13 of the ADG Code.

Penalty: $500

Parking

13.5 The driver of a vehicle transporting a placard load of dangerous goods by road must not park the vehicle, or leave the vehicle standing, in any place (whether public or private) unless the person complies with Chapter 13 of the ADG Code.

Penalty: $1,000

Control of ignition sources

13.6 (1) This regulation applies to a vehicle transporting dangerous goods by road, in bulk:
   (a) of Class 2.1, 3, 4 or 5; or
   (b) with a Subsidiary Risk of 2.1, 3, 4 or 5.

(2) The driver of the vehicle must not:
   (a) have matches or a cigarette lighter in his or her possession in the vehicle; or
   (b) smoke in the vehicle.

Penalty: $3,000

(3) The driver must also do everything practicable to ensure that anyone else in the vehicle does not:
   (a) have matches or a cigarette lighter in his or her possession; or
   (b) smoke.

Penalty: $3,000

Division 3—Routes, areas, vehicles and times

Determinations—routes, areas, vehicles and times

13.7 The Competent Authority may determine:
   (a) that particular dangerous goods may only be transported by road on a particular route, or in or through a particular area; and
   (b) that only a particular vehicle, or kind of vehicle, may transport particular dangerous goods by road; and
   (c) that particular dangerous goods may only be transported by road at a particular time; and
   (d) that unodourised LP Gas may only be transported by road on a particular route, or in or through a particular area.

Prime contractor’s duty

13.8 A prime contractor must not use a vehicle to transport goods along a route, or in or through an area, contrary to a determination under regulation 13.7.

Penalty: $1,500
Driver’s duty

13.9 A person must not drive a vehicle transporting goods by road along a route, or in or through an area, contrary to a determination under regulation 13.7.

Penalty: $1,500
PART 14—EMERGENCIES

Division 1—Emergencies generally

[Note: See also section 29 of the Act. (The reference to legislation in this note may have been amended by a jurisdiction to facilitate the application of this division in that jurisdiction.)]

Driver’s duties

14.1  (1) This regulation applies if a vehicle transporting dangerous goods by road is involved in an incident resulting in a dangerous situation.

(2) The driver of the vehicle must:
   (a) notify the police or fire service of the incident as soon as practicable; and
   (b) notify the prime contractor of the incident as soon as practicable; and
   (c) provide the reasonable assistance required by an authorised officer, or an officer of an emergency service, to deal with the situation.

Penalty: $1,000

Prime contractor’s duties—contaminated food and food packaging

14.2  (1) This regulation applies if an incident involving food or food packaging, and a vehicle transporting dangerous goods by road, results in the leakage, spillage or accidental escape of the dangerous goods, contamination of the food or food packaging, or a fire or explosion.

(2) The food or food packaging must not be transported from the site of the incident, unless the Competent Authority gives written permission to the prime contractor to transport the food or food packaging from the site.

Penalty: $3,000

(3) If the Competent Authority gives the permission, the prime contractor must deal with the food or food packaging in accordance with the permission.

Penalty: $3,000

(4) A permission under subregulation (2) must:
   (a) be in writing; and
   (b) state the name of the person to whom it is given; and
   (c) identify the relevant incident; and
   (d) identify the food or food packaging to which it relates.

Prime contractors and drivers to inform Competent Authority

14.3  (1) This regulation applies if a vehicle transporting dangerous goods by road is involved in an incident resulting in a dangerous situation.

(2) The prime contractor and the driver of the vehicle must each comply with subregulations (3) to (5).

Penalty: $1,500

(3) As soon as practicable after the incident, the person must tell the Competent Authority about the incident, and provide details of:
   (a) where the incident happened; and
   (b) the time and date of the incident; and
   (c) the nature of the incident; and
   (d) the dangerous goods being transported when the incident happened.

(4) Not later than 21 days after the day when the incident happens, the person must give the Competent Authority a written report about the incident.
The report must provide details of:
(a) where the incident happened; and
(b) the time and date of the incident; and
(c) the nature of the incident; and
(d) what the person believes to be the likely cause of the incident; and
(e) the dangerous goods being transported when the incident happened; and
(f) the measures taken to control any leak, spill or accidental escape of dangerous goods, and any fire or explosion, arising out of the incident; and
(g) the measures taken after the incident in relation to the dangerous goods involved in the incident.

**Division 2—Emergencies involving placard loads**

**Telephone advisory service—bulk transport**

14.4(1) In this regulation:

“journey” means the transport by road of dangerous goods from where the goods are consigned to where the goods are delivered to the consignee;

“telephone advisory service”, for the transport of dangerous goods, means a service providing access by telephone to persons competent to give advice about:

(a) the construction and properties of the containers in which the dangerous goods are being transported; and
(b) the use of equipment on vehicles on which the dangerous goods are being transported; and
(c) the properties of the dangerous goods; and
(d) methods of safely handling the dangerous goods; and
(e) methods of safely containing and controlling the dangerous goods in a dangerous situation.

(2) A prime contractor must not transport dangerous goods in bulk by road unless a telephone advisory service is available during the journey.

**Penalty**: $3,000

(3) A person must not consign dangerous goods in bulk for transport by road unless a telephone advisory service is available during the journey.

**Penalty**: $3,000

(4) A telephone advisory service may be provided by the prime contractor or consignor, or someone else for the prime contractor or consignor.

**Emergency plans**

14.5 (1) In this regulation:

“emergency plan”, for the transport of a placard load of dangerous goods by road, means a written plan, for dealing with any dangerous situation arising from the transport of the goods, that is prepared having regard to any guidelines approved by the Ministerial Council.

(2) A prime contractor must not transport a placard load of dangerous goods by road unless the prime contractor has an emergency plan for the transport of the goods.

**Penalty**: $3,000

(3) A person must not consign a placard load of dangerous goods for transport by road unless the person has an emergency plan for the transport of the goods.

**Penalty**: $3,000
Consignor’s duties—information and resources

14.6 (1) This regulation applies if a vehicle transporting a placard load of dangerous goods by road is involved in an incident resulting in a dangerous situation.

(2) As soon as practicable after being asked by an authorised officer or an officer of an emergency service, the consignor of the goods must:

(a) give the officer the information that the officer requires about:
   (i) the properties of the dangerous goods being transported; and
   (ii) safe methods of handling the goods; and
   (iii) safe methods of containing and controlling the goods in a dangerous situation; and

(b) provide the equipment and other resources necessary:
   (i) to control the dangerous situation; and
   (ii) to contain, control, recover and dispose of dangerous goods that have leaked, spilled or accidentally escaped.

Penalty: $1,500

(3) If the prime contractor and the consignor of the goods are asked to give the same information or provide the same resources for the incident, it is sufficient if the prime contractor gives the information or provides the resources.

Prime contractor’s duties—information and resources

14.7 (1) This regulation applies if a vehicle transporting a placard load of dangerous goods by road is involved in an incident resulting in a dangerous situation.

(2) As soon as practicable after being asked by an authorised officer or an officer of an emergency service, the prime contractor must:

(a) give the officer the information that the officer requires about:
   (i) the vehicle’s construction and properties; and
   (ii) the vehicle’s equipment, except any bulk container for which the prime contractor is not responsible; and

(b) provide the equipment and other resources necessary:
   (i) to control the dangerous situation; and
   (ii) to recover a vehicle involved in the situation or its equipment.

Penalty: $1,500

(3) If the prime contractor and the consignor of the goods are asked to give the same information or provide the same resources for the incident, it is sufficient if the consignor gives the information or provides the resources.
PART 15—MUTUAL RECOGNITION

Division 1—Registers of determinations, exemptions, approvals and licences

Registers

15.1 Each of the following registers is a register for these Regulations:
(a) the register of determinations kept under regulation 1.21;
(b) the register of exemptions kept under regulation 16.2;
(c) the register of approvals kept under regulation 17.10;
(d) the register of bulk driver licences kept under subregulation 18.36 (1);
(e) the register of bulk vehicle licences kept under subregulation 18.36 (2).

Registers may be kept by computer

15.2 (1) A register, or part of a register, under these Regulations may be kept by computer.
(2) An entry made by computer for a register is taken to be a record made in the register.

Inspection of registers

15.3 (1) The Competent Authority must ensure that each register is available for inspection by corresponding Competent Authorities and the public.
(2) The Competent Authority is taken to comply with subregulation (1) by ensuring that there is reasonable access to:
   (a) a computer terminal to inspect a register; or
   (b) copies of information in a register.

Division 2—Competent Authorities Panel

Membership and function of Panel

15.4 (1) The Competent Authorities Panel (the “Panel”) consists of the following members:
   (a) the Competent Authority;
   (b) the Competent Authority or Authorities of each other participating jurisdiction;
   (c) any authority of another participating jurisdiction who performs functions and exercises powers under a law of the other jurisdiction about the transport of dangerous goods by rail.
(2) The function of the Panel is to decide matters referred to the Panel by a person mentioned in subregulation (1) (a “Panel member”).

Panel meetings

15.5 (1) The Panel may hold a meeting to decide a matter referred to the Panel.
(2) The Panel may invite a person to be present at a meeting of the Panel to advise or inform, or make a submission to, the Panel.
Decisions of Panel

15.6 (1) A Panel member has a single vote on a decision to be made by the Panel.

(2) A matter that is referred to a meeting of the Panel must be decided by a majority of votes.

(3) However, if there are 2 or more Panel members representing a participating jurisdiction, the members jointly have a single vote on a decision to be made by the Panel.

(4) A decision is a valid decision of the Panel, even though it is not made at a meeting of the Panel, if each member of the Panel agrees in writing to the proposed decision.

(5) However, if there are 2 or more Panel members representing a participating jurisdiction, it is sufficient if 1 or more of those members agree.

(6) The Competent Authority must keep a record of each decision made by the Panel.

[Note: Section 33B of the Acts Interpretation Act 1901 (Cwlth) allows the Panel to permit its members to participate in a meeting by telephone, closed circuit television or any other means of communication. (The reference to legislation in this note may have been amended by a jurisdiction to facilitate the application of this regulation in that jurisdiction.)]

Division 3—Recommendations by Competent Authority and corresponding Competent Authorities

Recommendations by Competent Authority

15.7 (1) This regulation applies if the Competent Authority considers that a ground exists for a corresponding Competent Authority to do any of the following (the “proposed action”):

(a) revoke or vary a corresponding determination that is not a corresponding administrative determination;

(b) cancel or vary a corresponding administrative determination;

(c) cancel or vary a corresponding approval or exemption;

(d) cancel, suspend or vary a corresponding bulk driver or vehicle licence.

(2) The Competent Authority may recommend, in writing, that the corresponding Competent Authority take the proposed action.

(3) The Competent Authority must provide written reasons to the corresponding Competent Authority for the recommendation.

Recommendations by corresponding Competent Authorities

15.8 (1) This regulation applies if a corresponding Competent Authority recommends in writing to the Competent Authority that the Authority do any of the following:

(a) revoke or vary a determination that is not an administrative determination; or

(b) cancel or vary an administrative determination; or

(c) cancel or vary an approval or exemption; or

(d) cancel, suspend or vary a bulk driver or vehicle licence.

(2) The Competent Authority must:

(a) if the recommendation is about a determination (except an administrative determination), exemption or approval that has effect in 1 or more other participating jurisdictions—refer the recommendation to the Panel; and

(b) in any other case—have regard to the recommendation.
Division 4—Mutual recognition of determinations, exemptions, approvals and licences

Corresponding determinations

15.9 (1) This regulation applies to a determination made by a corresponding Competent Authority for another participating jurisdiction if:

(a) the determination is made under a provision of the law of the other jurisdiction corresponding to a provision (the “relevant provision”) of either of the following regulations:

- regulation 1.18 (Determinations—dangerous goods);
- regulation 4.27 (Determinations—foreign approved tanks and IBCs);
- regulation 13.7 (Determinations—routes, areas, vehicles and times);

(b) the determination is in force in the other jurisdiction; and

(c) either of the following subparagraphs applies:

(i) the Panel has decided that the determination should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction, the determination is recorded in the register kept under regulation 1.21, and the Panel has not reversed the decision; or

(ii) the determination was made on the application of a person and applies only to the person.

(2) Except for circumstances that do not exist in this jurisdiction, the determination has effect in this jurisdiction as if it were a determination made by the Competent Authority under the relevant provision.

Corresponding exemptions

15.10 (1) This regulation applies to an exemption granted by a corresponding Competent Authority for another participating jurisdiction if:

(a) the exemption is granted for a provision of the law of the other jurisdiction corresponding to a provision (the “relevant provision”) of these Regulations; and

(b) the exemption is in force in the other jurisdiction; and

(c) the Panel has decided that the exemption should have effect in all participating jurisdictions or participating jurisdictions, including this jurisdiction, and has not reversed the decision.

(2) Except for circumstances that do not exist in this jurisdiction, the exemption has effect in this jurisdiction as if it were an exemption granted by the Competent Authority for the relevant provision.

Corresponding approvals

15.11 (1) This regulation applies to an approval given by a corresponding Competent Authority for another participating jurisdiction if:

(a) the approval is given under a provision of the law of the other jurisdiction corresponding to a provision (the “relevant provision”) of any of the following regulations:

- regulation 3.8 (Approvals—packaging design types)
- regulation 4.25 (Approvals—tank designs)
- regulation 4.26 (Approvals—IBC designs)
- regulation 6.5 (Approvals—unit loads)
- regulation 9.8 (Approvals—segregation)
- regulation 10.9 (Approvals—transfer of dangerous goods)
- regulation 11.9 (Approvals—emergency information)
- regulation 20.2 (Approvals—tests and training courses for drivers);

(b) the approval is in force in the other jurisdiction; and

(c) the Panel has decided that the approval should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction, and has not reversed the decision.
(2) Except for circumstances that do not exist in this jurisdiction, the approval has effect in this jurisdiction as if it were an approval given by the Competent Authority under the relevant provision.

**Corresponding licences**

15.12 (1) This regulation applies to a licence granted by a corresponding Competent Authority for another participating jurisdiction if:

(a) the licence is a licence granted under a provision of the law of the other jurisdiction corresponding to either of the following regulations (the “relevant provision”):
   • regulation 18.11 (which is about bulk driver licences)
   • regulation 18.21 (which is about bulk vehicle licences); and

(b) the licence is in force in the other jurisdiction.

(2) Except for circumstances that do not exist in this jurisdiction, the licence has effect in this jurisdiction as if it were a licence granted by the Competent Authority under the relevant provision.
PART 16—EXEMPTIONS

[Note: For other provisions about exemptions, see sections 32, 33 and 33A of the Act. (The references to legislation in this note may have been amended by a jurisdiction to facilitate the application of this part in that jurisdiction.)]

Division 1—General

Applications for exemptions

16.1 (1) An application for an exemption must:
(a) be made in writing to the Competent Authority; and
(b) be signed and dated by or for the applicant; and
(c) state the applicant’s name and address; and
(d) state the name of the person to whom, or the name, or a description, of the class of people to which, the application relates; and
(e) specify the provisions of these Regulations, and of the ADG Code, to which the application relates; and
(f) specify the dangerous goods to which the application relates; and
(g) state why, in the applicant’s opinion, compliance with the provisions is not reasonably practicable; and
(h) state why, in the applicant’s opinion, the exemption is not likely to involve a greater risk than the risk involved in complying with the provisions; and
(i) if the application relates to a vehicle, equipment, packaging or other thing—describe the thing; and
(j) state the period for which the exemption is sought; and
(k) state the geographical area within which the exemption is sought.

(2) The Competent Authority may, by written notice, require the applicant to give to the Authority any additional information necessary for a proper consideration of the application.

Register of exemptions

16.2 (1) The Competent Authority must keep a register of exemptions.

(2) The register may have separate divisions for different kinds of exemptions.

(3) The Competent Authority must record in the register:
(a) each exemption granted under the Act; and
(b) each exemption granted by a corresponding Competent Authority that would be a corresponding exemption if it were recorded in the register.

(4) The Competent Authority must note in the register:
(a) the cancellation or variation of an exemption made under the Act; and
(b) a decision of the Panel reversing a decision that a corresponding exemption should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction.

Records of exemptions

16.3 The record of an exemption in the register must include:
(a) the provisions of the exemption; or
(b) the following information:
   (i) if the exemption was notified in the Government Gazette of a participating jurisdiction (including this jurisdiction)—the title of the Gazette and the date of notification;
   (ii) the name of the person to whom, or the name, or a description, of the class of people to which, the exemption applies;
   (iii) the date when the exemption was granted;
   (iv) the provisions of these Regulations, and of the ADG Code, to which the exemption relates;
   (v) the period for which the exemption is in force;
   (vi) the dangerous goods, equipment, packaging, vehicle or other thing to which the exemption relates.

Division 2—Reference of matters to Panel

References to Panel

16.4 (1) The Competent Authority must refer an application for an exemption to the Panel if the Authority considers that the exemption should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction.

(2) The Competent Authority must refer to the Panel an exemption having effect in this jurisdiction, and 1 or more other participating jurisdictions, if:
   (a) the Authority considers that the exemption should be cancelled or varied; or
   (b) a corresponding Competent Authority recommends to the Authority in writing that the exemption should be cancelled or varied.

Effect of Panel decisions about applications

16.5 (1) This regulation applies if:
   (a) an application for an exemption is referred to the Panel under subregulation 16.4 (1); and
   (b) the Panel decides:
      (i) that the exemption should be granted, what the provisions of the exemption should be, and that the exemption should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction; or
      (ii) that the exemption should not have effect in this jurisdiction.

(2) The Competent Authority must have regard to the Panel’s decision.

Effect of Panel decisions about cancelling or varying exemptions

16.6 (1) This regulation applies if:
   (a) an exemption is referred to the Panel under subregulation 16.4 (2); and
   (b) the Panel decides that the exemption:
      (i) should, or should not, be cancelled; or
      (ii) should be varied (whether or not the Panel’s decision is the same as the variation proposed by the Authority), and should have effect as varied in all participating jurisdictions or participating jurisdictions including this jurisdiction; or
      (iii) should not be varied.

(2) The Competent Authority must have regard to the Panel’s decision.
PART 17—ADMINISTRATIVE DETERMINATIONS AND APPROVALS

[Notes:
1. For provisions about determinations generally, see Division 6 of Part 1.
2. For additional provisions about cancellation and variation of administrative determinations and approvals, see Part 19.]

Division 1—General

Applications

17.1 (1) An application for an administrative determination or approval, or for variation of an administrative determination or approval, must be made to the Competent Authority in writing.

(2) However, an application for an approval, or variation of an approval, under regulation 10.9 may be made orally.

(3) An application for variation of an administrative determination or written approval must have the determination or approval with it.

(4) The Competent Authority may, by written notice, require an applicant to give to the Authority any additional information necessary for a proper consideration of the application.

[Note: Regulation 10.9 deals with applications for the transfer of dangerous goods otherwise than in accordance with Chapter 10 of the ADG Code.]

Form of administrative determinations and approvals

17.2 (1) An administrative determination, or an approval made on written application, must be in writing.

(2) However, an approval made on oral application under regulation 10.9 may be given orally.

When administrative determinations and approvals not to be made etc.

17.3 The Competent Authority must not make an administrative determination on the application of, or give an approval under these Regulations to, a person who is prohibited by a court order from involvement in the transport of dangerous goods by road.

[Note: For court orders, see section 45 of the Act. (The reference to legislation in this note may have been amended by a jurisdiction to facilitate the application of this regulation in that jurisdiction.)]

Reasons for refusal of applications

17.4 (1) This regulation applies if the Competent Authority refuses an application to:

(a) make or vary an administrative determination; or
(b) grant or vary an approval under these Regulations.

(2) The Competent Authority must inform the applicant in writing of the refusal and of the reasons for the refusal.

(3) However, if the Competent Authority refuses an oral application to vary an approval given under regulation 10.9, the Authority may inform the applicant orally.
Periods and conditions

17.5 (1) An administrative determination is made, and a written approval under these Regulations is given, for the period stated in the determination or approval.

(2) However, if an approval under regulation 10.9 is given orally, the Competent Authority may tell the applicant orally of the period for which the approval is given when the Authority gives the approval.

(3) A condition to which an administrative determination, or a written approval, is subject must be stated in the determination or approval.

(4) However, if an approval under regulation 10.9 is given orally, the Competent Authority may tell the applicant orally of any condition when the Authority gives the approval.

Replacement administrative determinations and approvals

17.6 The Competent Authority must issue to a person to whom an administrative determination applies, or an approval is given, a replacement determination or approval if:

(a) the determination or approval is varied; or

(b) the Authority is satisfied that the determination or approval has been defaced, destroyed, lost or stolen.

Failure to comply with conditions

17.7 A person to whom an administrative determination applies, or an approval is given, must not contravene a condition of the determination or approval.

Penalty: $1,500

Grounds for cancelling administrative determinations and approvals

17.8 (1) An administrative determination or approval may be cancelled if the application for the determination or approval:

(a) did not comply with these Regulations; or

(b) was false or misleading in a material respect.

(2) An administrative determination or approval may be cancelled if:

(a) a relevant change has happened since the determination was made or the approval was given; and

(b) if the change had happened earlier:

(i) the determination would not have been made; or

(ii) the approval would not have been given.

(3) An administrative determination or approval may also be cancelled if the person on whose application the determination was made, or to whom the approval was given, is unsuitable to continue to be a person to whom the determination applies, or the approval was given, because the person has contravened:

(a) a provision of the Act or these Regulations; or

(b) a provision of the law in force in another participating jurisdiction corresponding to a provision mentioned in paragraph (a).

(4) In subregulation (2):

“relevant change” means a change about something that the Competent Authority may or must consider in deciding whether to make the determination or give the approval.
Grounds for varying administrative determinations and approvals

17.9 (1) An administrative determination or approval may be varied if the application for the determination or approval:
   (a) did not comply with these Regulations; or
   (b) was false or misleading in a material respect.

(2) An administrative determination or approval may be varied if:
   (a) a relevant change has happened since the determination was made or the approval was given; and
   (b) if the change had happened earlier:
       (i) the determination would have been made in the way in which it is proposed to be varied; or
       (ii) the approval would have been given in the way in which it is proposed to be varied.

(3) An administrative determination or approval may also be varied if the person on whose application the determination was made, or to whom the approval was given, is unsuitable to continue to be a person to whom the determination applies, or the approval was given, without variation because the person has contravened:
   (a) a provision of the Act or these Regulations; or
   (b) a provision of the law in force in another participating jurisdiction corresponding to a provision mentioned in paragraph (a).

(4) In subregulation (2):
   “relevant change” means a change about something that the Competent Authority may or must consider in deciding whether to make the determination or give the approval.

Division 2—Register of approvals

Register

17.10 (1) The Competent Authority must keep a register of approvals.

(2) The register may have separate divisions for different kinds of approvals.

(3) The Competent Authority must record in the register:
   (a) each approval given in writing under these Regulations; and
   (b) each approval given in writing by a corresponding Competent Authority that would be a corresponding approval if it were recorded in the register.

(4) The Competent Authority must note in the register:
   (a) the cancellation or variation of a written approval; and
   (b) a decision of the Panel reversing a decision that a corresponding approval should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction.

Records of approvals

17.11 The record of an approval in the register must include:
   (a) the provisions of the approval; or
   (b) the following information:
       (i) the name of the person to whom the approval was given;
       (ii) the date when the approval was given;
       (iii) the provisions of these Regulations, and of the ADG Code, to which the approval relates;
       (iv) the period for which the approval is in force;
       (v) the dangerous goods, equipment, packaging, vehicle or other thing to which the approval relates.
Division 3—Reference of approval matters to Panel

References to Panel

17.12 (1) The Competent Authority must refer an application for an approval to the Panel if the Authority considers that the approval should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction.

(2) The Competent Authority must refer to the Panel an approval having effect in this jurisdiction, and 1 or more other participating jurisdictions, if:
(a) the Authority considers that the approval should be cancelled or varied; or
(b) a corresponding Competent Authority recommends to the Authority in writing that the approval should be cancelled or varied.

Effect of Panel decisions about applications

17.13 (1) This regulation applies if:
(a) an application for an approval is referred to the Panel under subregulation 17.12 (1); and
(b) the Panel decides:
   (i) that the approval should be given, what the provisions of the approval should be, and that the approval should have effect in all participating jurisdictions or participating jurisdictions including this jurisdiction; or
   (ii) that the approval should not have effect in this jurisdiction.

(2) The Competent Authority must have regard to the Panel’s decision.

Effect of Panel decisions about cancelling or varying approvals

17.14 (1) This regulation applies if:
(a) an approval is referred to the Panel under subregulation 17.12 (2); and
(b) the Panel decides that the approval:
   (i) should, or should not, be cancelled; or
   (ii) should be varied (whether or not the Panel’s decision is the same as the variation proposed by the Authority), and should have effect as varied in all participating jurisdictions or in participating jurisdictions including this jurisdiction; or
   (iii) should not be varied.

(2) The Competent Authority must have regard to the Panel’s decision.
PART 18—LICENCES

[Note: For additional provisions about cancellation, suspension and variation of licences, see Part 19.]

Division 1—Preliminary

Application of Part

18.1 This Part does not apply to the transport by road of dangerous goods in bulk on a vehicle if:
   (a) the goods are transported in an IBC; and
   (b) the IBC is not filled or emptied on the vehicle; and
   (c) the total capacity of IBCs on the vehicle is not more than 3,000 litres.

Part additional to other laws

18.2 This Part is in addition to any other law in force in this jurisdiction about:
   (a) the licensing of drivers; or
   (b) the employment or engaging of drivers; or
   (c) the registration of vehicles; or
   (d) the transport of goods by road.

Division 2—Principal duties under Part

Prime contractor’s duties

18.3 (1) If a prime contractor uses a vehicle to transport dangerous goods by road in bulk (other than as the driver of the vehicle), the vehicle must be licensed under this Part to transport the goods.

(2) If a prime contractor employs, engages or permits another person to drive a vehicle transporting dangerous goods by road in bulk, the other person must be licensed under this Part to drive the vehicle.

[Note: The offence provisions to which this regulation relates are subsections 35 (1) and (2) of the Act. (The reference to legislation in this note may have been amended by a jurisdiction to facilitate the application of this regulation in that jurisdiction.)]

Driver’s duties

18.4 (1) If a person drives a vehicle transporting dangerous goods by road in bulk, the vehicle must be licensed under this Part to transport the goods.

(2) If a person drives a vehicle transporting dangerous goods by road in bulk, the person must be licensed under this Part to drive the vehicle.

[Note: The offence provisions to which this regulation relates are subsections 35 (3) and (5) of the Act. (The reference to legislation in this note may have been amended by a jurisdiction to facilitate the application of this regulation in that jurisdiction.)]

Consignor’s duty

18.5 A person must not consign dangerous goods in bulk for transport by road on a vehicle if the person knows, or reasonably ought to know, that the vehicle is not licensed under this Part to transport the goods.

Penalty: $3,000
**Division 3—Bulk driver licences**

### Meaning of “licence” and “licensee” in Division

**18.6** In this Division:

- **“licence”** means a bulk driver licence;
- **“licensee”** means the holder of a licence.

### Required driving licence evidence

**18.7** (1) The following documents are required as driving licence evidence for an application for grant or renewal of a licence:

- (a) a copy of the applicant’s driving licence; and
- (b) either:
  - (i) the 2 documents mentioned in subregulation (2); or
  - (ii) the authorisation mentioned in subregulation (3).

(2) For subparagraph (1) (b) (i), the following 2 documents are required:

- (a) a current certified extract of entries about the applicant in the driving licences register kept by the licensing authority of each jurisdiction where the applicant is licensed to drive; and
- (b) a copy of the records of any conviction of the applicant for a driving offence certified by the appropriate authority of the jurisdiction where the applicant was convicted.

(3) For subparagraph (1) (b) (ii), authorisation by the applicant is required for the Competent Authority to have access to:

- (a) entries in the driving licences register about the applicant; and
- (b) records of any conviction of the applicant for a driving offence.

(4) For paragraph (2) (a), a current certified extract is an extract certified by the licensing authority not more than 6 months before the day when the application is made.

### Required competency evidence

**18.8** (1) A document mentioned in subregulation (2) is required as competency evidence for an application for grant or renewal of a licence.

(2) The document must be either:

- (a) a test or training certificate issued to the applicant; or
- (b) other written evidence that the applicant passed an approved test or completed an approved training course;

not more than 6 months before the day when the application is made.

### Required medical fitness evidence

**18.9** (1) The certificate mentioned in subregulation (2) is required as medical fitness evidence for an application for grant or renewal of a licence.

(2) The certificate must be:

- (a) about the fitness of the applicant to drive a vehicle; and
- (b) issued by a registered medical practitioner who, not more than 6 months before the day when the application is made, examined and passed the applicant in accordance with the required standard.

(3) For subregulation (2), the required standard is the *Medical Examinations of Commercial Vehicle Drivers* published by the Federal Office of Road Safety and the National Road Transport Commission.
Applications for licences

18.10 (1) A person who is not already the holder of a licence or a corresponding bulk driver licence may apply to the Competent Authority for a licence.

(2) The application must be accompanied by:
(a) the driving licence evidence required by regulation 18.7; and
(b) the competency evidence required by regulation 18.8; and
(c) the medical fitness evidence required by regulation 18.9; and
(d) 2 recent passport-size photographs of the applicant; and
(e) if a fee is prescribed for the application—the prescribed fee.

Grant of licences

18.11 (1) The Competent Authority must grant a licence if:
(a) an application is made to the Authority for the licence; and
(b) the application is accompanied by the documents required by regulation 18.10 and otherwise complies with the regulation; and
(c) the applicant is at least 21 years old.

(2) However, the Competent Authority must not grant the licence if:
(a) in the 5 years before the day when the application is made:
   (i) the applicant has been found guilty by a court in Australia of an offence that makes the applicant unsuitable to be the driver of a vehicle transporting dangerous goods in bulk; or
   (ii) the applicant’s driving licence has been cancelled or suspended on a ground that makes the applicant unsuitable to be the driver of a vehicle transporting dangerous goods in bulk; or
(b) the applicant is subject to a court order prohibiting the applicant from involvement in the transport of dangerous goods by road.

[Note: For court orders, see section 45 of the Act. (The reference to legislation in this note may have been amended by a jurisdiction to facilitate the application of this regulation in that jurisdiction.)]

(3) If the Competent Authority refuses to grant a licence, the Authority must inform the applicant in writing of the refusal and of the reasons for the refusal.

Applications for renewal of licences

18.12 (1) A person who holds a licence may apply to the Competent Authority for renewal of the licence.

(2) The application must be accompanied by:
(a) the driving licence evidence required by regulation 18.7; and
(b) the competency evidence required by regulation 18.8; and
(c) the medical fitness evidence required by regulation 18.9; and
(d) 2 recent passport-size photographs of the applicant; and
(e) if a fee is prescribed for the application—the prescribed fee.

Renewal of licences

18.13 (1) The Competent Authority must renew a licence if:
(a) an application is made to the Authority for renewal of the licence; and
(b) the application is accompanied by the documents required by regulation 18.12 and otherwise complies with the regulation.
(2) However, the Competent Authority must not renew the licence if:
   (a) while the licence was in force:
      (i) the applicant was found guilty by a court in Australia of an offence that makes the applicant unsuitable to be the driver of a vehicle transporting dangerous goods in bulk; or
      (ii) the applicant’s driving licence was cancelled on a ground that makes the applicant unsuitable to be the driver of a vehicle transporting dangerous goods in bulk; or
   (b) the applicant is subject to a court order prohibiting the applicant from involvement in the transport of dangerous goods by road.

(3) If the Competent Authority refuses to renew a licence, the Authority must inform the applicant in writing of the refusal and of the reasons for the refusal.

Licence periods

18.14 (1) A licence is granted for the period of not longer than 3 years stated in the licence.

(2) A licence takes effect on the day when the licence is granted.

(3) A licence is renewed for the period of not longer than 3 years stated in the renewed licence.

Licence conditions

18.15 (1) The Competent Authority may grant or renew a licence subject to conditions mentioned in subregulations (3) and (4).

(2) A condition to which the licence is subject must be stated in the licence.

(3) The licence may be subject to conditions about:
   (a) the dangerous goods that may or may not be transported in or on a vehicle driven by the licensee; and
   (b) the containers that may or may not be used to transport dangerous goods in or on a vehicle driven by the licensee; and
   (c) the vehicles that may be driven by the licensee in transporting dangerous goods; and
   (d) the areas where the licensee may or may not drive a vehicle transporting dangerous goods or particular dangerous goods; and
   (e) the supervision of the licensee when driving a vehicle transporting dangerous goods; and
   (f) the medical examinations required to be undergone by the licensee in accordance with the standard mentioned in subregulation 18.9 (3).

(4) The licence may also be subject to any other condition necessary for the safe transport by road of dangerous goods in bulk.

Additional condition

18.16 It is a condition of a licence that the Competent Authority may, by written notice given to a licensee at least 2 months before an anniversary of the day when the licence was granted, require the licensee to produce to the Authority the medical fitness evidence that would be required by regulation 18.9 if the licensee were to apply for renewal of the licence on the anniversary.

Grounds for cancelling, suspending or varying licences

18.17 (1) A licence may be cancelled, suspended or varied if the application for the licence or an application for its renewal:
   (a) did not comply with these Regulations; or
   (b) was false or misleading in a material respect.
(2) A licence may also be cancelled or varied if the licensee is unsuitable to continue to be the driver of a vehicle transporting dangerous goods in bulk because:

(a) the licensee has contravened:
   (i) a provision of the Act or these Regulations; or
   (ii) a provision of the law in force in another participating jurisdiction corresponding to a provision mentioned in subparagraph (i); or

(b) the licensee has been found guilty by a court in Australia of an offence; or

(c) the licensee’s driving licence is cancelled; or

(d) the licensee is suffering from a medical condition, or has a physical or mental disability.

Division 4—Bulk vehicle licences

Meaning of “licence” and “licensee” in Division

18.18 In this Division:

“licence” means a bulk vehicle licence;

“licensee” means the holder of a licence;

“vehicle” does not include a prime mover or converter dolly.

Applications for licences

18.19 (1) A person may apply to the Competent Authority for a licence for a vehicle:

(a) used, or intended to be used, in transporting dangerous goods by road in bulk; and

(b) for which the person does not hold a licence.

(2) The application must include the following information:

(a) the registration number, make and type of the vehicle;

(b) the type of dangerous goods intended to be transported in or on the vehicle;

(c) if the applicant holds a licence for another vehicle—the number of the licence.

(3) If a fee is prescribed for the application, the application must be accompanied by the prescribed fee.

(4) An application may be made for 2 or more vehicles in the same form.

Additional information and inspections

18.20 (1) The Competent Authority may, by written notice, require an applicant for a licence, or for renewal of a licence, for a vehicle:

(a) to give to the Authority, or to someone nominated by the Authority, any additional information necessary for a proper consideration of the application; and

(b) to make the vehicle available for inspection by the Authority, or by someone nominated by the Authority, at a stated place and time.

(2) A person who inspects a vehicle for the Competent Authority must give a report of the inspection to the Authority as soon as practicable after the inspection.

(3) The Competent Authority must give a copy of any report of an inspection to the applicant if the applicant asks for it.
Grant of licences

18.21 (1) Subject to subregulation (4), the Competent Authority must grant a licence for a vehicle if:
(a) an application is made to the Authority for the licence; and
(b) the application complies with regulation 18.19; and
(c) the applicant has complied with any requirement made under regulation 18.20 in relation to the application; and
(d) the vehicle is suitable to transport by road in bulk each type of dangerous goods intended to be transported in or on the vehicle.

(2) Without limiting paragraph (1) (d), a vehicle to which this subregulation applies is suitable only if:
(a) the tank forming part of, or attached or intended to be attached to, the vehicle is an approved tank; and
(b) the vehicle complies with the requirements of Chapter 4 of the ADG Code applying to a vehicle for use in transporting by road dangerous goods in the form of liquid or gas.

(3) Subregulation (2) applies to a vehicle:
(a) intended for use in the transport by road of dangerous goods in bulk in the form of liquid or gas; and
(b) of which a tank forms part, or to which a tank is attached or intended to be attached.

(4) However, the Competent Authority must not grant the licence if the applicant is subject to a court order prohibiting the applicant from involvement in the transport of dangerous goods by road.

[Note: For court orders, see section 45 of the Act. (The reference to legislation in this note may have been amended by a jurisdiction to facilitate the application of this regulation in that jurisdiction.)]

(5) The Competent Authority may issue a single licence to an applicant for a licence for more than 1 vehicle.

(6) If the Competent Authority refuses to grant a licence, the Authority must inform the applicant in writing of the refusal and of the reasons for the refusal.

Applications for renewal of licences

18.22 (1) A person who holds a licence for a vehicle may apply to the Competent Authority for renewal of the licence.

(2) The application must include the information required under subregulation 18.19 (2) for an application for the grant of a licence for the vehicle.

(3) If a fee is prescribed for the application, the application must be accompanied by the prescribed fee.

Renewal of licences

18.23 (1) Subject to subregulation (4), the Competent Authority must renew a licence for a vehicle if:
(a) an application is made to the Authority for renewal of the licence; and
(b) the application complies with regulation 18.22; and
(c) the applicant has complied with any requirement made under regulation 18.20 in relation to the application; and
(d) the vehicle is suitable to transport by road each type of dangerous goods in bulk intended to be transported in or on the vehicle.
(2) Without limiting paragraph (1) (d), a vehicle to which this subregulation applies is suitable only if:
   (a) the tank forming part of, or attached or intended to be attached to, the vehicle is an approved tank; and
   (b) the vehicle complies with the requirements of Chapter 4 of the ADG Code applying to a vehicle for use in transporting by road dangerous goods in the form of liquid or gas.

(3) Subregulation (2) applies to a vehicle:
   (a) intended for use in the transport by road of dangerous goods in bulk in the form of liquid or gas; and
   (b) of which a tank forms a part, or to which a tank is attached or intended to be attached.

(4) However, the Competent Authority must not renew the licence if the applicant is subject to a court order prohibiting the applicant from involvement in the transport of dangerous goods by road.

(5) The Competent Authority may issue a single licence to an applicant for a licence for more than 1 vehicle.

(6) If the Competent Authority refuses to grant a licence, the Authority must inform the applicant in writing of the refusal and of the reasons for the refusal.

Licence periods

18.24 (1) A licence is granted for the period of not longer than 3 years stated in the licence.

(2) A licence takes effect on the day when the licence is granted.

(3) A licence is renewed for the period of not longer than 3 years stated in the renewed licence.

Licence conditions

18.25 (1) The Competent Authority may grant or renew a licence subject to conditions mentioned in subregulations (3) and (4).

(2) A condition to which the licence is subject must be stated in the licence.

(3) The licence may be subject to conditions about:
   (a) the dangerous goods that may or may not be transported in or on the vehicle; and
   (b) the areas where the vehicle may or may not be used to transport dangerous goods or particular dangerous goods; and
   (c) the inspections of the vehicle (if any) that are required.

(4) The licence may also be subject to any other condition necessary for the safe transport by road of dangerous goods in bulk.

Disposal of licensed vehicles

18.26 (1) As soon as practicable after selling or otherwise disposing of a licensed vehicle (the “disposed vehicle”), the licensee must give notice of the disposal to the Competent Authority with the licence attached.

   Penalty: $500

(2) The Competent Authority must:
   (a) if the licence for the disposed vehicle also relates to another vehicle:
      (i) amend the licence by omitting reference to the disposed vehicle; and
      (ii) return the licence to the licensee; and
   (b) if paragraph (a) does not apply—revoke the licence.
Grounds for cancelling, suspending or varying licences

18.27 (1) A licence may be cancelled, suspended or varied if the application for the licence or an application for its renewal:
   (a) did not comply with these Regulations; or
   (b) was false or misleading in a material respect.

(2) A licence for a vehicle may also be cancelled, suspended or varied if the vehicle does not comply with the Act or these Regulations.

Licence labels

18.28 (1) The Competent Authority must issue to the holder of a licence a licence label for each vehicle to which the licence relates.

(2) A person must not drive a vehicle transporting dangerous goods in bulk by road unless a current licence label for the vehicle is attached to the vehicle in a conspicuous place.

   Penalty: $500

(3) A prime contractor must not transport dangerous goods in bulk by road in a vehicle unless a current licence label for the vehicle is attached to the vehicle in a conspicuous place.

   Penalty: $500

(4) A licence label must be capable of being securely attached to the vehicle.

Division 5—Carriage and production of bulk driver licences

Meaning of “licence” and “licensee” in Division

18.29 In this Division:

   “licence” means a bulk driver licence;
   “licensee” means the holder of a licence.

Licences to be carried

18.30 A licensee must carry his or her licence at all times when driving a vehicle transporting dangerous goods in bulk by road.

   Penalty: $500

Licences to be produced for inspection

18.31 The driver of a vehicle transporting dangerous goods in bulk by road must produce his or her licence for inspection by an authorised officer, if the officer asks the driver to produce the licence for inspection.

   Penalty: $500

Division 6—Licences generally

Meaning of “licence” and “licensee” in Division

18.32 In this Division:

   “licence” means a bulk driver or bulk vehicle licence;
   “licensee” means the holder of a licence.
Replacement licences and licence labels
18.33 (1) The Competent Authority may issue a replacement licence to a licensee if:
(a) the licence is renewed; or
(b) the licence is varied; or
(c) a period of suspension of the licence ends.
(2) The Competent Authority must issue a replacement licence or licence label to a licensee if the Authority is satisfied that the licence or label has been defaced, destroyed, lost or stolen.

Failure to comply with licence conditions
18.34 A licensee must not contravene a condition of his or her licence.

Penalty: $3,000

Surrender of licences
18.35 (1) A licensee may surrender his or her licence by giving notice of surrender to the Competent Authority and returning the licence to the Authority.
(2) A licence ceases to be in force on its surrender.

Registers of licences
18.36 (1) The Competent Authority must keep a register of bulk driver licences.
(2) The Competent Authority must keep a register of bulk vehicle licences.
(3) A register may have separate divisions for different kinds of licences.
(4) The Competent Authority must record each licence granted under these Regulations in the appropriate register.
(5) The Competent Authority must note in the register the cancellation, surrender, suspension or variation of a licence.

Records of licences
18.37 The record of a licence in the register must include the following information:
(a) the name of the licensee;
(b) the date when the licence was granted or renewed;
(c) the period for which the licence was granted or renewed;
(d) for a bulk driver licence—the licensee’s date of birth;
(e) for a bulk vehicle licence—the registration number, make and type of each vehicle to which the licence relates;
(f) any condition to which the licence is subject.

Change of information given in licence applications
18.38 (1) This regulation applies if a licensee becomes aware that information given by the licensee to the Competent Authority in, or in relation to, an application for the grant or renewal of a licence is or has become incorrect in a material respect.
(2) Within 14 days after becoming aware of the matter, the licensee must inform the Competent Authority about the matter and give the correct information to the Authority.

Penalty: $500
Production of licences to Competent Authority

18.39  (1) The Competent Authority may, by written notice, require a person to whom a licence has been granted to produce the licence to the Authority.

(2) The person must produce the licence to the Competent Authority within 14 days after the day when the notice is given to the person.

Penalty: $500

Seizure of licences etc

18.40  (1) An authorised officer to whom a licence is produced for inspection may seize the licence if the officer reasonably believes:

(a) the licence has been cancelled or suspended; or

(b) the licence period has ended; or

(c) the licence has been varied and the variation is not recorded on the licence; or

(d) the person who produces the licence is not the licensee.

(2) An authorised officer to whom a document that appears to be a licence is produced for inspection may seize the document if the officer reasonably believes that the document is not a licence.

(3) An authorised officer must give a seized licence or document to the Competent Authority.

Return of licences

18.41  (1) This regulation applies if a licence is produced to the Competent Authority or given to the Authority by an authorised officer.

(2) If the licence has not been cancelled and is not suspended, the Competent Authority must return the licence after inspecting it.

(3) If the licence has been suspended, the suspension has ended and a replacement licence is not issued, the Competent Authority must return the licence to the licensee.

(4) If the licence has been varied, the variation is recorded on the licence and a replacement licence is not issued, the Competent Authority must return the licence to the licensee.

(5) However, if the licence period has ended, the Competent Authority is not required to return the licence to the licensee.
PART 19—CANCELLATION, SUSPENSION AND VARIATION

Meaning of “licence” and “licensee” in Part

19.1 In this Part:

“licence” means a bulk driver or bulk vehicle licence;

“licensee” means the holder of a licence.

Cancellation, suspension and variation in dangerous situations

19.2 (1) This regulation applies if the Competent Authority reasonably believes that:

(a) a ground exists to:

(i) cancel or vary an administrative determination or approval; or

(ii) cancel, suspend or vary a licence; and

(b) it is necessary to take action mentioned in paragraph (a) to avoid, eliminate or minimise a dangerous situation.

(2) The Competent Authority must:

(a) cancel or vary the determination or approval; or

(b) cancel, suspend or vary the licence.

Cancellation and suspension giving effect to court orders

19.3 The Competent Authority must cancel an administrative determination, or cancel or suspend a licence, if the person to whom the determination applies, or the licensee, is prohibited by a court order from involvement in the transport of dangerous goods by road.

Variation of administrative determinations and approvals on application

19.4 (1) This regulation applies if:

(a) an application is made to vary an administrative determination, approval or licence; and

(b) for an administrative determination or approval—the application is made in accordance with regulation 17.1 by the person to whom the determination applies or the approval is given; and

(c) for a licence—the application is made by the licensee and has the licence with it.

(2) The Competent Authority may vary the determination, approval or licence in accordance with the application.

Cancellation, suspension and variation in other circumstances

19.5 (1) This regulation applies if:

(a) the Competent Authority considers that a ground exists to do any of the following (the “proposed action”):

(i) cancel an administrative determination or approval; or

(ii) cancel or suspend a licence; or

(iii) vary an administrative determination, approval or licence; and

(b) regulations 19.2, 19.3 and 19.4 do not apply to the proposed action.
The Competent Authority must give to the person to whom the determination applies or the approval was given, or the licensee, a written notice that:

(a) states the proposed action; and
(b) if the proposed action is to vary the determination, approval or licence—states the proposed variation; and
(c) if the proposed action is to suspend the licence—states a proposed suspension period of not longer than 12 months; and
(d) states the ground for the proposed action; and
(e) outlines the facts and other circumstances forming the basis for the ground; and
(f) invites the person to state in writing, within a stated time of at least 28 days after the day when the notice is given to the person, why the proposed action should not be taken.

If, after considering any written statement made within the stated time, the Competent Authority reasonably believes that a ground exists to take the proposed action, the Authority may:

(a) if the proposed action is to cancel the determination or approval—cancel or vary the determination or approval; or
(b) if the proposed action is to cancel the licence—cancel or vary the licence or suspend it for not longer than 12 months; or
(c) if the proposed action is to suspend the licence for a stated period—suspend the licence for not longer than the stated period; or
(d) if the proposed action is to vary the determination, approval or licence in a stated way—vary the determination, approval or licence in that way.

However, the Competent Authority may cancel or vary an oral approval given under regulation 10.9 by informing the person to whom the approval was given orally of the cancellation or variation and of the reasons for the cancellation or variation.

When cancellation, suspension and variation take effect

19.6 (1) The cancellation, suspension or variation of an administrative determination, approval (except an oral approval given under regulation 10.9) or licence by the Competent Authority takes effect on:

(a) the day when the person to whom the determination applies or the approval was given, or the licensee, is given written notice by the Authority of the cancellation, suspension or variation and of the reasons for the cancellation, suspension or variation; or
(b) a later day stated in the notice.

(2) The cancellation or variation of an oral approval given under regulation 10.9 by the Competent Authority takes effect on:

(a) the day when the person to whom the approval was given is informed orally, or given written notice, by the Authority of the cancellation or variation and of the reasons for the cancellation or variation; or
(b) a later day of effect of which the person is informed orally or in the notice.

When licences taken to be suspended

19.7 (1) A person’s bulk driver licence is taken to be suspended if the person’s driving licence is not in force.

(2) A person’s bulk vehicle licence for a vehicle is taken to be suspended in relation to the vehicle if the vehicle is not registered.
PART 20—INSTRUCTION AND TRAINING

Instruction and training

20.1 (1) This regulation applies to any task involved in the transport of dangerous goods by road, including, for example:

(a) packing dangerous goods or marking packaged dangerous goods and unit loads;
(b) consigning dangerous goods;
(c) loading dangerous goods into or onto a vehicle, or into a container to be put in or on a vehicle;
(d) unloading dangerous goods;
(e) placarding containers and vehicles in or on which dangerous goods are transported;
(f) preparing shipping documentation;
(g) maintaining vehicles and equipment used in the transport of dangerous goods;
(h) driving a vehicle transporting dangerous goods;
(i) being the consignee of dangerous goods;
(j) following the appropriate procedures in accordance with these Regulations in a dangerous situation.

(2) A person who is responsible for management or control of the task must not employ, engage or permit someone else to perform the task unless the other person:

(a) has received, or is receiving, appropriate instruction and training to ensure that he or she is able to perform the task safely and in accordance with these Regulations; and
(b) is appropriately supervised in performing the task to ensure that he or she is able to perform the task safely and in accordance with these Regulations.

Penalty: $3,000

Approvals—tests and training courses for drivers

20.2 (1) The Competent Authority may, on application made in accordance with regulation 17.1, approve:

(a) a test of competence for drivers of vehicles transporting dangerous goods in bulk by road; or
(b) a training course for drivers of vehicles transporting dangerous goods in bulk by road.

(2) The Competent Authority may approve a test of competence only if the Authority considers that a person who passes the test, or completes the course, will have the skills and knowledge to perform the task to which the test or course relates safely and in accordance with these Regulations.
PART 21—INFRINGEMENT NOTICES

[Note: For other provisions about infringement notices, see section 38 of the Act. (The reference to legislation in this note may have been amended by a jurisdiction to facilitate the application of this regulation in that jurisdiction.)]

Offences, penalties and time for payment

21.1 (1) If an authorised officer reasonably believes that a person has committed an offence created by a provision mentioned in column 2 of Schedule 2, the officer may serve an infringement notice on the person for the offence.

(2) The penalty payable under the infringement notice by the person for the offence is specified:
   (a) for a penalty payable by an individual—in column 3 of Schedule 2 for the offence; and
   (b) for a penalty payable by a body corporate—in column 4 of Schedule 2 for the offence.

(3) The time within which the penalty must be paid is:
   (a) 28 days after the day when the notice is served on the person; or
   (b) if a reminder notice is given to the person—28 days after the reminder notice is served on the person; or
   (c) a longer time that may be allowed in writing by the authorised officer.

Contents of infringement notices

21.2 An infringement notice served by an authorised officer on a person for an offence must:
   (a) be identified by a unique number; and
   (b) specify the date of service of the notice; and
   (c) specify the full name, or surname and initials, and address of the person; and
   (d) give brief details of the offence, including:
      (i) the date and approximate time of the offence; and
      (ii) where the offence happened; and
      (iii) the provision of these Regulations contravened; and
   (e) specify the penalty for the offence payable under the notice; and
   (f) specify the place where, and any method by which, the penalty may be paid; and
   (g) specify the Competent Authority’s name and address; and
   (h) contain the additional information required by regulation 21.3; and
   (i) be signed by the authorised officer.

Additional information in infringement notices

21.3 The infringement notice must inform the person that:
   (a) the person may pay the penalty specified in the notice:
      (i) by posting or delivering the payment to the place of payment specified in the notice; or
      (ii) in any other way specified in the notice; and
   (b) if the person pays the penalty within 28 days after the day when the notice is served on the person or any longer time allowed in writing by the authorised officer, the person will not be prosecuted in court for the offence, unless the notice is withdrawn; and
   (c) if the person does not pay the penalty within that time, the person may be prosecuted in court for the offence; and
   (d) if the person wishes a court to decide whether he or she is guilty of the offence, the person must notify the Competent Authority accordingly in writing within 28 days after the day when the notice is served on the person; and
(e) if the person notifies the Competent Authority in writing of that wish within the 28 days:
   (i) the infringement notice may be withdrawn; and
   (ii) he or she may be prosecuted in court for the offence; and
(f) if the person is prosecuted in court and found guilty of the offence, the person may be convicted of the offence and ordered to pay a penalty and costs, and be subject to any other order that the court makes.

Reminder notices

21.4  (1) If an infringement notice is served by an authorised officer on a person for an offence and the penalty specified in the notice is not paid within 28 days after the day when the notice is served on the person, the officer may give a reminder notice to the person.

(2) The reminder notice must:
   (a) include the information mentioned in paragraphs 21.2 (a) to (h); and
   (b) contain the additional information required by regulation 21.5; and
   (c) be signed by the authorised officer.

Additional information in reminder notices

21.5  (1) The reminder notice must inform the person that:
   (a) the time for payment of the penalty specified in the infringement notice has been extended; and
   (b) the person may pay the penalty specified in the infringement notice:
      (i) by posting or delivering the payment to the place of payment specified in the notice; or
      (ii) in any other way specified in the notice; and
   (c) if the person pays the penalty within 28 days after the day when the reminder notice is served on the person or any longer time allowed in writing by the authorised officer, the person will not be prosecuted in court for the offence, unless the infringement notice is withdrawn; and
   (d) if the person does not pay the penalty within that time, the person may be prosecuted in court for the offence; and
   (e) if the person wishes a court to decide whether he or she is guilty of the offence, the person must notify the Competent Authority in writing within 28 days after the day when the reminder notice is given to the person; and
   (f) if the person notifies the Competent Authority in writing of that wish within the 28 days:
      (i) the infringement notice may be withdrawn; and
      (ii) he or she may be prosecuted in court for the offence; and
   (g) if the person is prosecuted in court and found guilty of the offence, the person may be convicted of the offence and ordered to pay a penalty and costs, and be subject to any other order that the court makes.

Withdrawal of infringement notices

21.6  (1) A notice withdrawing an infringement notice served on a person for an offence must:
   (a) include the following information:
      (i) the full name, or surname and initials, and address of the person; and
      (ii) the number of the notice; and
      (iii) the date of service of the notice; and
   (b) state that the notice is withdrawn; and
   (c) if an authorised officer intends to bring a prosecution against the person in a court for the offence—state that a prosecution may be brought against the person in a court for the offence.
(2) If the person has already paid the penalty specified in the notice, the Competent Authority must refund it.

[Note: Subsection 38 (3) of the Act permits an infringement notice to be withdrawn. (The reference to legislation in this note may have been amended by a jurisdiction to facilitate the application of this regulation in that jurisdiction.)]

Effect of Part

21.7 (1) This Part does not:

(a) require an infringement notice to be served on a person for an offence; or
(b) affect the liability of a person to be prosecuted for an offence if an infringement notice is not served on the person for the offence; or
(c) prevent the service of 2 or more infringement notices on a person for an offence; or
(d) affect the liability of a person to be prosecuted for an offence if the person does not comply with an infringement notice for the offence; or
(e) limit or otherwise affect the penalty that may be imposed by a court on a person convicted of an offence.

(2) However, if the person on whom an infringement notice is served for an offence pays the penalty specified in the notice:

(a) any liability of the person for the offence is discharged; and
(b) the person may not be prosecuted in a court for the offence; and
(c) the person is not taken to have been convicted of the offence.
PART 22—RECONSIDERATION AND REVIEW OF DECISIONS

Application of Part

22.1 This Part applies to the following decisions made by the Competent Authority:
   (a) a decision under regulation 1.18 about an administrative determination;
   (b) a decision under regulation 3.8, 4.25 or 4.26;
   (c) a decision under regulation 4.27 about an administrative determination;
   (d) a decision under regulation 6.5, 9.8, 10.9 or 11.9;
   (e) a decision under regulation 13.7 about an administrative determination;
   (f) a decision under regulation 18.11, 18.13, 18.21, 18.23, 18.33, 19.2, 19.4, 19.5 or 20.2.

Who may apply for reconsideration of decisions

22.2 (1) A person whose interests are affected by a decision may apply in writing to the Competent Authority for reconsideration of the decision.
   (2) However, a person whose interests are affected by a decision under regulation 10.9 that is given orally may apply to the Competent Authority orally for reconsideration of the decision.

Applications for reconsideration

22.3 (1) An application must be made within:
   (a) 28 days after the day when the person was informed of the decision by the Competent Authority; or
   (b) a longer period allowed by the Authority, either before or after the end of the 28 days.
   (2) The application must set out the grounds on which reconsideration of the decision is sought.
   (3) However, if an application is made orally for reconsideration of a decision under regulation 10.9, the applicant must tell the Competent Authority of the grounds on which reconsideration of the decision is sought when the application is made.

Competent Authority to reconsider decisions

22.4 (1) Within 28 days after receiving the application, the Competent Authority must reconsider the decision, and confirm, revoke or vary the decision.
   (2) The Competent Authority must inform the applicant in writing of the result of the reconsideration and of the reasons for the result.
   (3) However, the Competent Authority may tell an applicant mentioned in subregulation 22.3 (3) of the result of the reconsideration and of the reasons for the result.

Review of certain decisions

22.5 Application may be made for review of a decision if:
   (a) the decision has been reconsidered under regulation 22.4; and
   (b) the person who applied for reconsideration of the decision was not an applicant mentioned in subregulation 22.3 (3).

[Note: For the review of decisions, see also section 5 of the Act. (The reference to legislation in this note may have been amended by a jurisdiction to facilitate the application of this regulation in that jurisdiction.)]
PART 23—FEES

Prescribed fees

23.1 The fees payable under these Regulations are prescribed in the following table:

<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
<th>Column 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Item</td>
<td>Provision for which fee prescribed</td>
<td>Fee $</td>
</tr>
<tr>
<td>1</td>
<td>paragraph 4.24 (c)</td>
<td>—</td>
</tr>
<tr>
<td>2</td>
<td>paragraph 18.10 (2) (e)</td>
<td>—</td>
</tr>
<tr>
<td>3</td>
<td>paragraph 18.12 (2) (e)</td>
<td>—</td>
</tr>
<tr>
<td>4</td>
<td>subregulation 18.19 (3)</td>
<td>75</td>
</tr>
<tr>
<td>5</td>
<td>subregulation 18.22 (3)</td>
<td>—</td>
</tr>
</tbody>
</table>

Note: A fee prescribed in this table may differ from the fee prescribed under a corresponding provision if the cost of providing the service to which that fee relates is different in the other participating jurisdiction.
PART 24—TRANSITIONAL PROVISIONS

Lawful conduct under previous law

24.1 A person does not commit an offence against these Regulations if, within the period of 6 months after the commencement of this regulation, the person transports dangerous goods by road in accordance with the law about the transport of dangerous goods by road that was in force in this jurisdiction immediately before the commencement.

Continuing effect of certain determinations

24.2 (1) This regulation applies to a determination (however described) if the determination:
   (a) was made under a law about the transport of dangerous goods by road; and
   (b) was in force in this jurisdiction immediately before the commencement of this regulation; and
   (c) is a determination about something that may be determined under a provision (the “relevant provision”) of any of the following regulations:
      • regulation 1.18 (Determinations—dangerous goods)
      • regulation 4.27 (Determinations—foreign approved tanks and IBCs)
      • regulation 13.7 (Determinations—routes, areas, vehicles and times).

   (2) The determination has effect for these Regulations as if it were a determination made by the Competent Authority under the relevant provision.

   (3) Without limiting subregulation (2), the Competent Authority may record the determination in the register of determinations kept under regulation 1.21.

   (4) Subregulation (3) does not apply to a determination if the determination was made on the application of a person and applies only to the person.

Continuing effect of corresponding determinations

24.3 (1) This regulation applies to a determination (however described) if the determination:
   (a) was made under a law of another participating jurisdiction about the transport of dangerous goods by road; and
   (b) was in force in the other jurisdiction immediately before the commencement of this regulation; and
   (c) is a determination about something that may be determined under a provision of the law of the other jurisdiction (the “corresponding provision”) corresponding to a provision of a regulation mentioned in paragraph 24.2 (1) (c).

   (2) Except for circumstances that do not exist in this jurisdiction, the determination has effect for these Regulations as if it were a determination made by the corresponding Competent Authority for the other jurisdiction under the corresponding provision.

Continuing effect of certain exemptions

24.4 (1) This regulation applies to an exemption (however described) if the exemption:
   (a) was granted under a law about the transport of dangerous goods by road; and
   (b) was in force in this jurisdiction immediately before the commencement of this regulation; and
   (c) is an exemption from compliance with a provision of that law corresponding to a provision (the “relevant provision”) of these Regulations.
(2) The exemption has effect for these Regulations as if it were an exemption granted by the Competent Authority from compliance with the relevant provision.

(3) Without limiting subregulation (2), the Competent Authority may record the exemption in the register of exemptions kept under regulation 16.2.

Continuing effect of corresponding exemptions

24.5 (1) This regulation applies to an exemption (however described) if the exemption:
   (a) was granted under a law of another participating jurisdiction about the transport of dangerous goods by road; and
   (b) was in force in the other jurisdiction immediately before the commencement of this regulation; and
   (c) is an exemption from compliance with a provision of the law of the other jurisdiction (the “corresponding provision”) corresponding to a provision of these Regulations.

(2) Except for circumstances that do not exist in this jurisdiction, the exemption has effect for these Regulations as if it were an exemption granted by the corresponding Competent Authority for the other jurisdiction from compliance with the corresponding provision.

Continuing effect of certain approvals

24.6 (1) This regulation applies to an approval (however described) if the approval:
   (a) was given under a law about the transport of dangerous goods by road; and
   (b) was in force in this jurisdiction immediately before the commencement of this regulation; and
   (c) is an approval of something that may be approved under a provision (the “relevant provision”) of any of the following regulations:
      • regulation 3.8 (Approvals—packaging design types)
      • regulation 4.25 (Approvals—tank designs)
      • regulation 4.26 (Approvals—IBC designs)
      • regulation 6.5 (Approvals—unit loads)
      • regulation 9.8 (Approvals—segregation)
      • regulation 10.9 (Approvals—transfer of dangerous goods)
      • regulation 11.9 (Approvals—emergency information)
      • regulation 20.2 (Approvals—tests and training courses for drivers).

(2) The approval has effect for these Regulations as if it were an approval given by the Competent Authority under the relevant provision.

(3) Without limiting subregulation (2), the Competent Authority may record the approval in the register of approvals kept under regulation 17.10.

Continuing effect of corresponding approvals

24.7 (1) This regulation applies to an approval (however described) if the approval:
   (a) was given under a law of another participating jurisdiction about the transport of dangerous goods by road; and
   (b) was in force in the other jurisdiction immediately before the commencement of this regulation; and
   (c) is an approval of something that may be approved under a provision of the law of the other jurisdiction (the “corresponding provision”) corresponding to a provision of a regulation mentioned in paragraph 24.6 (1) (c).

(2) Except for circumstances that do not exist in this jurisdiction, the approval has effect for these Regulations as if it were an approval given by the corresponding Competent Authority for the other jurisdiction under the corresponding provision.
Continuing effect of certain licences

24.8 (1) This regulation applies to a licence (however described) if the licence:
(a) was granted under a law about the transport of dangerous goods by road; and
(b) was in force in this jurisdiction immediately before the commencement of this regulation; and
(c) is a licence that may be granted under a provision of that law corresponding to either of the following regulations (the “relevant provision”):
   • regulation 18.11 (which is about bulk driver licences)
   • regulation 18.21 (which is about bulk vehicle licences).

(2) The licence has effect for these Regulations as if it were a licence granted by the Competent Authority under the relevant provision.

(3) Without limiting subregulation (2), the Competent Authority may record the licence in the relevant register of licences kept under regulation 18.36.

Continuing effect of corresponding licences

24.9 (1) This regulation applies to a licence (however described) if the licence:
(a) was granted under a law of another participating jurisdiction about the transport of dangerous goods by road; and
(b) was in force in the other jurisdiction immediately before the commencement of this regulation; and
(c) is a licence that may be granted under a provision of the law of the other jurisdiction (the “corresponding provision”) corresponding to a provision of a regulation mentioned in paragraph 24.8 (1) (c).

(2) Except for circumstances that do not exist in this jurisdiction, the licence has effect for these Regulations as if it were a licence granted by the corresponding Competent Authority for the other jurisdiction under the corresponding provision.
## SCHEDULE 1: STRICT LIABILITY OFFENCES

<table>
<thead>
<tr>
<th>Column 1 Item</th>
<th>Column 2 Provision</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>regulation 3.2</td>
</tr>
<tr>
<td>2</td>
<td>subregulation 3.11 (3)</td>
</tr>
<tr>
<td>3</td>
<td>subregulation 3.12 (3)</td>
</tr>
<tr>
<td>4</td>
<td>regulation 4.1</td>
</tr>
<tr>
<td>5</td>
<td>regulation 4.2</td>
</tr>
<tr>
<td>6</td>
<td>regulation 4.3</td>
</tr>
<tr>
<td>7</td>
<td>subregulation 4.4 (1)</td>
</tr>
<tr>
<td>8</td>
<td>subregulation 4.5 (1)</td>
</tr>
<tr>
<td>9</td>
<td>regulation 4.7</td>
</tr>
<tr>
<td>10</td>
<td>regulation 4.8</td>
</tr>
<tr>
<td>11</td>
<td>regulation 4.9</td>
</tr>
<tr>
<td>12</td>
<td>subregulation 4.10 (1)</td>
</tr>
<tr>
<td>13</td>
<td>subregulations 4.12 (1) and (3)</td>
</tr>
<tr>
<td>14</td>
<td>subregulation 4.14 (1)</td>
</tr>
<tr>
<td>15</td>
<td>subregulation 4.15 (1)</td>
</tr>
<tr>
<td>16</td>
<td>regulation 4.16</td>
</tr>
<tr>
<td>17</td>
<td>regulation 4.17</td>
</tr>
<tr>
<td>18</td>
<td>subregulation 4.18 (1)</td>
</tr>
<tr>
<td>19</td>
<td>subregulations 4.20 (1) and (3)</td>
</tr>
<tr>
<td>20</td>
<td>subregulation 4.22 (1)</td>
</tr>
<tr>
<td>21</td>
<td>subregulation 4.23 (1)</td>
</tr>
<tr>
<td>22</td>
<td>subregulation 5.1 (1)</td>
</tr>
<tr>
<td>23</td>
<td>subregulations 5.3 (1) and (3)</td>
</tr>
<tr>
<td>24</td>
<td>regulation 5.4</td>
</tr>
<tr>
<td>25</td>
<td>regulation 6.1</td>
</tr>
<tr>
<td>26</td>
<td>regulation 7.3</td>
</tr>
<tr>
<td>27</td>
<td>regulation 8.1</td>
</tr>
<tr>
<td>28</td>
<td>regulation 8.3</td>
</tr>
<tr>
<td>29</td>
<td>regulation 8.5</td>
</tr>
<tr>
<td>30</td>
<td>regulation 8.6</td>
</tr>
<tr>
<td>31</td>
<td>subregulation 8.7 (3)</td>
</tr>
<tr>
<td>32</td>
<td>regulation 9.6</td>
</tr>
<tr>
<td>33</td>
<td>subregulation 10.1 (2)</td>
</tr>
<tr>
<td>34</td>
<td>subregulations 10.5 (1) and (3)</td>
</tr>
<tr>
<td>35</td>
<td>subregulations 10.6 (1) and (2)</td>
</tr>
<tr>
<td>Column 1</td>
<td>Column 2</td>
</tr>
<tr>
<td>---------</td>
<td>---------------</td>
</tr>
<tr>
<td>Item</td>
<td>Provision</td>
</tr>
<tr>
<td>36</td>
<td>regulation 10.7</td>
</tr>
<tr>
<td>37</td>
<td>regulation 10.8</td>
</tr>
<tr>
<td>38</td>
<td>subregulation 11.2 (1)</td>
</tr>
<tr>
<td>39</td>
<td>regulation 11.3</td>
</tr>
<tr>
<td>40</td>
<td>regulation 11.4</td>
</tr>
<tr>
<td>41</td>
<td>regulation 11.7</td>
</tr>
<tr>
<td>42</td>
<td>regulation 11.8</td>
</tr>
<tr>
<td>43</td>
<td>regulation 12.1</td>
</tr>
<tr>
<td>44</td>
<td>regulation 12.2</td>
</tr>
<tr>
<td>45</td>
<td>subregulation 12.3 (1)</td>
</tr>
<tr>
<td>46</td>
<td>subregulation 13.1 (2)</td>
</tr>
<tr>
<td>47</td>
<td>regulation 13.2</td>
</tr>
<tr>
<td>48</td>
<td>subregulation 13.3 (3)</td>
</tr>
<tr>
<td>49</td>
<td>regulation 13.4</td>
</tr>
<tr>
<td>50</td>
<td>regulation 13.5</td>
</tr>
<tr>
<td>51</td>
<td>subregulations 13.6 (2) and (3)</td>
</tr>
<tr>
<td>52</td>
<td>regulation 13.8</td>
</tr>
<tr>
<td>53</td>
<td>regulation 13.9</td>
</tr>
<tr>
<td>54</td>
<td>subregulation 14.1 (2)</td>
</tr>
<tr>
<td>55</td>
<td>subregulations 14.2 (2) and (3)</td>
</tr>
<tr>
<td>56</td>
<td>subregulation 14.3 (2)</td>
</tr>
<tr>
<td>57</td>
<td>subregulations 14.4 (2) and (3)</td>
</tr>
<tr>
<td>58</td>
<td>subregulations 14.5 (2) and (3)</td>
</tr>
<tr>
<td>59</td>
<td>subregulation 14.6 (2)</td>
</tr>
<tr>
<td>60</td>
<td>subregulation 14.7 (2)</td>
</tr>
<tr>
<td>61</td>
<td>regulation 17.7</td>
</tr>
<tr>
<td>62</td>
<td>subregulation 18.26 (1)</td>
</tr>
<tr>
<td>63</td>
<td>subregulations 18.28 (2) and (3)</td>
</tr>
<tr>
<td>64</td>
<td>regulation 18.30</td>
</tr>
<tr>
<td>65</td>
<td>regulation 18.31</td>
</tr>
<tr>
<td>66</td>
<td>regulation 18.34</td>
</tr>
<tr>
<td>67</td>
<td>subregulation 18.38 (2)</td>
</tr>
<tr>
<td>68</td>
<td>subregulation 18.39 (2)</td>
</tr>
</tbody>
</table>
## SCHEDULE 2: INFRINGEMENT NOTICE OFFENCES AND PENALTIES

<table>
<thead>
<tr>
<th>Column 1 Item</th>
<th>Column 2 Provision</th>
<th>Column 3 Penalty—individuals $</th>
<th>Column 4 Penalty—corporations $</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>regulation 3.2</td>
<td>600</td>
<td>3,000</td>
</tr>
<tr>
<td>2</td>
<td>subregulation 3.12 (3)</td>
<td>300</td>
<td>1,500</td>
</tr>
<tr>
<td>3</td>
<td>regulation 4.1</td>
<td>600</td>
<td>3,000</td>
</tr>
<tr>
<td>4</td>
<td>regulation 4.2</td>
<td>600</td>
<td>3,000</td>
</tr>
<tr>
<td>5</td>
<td>regulation 4.3</td>
<td>300</td>
<td>—</td>
</tr>
<tr>
<td>6</td>
<td>subregulation 4.7 (2)</td>
<td>600</td>
<td>3,000</td>
</tr>
<tr>
<td>7</td>
<td>subregulation 4.8</td>
<td>600</td>
<td>3,000</td>
</tr>
<tr>
<td>8</td>
<td>subregulation 4.10 (1)</td>
<td>600</td>
<td>3,000</td>
</tr>
<tr>
<td>9</td>
<td>subregulation 4.14 (1)</td>
<td>600</td>
<td>3,000</td>
</tr>
<tr>
<td>10</td>
<td>subregulation 4.16 (2)</td>
<td>600</td>
<td>3,000</td>
</tr>
<tr>
<td>11</td>
<td>regulation 4.17</td>
<td>600</td>
<td>3,000</td>
</tr>
<tr>
<td>12</td>
<td>subregulation 4.18 (1)</td>
<td>600</td>
<td>3,000</td>
</tr>
<tr>
<td>13</td>
<td>subregulation 5.1 (1)</td>
<td>300</td>
<td>1,500</td>
</tr>
<tr>
<td>14</td>
<td>subregulation 5.3 (3)</td>
<td>600</td>
<td>3,000</td>
</tr>
<tr>
<td>15</td>
<td>regulation 5.4</td>
<td>300</td>
<td>—</td>
</tr>
<tr>
<td>16</td>
<td>subregulation 7.7 (1)</td>
<td>600</td>
<td>3,000</td>
</tr>
<tr>
<td>17</td>
<td>regulation 8.3</td>
<td>600</td>
<td>3,000</td>
</tr>
<tr>
<td>18</td>
<td>regulation 8.5</td>
<td>600</td>
<td>3,000</td>
</tr>
<tr>
<td>19</td>
<td>regulation 8.7 (3)</td>
<td>200</td>
<td>1,000</td>
</tr>
<tr>
<td>20</td>
<td>subregulation 10.7 (2)</td>
<td>300</td>
<td>1,500</td>
</tr>
<tr>
<td>21</td>
<td>subregulation 10.8 (2)</td>
<td>300</td>
<td>1,500</td>
</tr>
<tr>
<td>22</td>
<td>regulation 11.3</td>
<td>300</td>
<td>1,500</td>
</tr>
<tr>
<td>23</td>
<td>subregulation 11.4 (1)</td>
<td>200</td>
<td>—</td>
</tr>
<tr>
<td>24</td>
<td>subregulation 11.4 (2)</td>
<td>100</td>
<td>—</td>
</tr>
<tr>
<td>25</td>
<td>regulation 11.7</td>
<td>300</td>
<td>1,500</td>
</tr>
<tr>
<td>26</td>
<td>subregulation 11.8 (1)</td>
<td>200</td>
<td>—</td>
</tr>
<tr>
<td>27</td>
<td>subregulation 11.8 (2)</td>
<td>100</td>
<td>—</td>
</tr>
<tr>
<td>28</td>
<td>subregulation 11.8 (3)</td>
<td>200</td>
<td>—</td>
</tr>
<tr>
<td>29</td>
<td>regulation 12.1</td>
<td>600</td>
<td>3,000</td>
</tr>
<tr>
<td>30</td>
<td>subregulation 12.3 (1)</td>
<td>200</td>
<td>1,000</td>
</tr>
<tr>
<td>31</td>
<td>subregulation 13.1 (2)</td>
<td>100</td>
<td>—</td>
</tr>
<tr>
<td>32</td>
<td>regulation 13.4</td>
<td>100</td>
<td>—</td>
</tr>
<tr>
<td>33</td>
<td>regulation 13.5</td>
<td>200</td>
<td>—</td>
</tr>
<tr>
<td>34</td>
<td>subregulation 13.6 (2) or (3)</td>
<td>600</td>
<td>—</td>
</tr>
<tr>
<td>35</td>
<td>regulation 13.8</td>
<td>300</td>
<td>1,500</td>
</tr>
<tr>
<td>36</td>
<td>regulation 13.9</td>
<td>300</td>
<td>—</td>
</tr>
<tr>
<td>37</td>
<td>subregulation 18.28 (2)</td>
<td>100</td>
<td>—</td>
</tr>
<tr>
<td>38</td>
<td>subregulation 18.28 (3)</td>
<td>100</td>
<td>500</td>
</tr>
<tr>
<td>39</td>
<td>regulation 18.30</td>
<td>100</td>
<td>—</td>
</tr>
<tr>
<td>40</td>
<td>regulation 18.31</td>
<td>100</td>
<td>—</td>
</tr>
<tr>
<td>41</td>
<td>subregulation 18.39 (2)</td>
<td>100</td>
<td>500</td>
</tr>
</tbody>
</table>
SCHEDULE 3—DICTIONARY

“Act” means the Road Transport Reform (Dangerous Goods) Act 1995 of the Commonwealth;1

“ADG Code” means the sixth edition of the Australian Code for the Transport of Dangerous Goods by Road and Rail;

“administrative determination” see regulation 1.19;

“ADR approved” means approved in accordance with the European Agreement Concerning the International Carriage of Dangerous Goods by Road published by the Inland Transport Committee of the Economic Commission for Europe;

“aggregate quantity” see regulation 2.10;

“another participating jurisdiction” means a participating jurisdiction except this jurisdiction;

“appropriately marked” see regulation 7.2;

“appropriately placarded” see subregulation 7.6 (2);

“approval”, for a provision of these Regulations, means an approval by the Competent Authority that is in force under the provision;

“approved IBC” means:
(a) an IBC of a design that is approved under regulation 4.26; or
(b) a foreign approved IBC;

“approved packaging” means:
(a) packaging of a design type that is approved under regulation 3.8; or
(b) foreign approved packaging;

“approved tank” means:
(a) a tank of a design that is approved under regulation 4.25; or
(b) a foreign approved tank;

“approved test” means a test that is approved under paragraph 20.2 (1) (a);

“approved training course” means a training course that is approved under paragraph 20.2 (1) (b);

“attachment system”:
(a) means a system for attaching a bulk container to a vehicle; and
(b) includes all the components of the system;

“authorised officer” see section 6 of the Act;

“bulk container” see regulation 2.17;

“bulk driver licence” means a licence that is in force under Division 3 of Part 18;

“bulk vehicle licence” means a licence that is in force under Division 4 of Part 18;

“capacity” see regulation 2.8;

“Class”, for dangerous goods, see regulation 2.3;

“Code” means the ADG Code;

“combination road vehicle” means a group of vehicles consisting of:
(a) a prime mover and 2 or more trailers; or
(b) a rigid vehicle and 1 or more trailers;

“Commonwealth Minister” means the Minister administering the Act;
“Competent Authority” see section 6 of the Act\(^1\);

“compliance plate”, for a tank, means a compliance plate complying with Chapter 4 of the ADG Code;

“consigns” and “consignor” see regulation 2.19;

“consumer commodity load” see Division 1.1 of the ADG Code;

“converter dolly” see clause 10.6 in the Schedule to the Road Transport Reform (Heavy Vehicles Standards) Regulations;

“corresponding”, for a provision of the Act or these Regulations, means the provision of the law in force in another participating jurisdiction corresponding to the provision;

“corresponding administrative determination” means a corresponding determination made on the application of a person and applying only to the person;

“corresponding approval” means an approval given by a corresponding Competent Authority having effect in this jurisdiction under regulation 15.11;

“corresponding bulk driver licence” means a licence granted by a corresponding Competent Authority having effect in this jurisdiction under regulation 15.12 as a bulk driver licence;

“corresponding bulk vehicle licence” means a licence granted by a corresponding Competent Authority having effect in this jurisdiction under regulation 15.12 as a bulk vehicle licence;

“corresponding Competent Authority” means a person appointed under a provision of a law of another participating jurisdiction corresponding to subsection 13 (1) of the Act\(^1\);

“corresponding determination” means a determination made by a corresponding Competent Authority having effect in this jurisdiction under regulation 15.9;

“corresponding exemption” means an exemption granted by a corresponding Competent Authority having effect in this jurisdiction under regulation 15.10;

“dangerous goods” see regulation 2.2;

“dangerous goods in bulk” see regulation 2.12;

“dangerous situation” see section 6 of the Act\(^1\);

“determination”, for a provision of these Regulations, means a determination made by the Competent Authority that is in force under the provision;

“driving licence” means a licence (including a probationary and a conditional licence but not including a provisional or learner licence) issued under a State or Territory law authorising the licensee to drive a vehicle;

“emergency service” means:

(a) an ambulance, fire, police or other emergency service of a participating jurisdiction; or
(b) a unit of the Defence Force corresponding to a service mentioned in paragraph (a);

“exemption” means an exemption in force under section 32 of the Act\(^4\);

“filling ratio” means the ratio of the mass of liquefied gas in a tank or cylinder to the mass of water that the tank or cylinder will hold at a temperature of 15° Celsius;

“fire-risk substance” means a readily ignitable solid substance (examples are hay, sawdust, waste paper, and wood chips);

“food” includes:

(a) a substance prepared or intended for human or animal consumption; and
(b) a substance (except dangerous goods) intended to be an ingredient of food;

“food container” means a container designed or intended to contain food;
“food packaging” means:
(a) a food container; or
(b) any other container that actually contains food; or
(c) material designed or intended to be used in a food container;

“foreign approved IBC” means an IBC that is:
(a) manufactured outside Australia; and
(b) ADR, IMO or RID approved;

“foreign approved packaging” means a packaging that is:
(a) manufactured outside Australia; and
(b) marked with performance and specification markings complying with Chapter 3 of the ADG Code;

“foreign approved tank” means a tank that is:
(a) manufactured outside Australia; and
(b) ADR, IMO or RID approved;

“freight container” see regulation 2.15;

“Government Gazette” means the Australian Capital Territory Gazette;

“hose assembly” means a hose, or hoses connected together, for use in the transfer of dangerous goods to or from a tank on a vehicle, bulk container or storage container and includes:
(a) if there are 2 or more hoses connected together—the connections between the hoses; and
(b) the attachment connecting the hose or hoses to the tank; and
(c) anything else (except the vehicle, bulk container or storage container) attached to the hose or hoses;

“IATA Regulations” means the Dangerous Goods Regulations published by the International Air Transport Association;

“IBC” see regulation 2.16;

“IBC marking”, for an IBC, means a marking complying with the IBC Supplement;

“IBC Supplement” means the Specifications for Intermediate Bulk Containers for the Transport of Dangerous Goods published as a supplement to the ADG Code;

“ICAO Rules” means the Technical Instructions for the Safe Transport of Dangerous Goods by Air published by the International Civil Aviation Organisation;

“IMDG Code” means the International Maritime Dangerous Goods Code published by the International Maritime Organisation;

“IMO approved” means approved by or for the International Maritime Organisation;

“incompatible” see regulation 2.6;

“infringement notice” means a notice served under subregulation 21.1 (1);

“involvement in the transport of dangerous goods by road” see section 6 of the Act;

“journey” means the transport by road of dangerous goods from the point where the goods are consigned to the point where the goods are delivered to the consignee;

“licence”:
(a) for Division 3 of Part 18—see regulation 18.6; and
(b) for Division 4 of Part 18—see regulation 18.18; and
(c) for Division 5 of Part 18—see regulation 18.29; and
(d) for Division 6 of Part 18—see regulation 18.32; and
(e) for Part 19—see regulation 19.1;
“licence label” means a licence label issued under regulation 18.28;

“licensed vehicle” means a vehicle for which a bulk vehicle licence is in force;

“licensee”:
(a) for Division 3 of Part 18—see regulation 18.6; and
(b) for Division 4 of Part 18—see regulation 18.18; and
(c) for Division 5 of Part 18—see regulation 18.29; and
(d) for Division 6 of Part 18—see regulation 18.32; and
(e) for Part 19—see regulation 19.1;

“loads” and “loader” see regulation 2.21;

“Ministerial Council” means the Ministerial Council for Road Transport established by Part VI of the Heavy Vehicles Agreement set out in Schedule 1 to the National Road Transport Commission Act 1991 of the Commonwealth;

“NATA” means the National Association of Testing Authorities, Australia;

“offence” see section 6 of the Act1;

“outer packaging” see Division 1.1 of the ADG Code;

“owner” see regulation 2.18;

“package” see subregulation 2.7 (1);

“packaged dangerous goods” see regulation 2.11;

“packaging” see subregulation 2.7 (2);

“Packing Group” see regulation 2.5;

“packs” and “packer” see regulation 2.20;

“Panel” see subregulation 15.4 (1);

“Panel member” see subregulation 15.4 (2);

“participating jurisdiction” means:
(a) this jurisdiction; or
(b) a State or the Northern Territory, unless the State or Territory is declared under regulation 1.30 not to be a participating jurisdiction2;

“performance test”, for a packaging design type for use in the transport of dangerous goods by road, means a test complying with Chapter 3 of the ADG Code;

“personal injury” includes death;

“placard load” see regulation 2.13;

“premises” see section 6 of the Act1;

“prescribed fee”, for a provision mentioned in column 2 of the table in regulation 23.1, means the fee prescribed in the table for the provision;

“prime contractor” see regulation 2.22;

“prime mover” means a vehicle that is designed to tow a trailer;

“recognised testing facility” see regulation 3.9;

“register” see regulation 15.1;

“registered” means:
(a) for a medical practitioner—a medical practitioner registered under State or Territory law; and
(b) for a vehicle—a vehicle registered under State or Territory law;
“reminder notice” means a notice given under subregulation 21.4 (1);

“required emergency information” see regulation 11.5;

“RID approved” means approved in accordance with the International Regulations Concerning the Carriage of Dangerous Goods by Rail published by the Inland Transport Committee of the Economic Commission for Europe;

“rigid vehicle” means a vehicle the load carrying area of which is fixed to the vehicle’s chassis or frame;

“risk” means risk of personal injury, property damage or harm to the environment;

“semi-trailer” means a trailer having:
(a) 1 axle group, or a single axle, towards the rear of the trailer; and
(b) a means of attachment to a prime mover that, once attached, results in some of the load being imposed on the prime mover;

“Subsidiary Risk” see regulation 2.4;

“tank”:
(a) means a container, except an IBC, that is used, or designed to be used, to transport dangerous goods in bulk in the form of a liquid or gas; and
(b) includes fittings, closures, and any other equipment, forming part of the container;

“test or training certificate” means a certificate:
(a) issued by a person who conducted an approved test or training course; and
(b) stating that a person named in the certificate passed the test or completed the course;

“this jurisdiction” means the Australian Capital Territory and the Jervis Bay Territory.

“trailer” means a vehicle that is designed to be towed, or is towed, by another vehicle but does not include a vehicle propelled by a motor that forms part of the vehicle;

“transport” see section 6 of the Act;

“UN dangerous goods tests and criteria” means the tests and criteria specified in:
(a) the UN Recommendations; or
(b) the UN Recommendations, Manual of Tests and Criteria.

“unit load” see regulation 2.14;


“vehicle” includes a combination road vehicle.

1 The reference to legislation in this definition may have been amended by a jurisdiction to facilitate the application of this definition in that jurisdiction.

2 This definition may have been amended by a jurisdiction to facilitate its application in that jurisdiction.