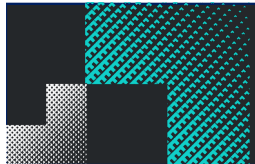
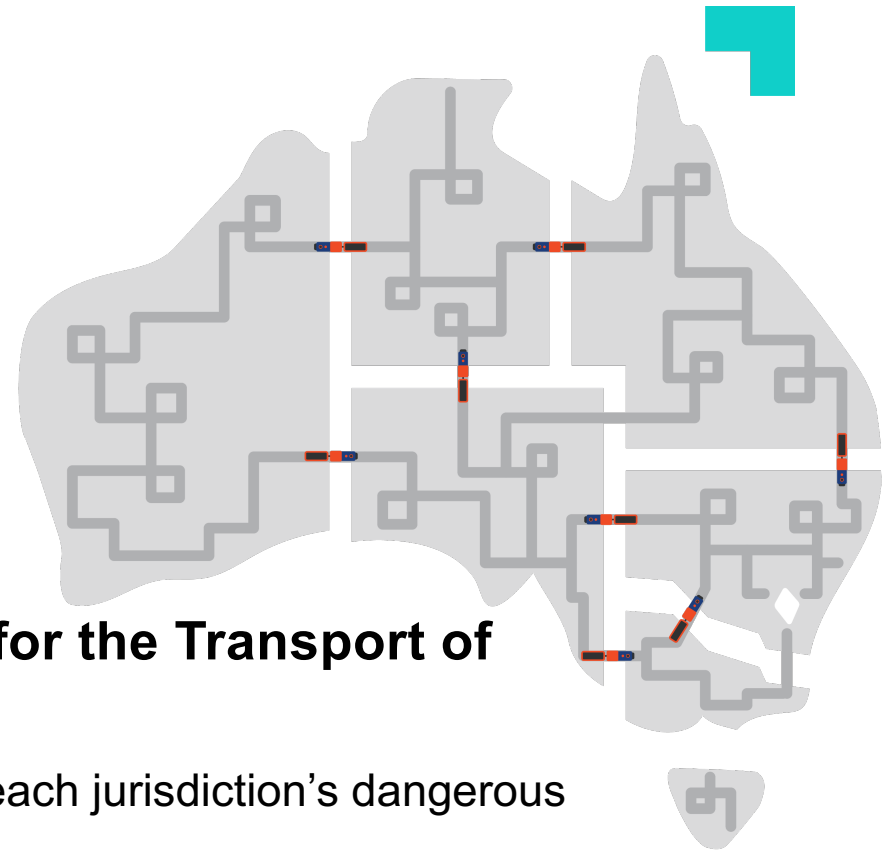


# Australian code for the transport of dangerous goods by road and rail

**Debra Kirk** | Manager Legislative Maintenance

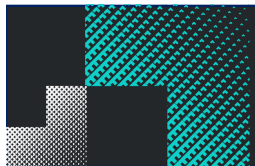
# About NTC

- **Statutory body**
- **Develop national land transport policy reform proposals**
- **Funded by the Commonwealth and eight state and territory governments**
- **Maintain and update the Australian Code for the Transport of Dangerous Goods by Road & Rail**
  - Given legal force in each state and territory by each jurisdiction's dangerous goods transport laws.



## ■ Edition 7.7

- Consultation draft available early October 2019
- Commencement date 1 July 20???????
- Reflects the 21<sup>st</sup> edition of the United Nations Recommendations on the Transport of Dangerous Goods and changes specific to the Australian environment.
- One-year transition period.
- Given legal force in each state and territory by each jurisdiction's dangerous goods transport laws.





# ■ Edition 7.7 - what's changing?

## **General clean-up**

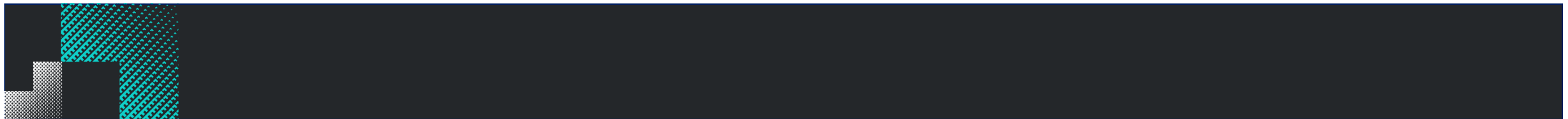
- Formatting
- Translation and typographical errors
- Navigation

## **Australian specific amendments (relevant to NBTA members)**

- Table 12.1 – Fire Extinguisher Requirements
- Table 12.2 – PPE (respiratory protection)

## **Incorporate latest UN Recommendations – UN 21:**

- Nothing substantive

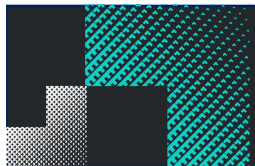


# Table 12.1 – Fire Extinguishers

Two new Table Notes:

**NOTE 3:** If more than one dry powder fire extinguisher is required in the load area, one may be replaced with a foam fire extinguisher of at least 9L capacity. If a foam fire extinguisher is used it must be suitable for the types of fire scenarios likely to be encountered and selected with the aim of preventing the spread of fire to the load.

**NOTE 4:** A firefighting system designed for the load using compressed air foam system (CAFS) may be used in place of portable fire extinguishers in the load area. The CAFS must be operational even when the engine of the vehicle is turned off and must be suitable for the types of fire scenarios likely to be encountered with the aim of preventing the spread of fire to the load.



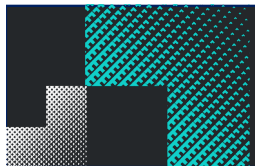
# Table 12.2 – PPE + Safety Equipment

Respiratory protection for escape purposes:

- b. The minimum requirement is air supplied short term breathing apparatus suitable for escape purposes, except when, even in an emergency, the dangerous goods will not give rise to harmful vapours, gases or dust. Note that where a driver attends to the loading or transfer of goods, SCBA with a duration of greater than 15 minutes may be required by other (e.g. health and safety) legislation.

The minimum requirement is a compressed air or compressed oxygen self contained breathing apparatus, or chemical oxygen self-contained self-rescuer, certified to comply with AS/NZS 1716 and providing breathable air for not less than 15 minutes.

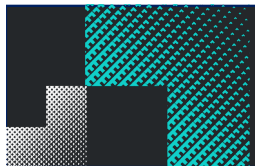
Respiratory protection equipment is not required where the dangerous goods will not give rise to harmful vapours, gases or dust, even in an emergency,



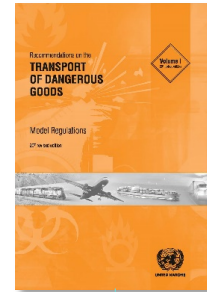
# Improving the consistency and efficiency of regulating the land transport of dangerous goods.

To consider:

- options for the legal mechanism (e.g. model law, applied law, referral of powers etc) for implementing the laws that allow the Code for the land transport of dangerous goods to have legal force.
- ways to achieve consistent enforcement of requirements for the land transport of dangerous goods across Australia.
- options for the process used (e.g. status quo, improve the existing process, moving to a different process) for updating the laws and Code for the land transport of dangerous goods.



# UN model regulations (all modes)



## UN Economic and Social Council – ECOSOC

- Established the UN Economic Commission for Europe (UNECE)
- Sub-committee of experts on the transport of dangerous goods
- Australia represented by DIRDAC (Cth)

European agreement concerning the International Carriage of Dangerous Goods by Road (ADR)



International Carriage of DG by Rail (RID)

International Carriage of DG by Inland Waterways (ADN)

## UN ECOSOC

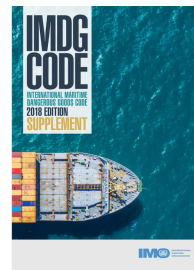
- Inland Transport Committee – Working Party on the Transport of Dangerous Goods (UN WP.15) (ADR/RID/ADN)
- (Australia not represented)

51 contracting parties

Other countries that follow or adopt include:

- USA – full voting status
- China
- ASEAN
- Australia

International Maritime Dangerous Goods Code (IMDG)



## International Maritime Organisation (IMO)

- Australia represented by AMSA (Cth)

Adopted in Australia via the Navigation Act 2012 (Cth) and Marine Order 41 Administered by AMSA

ICAO Technical Instruction for the Safe Transport of Dangerous Goods by Air (ICAO TI)



## International Civil Aviation Authority (ICAO)

- ICAO Technical Instructions
- Australia represented by CASA (Cth)

CASA permits the use of any equivalent document – the most commonly seen is the:



## International Air Transport Association (IATA)

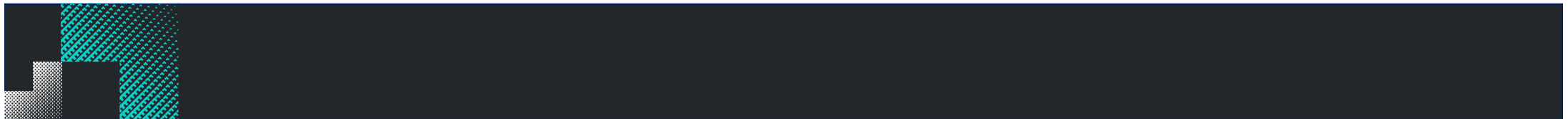
- IATA Dangerous Goods Regulations
- Australia represented by CASA (Cth)

Adopted in Australia via the Civil Aviation Act 1988 (Cth) and Civil Aviation Safety Regulations 1988 (Cth) Administered By CASA (Cth)



# How can you make a difference

- Potentially the biggest review since the introduction of Edition 7 of the ADG Code in 2008
- Understand the process
- Participate in the process:
  - Make submissions
  - Respond to Discussion Papers and Regulatory Impact Statements
- Write to your Ministers
  - Provide real world (personal) stories and impact
- Provide objective evidence





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