



USEFUL RESOURCES

Department of Mines, Industry Regulation and Safety,
www.dmirs.wa.gov.au

Department of Justice, www.legislation.wa.gov.au
Dangerous Goods Safety Act 2004
Dangerous Goods Safety (Road and Rail Transport Non-explosives) Regulations 2007

Main Roads, www.mainroads.wa.gov.au
Chain of Responsibility, www.mainroads.wa.gov.au/UsingRoads/HVS/Pages/chainofresponsibility.aspx

National Transport Commission, www.ntc.gov.au
Australian Dangerous Goods Code (ADG Code), 7th Edition

Australian Standard, www.standards.org.au
AS 2809 Road Tank Vehicles for Dangerous Goods

This publication is available on request in other formats for people with special needs.

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DANGEROUS GOODS SAFETY MATTERS

Beyond the gate – site responsibilities for transporting dangerous goods





INTRODUCTION

All dangerous goods sites including major hazard facilities (MHFs) and mine sites have a legal responsibility to ensure that dangerous goods are transported safely from their facilities.

In doing so you are protecting the community and ensuring that you are not liable in the event of a breach of the road and dangerous goods laws.

WHAT DOES THE LEGISLATION SAY?

The Dangerous Goods Safety (Road and Rail Transport of Non-explosives) Regulations 2007 detail the requirements for people and businesses involved in transporting dangerous goods.

In April 2015, changes to the *Road Traffic (Vehicles) Act 2012* and *Road Traffic (Administration) Act 2008* introduced greater responsibilities to anyone within the transport chain. These changes mean that if a vehicle is involved in a mass, dimension or loading requirement breach, a person who is connected with that vehicle may be held legally accountable if by action, inaction or demand, they caused or contributed to the breach.

WHAT ARE THE BENEFITS?

The benefits of adhering to the regulatory requirements include:

- improving road safety
- improving industry compliance
- creating consistency for industry.

WHAT ARE MY RESPONSIBILITIES AS A SITE MANAGER AND/OR SITE OPERATOR?

- Staff in control of the dangerous goods understand the risks and safe management
- Packaging is labelled in accordance with the *Australian Code for the Transport of Dangerous Goods by Road and Rail* (ADG Code)
- Ullage of road tankers and portable tanks filled on site complies with the ADG Code
- Vehicles are placarded in accordance with the ADG Code
- Transport documents contain correct information
- Vehicle maintenance and safety standards are followed
- Incompatible dangerous goods are segregated
- Load restraint is adequate, in accordance with the *Load Restraint Guide*
- Vehicle comply with mass and dimension requirements

- Dangerous goods drivers and vehicles are appropriately licensed
- Staff are trained in how to respond in an emergency.

WHAT DOES IT MEAN IN AN OPERATIONAL SENSE?

Everyone within the chain is accountable for safeguarding against the risks of someone doing the wrong thing.

The consignor must ensure that safety standards are met for vehicles and their equipment being transported from their site. This can be verified by checking that road tankers are approved to Australian Standard AS 2809 and are currently dangerous goods licensed.

Under regulation 40 of the Dangerous Goods Safety (Road and Rail Transport Non-explosives) Regulations 2007, consignor is:

- a person who has possession of dangerous goods prior to them being transported
- a company or person who engages a transport company to transport dangerous goods.



WHAT WOULD YOU DO?

A full dangerous goods tanker is about to leave your site and you notice that the placards have not been displayed.

- Ensure placards are up before the vehicle leaves your site.

A dangerous goods tanker enters your site to transfer product into a storage vessel. The driver manages the transfer operation.

Confirm that:

- the driver has the appropriate training and work systems to conduct the operation safely at your site
- the dangerous goods transfer systems (including transfer hoses) are safe and compliant.

