

## **PART 13**

# Procedures During Road Transport



## Chapter 13.1 — Procedures During Transport

### 13.1.1 APPLICATION

This Chapter applies only to road vehicles transporting a placard load of dangerous goods.

### 13.1.2 BREAKDOWNS

If a road vehicle transporting 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 hazard 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 so that it can be best seen by approaching traffic 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.

### 13.1.3 GENERAL PRECAUTIONS DURING TRANSPORT

#### 13.1.3.1 Passengers

No person apart from the following may ride in the cabin of a road vehicle transporting 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.

#### 13.1.3.2 Parking requirements

13.1.3.2.1 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.

**13.1.3.2.2 Where a vehicle may be parked**

13.1.3.2.2.1 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 placarded dangerous goods.

13.1.3.2.2.2 Despite 13.1.3.2.2.1, a vehicle may be parked or left standing in circumstances mentioned in 13.1.3.2.2.1 if:

- (a) 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; or
  - (vi) for the normal operation of the vehicle, such as a bitumen spray vehicle; and the vehicle is not parked or left standing for any longer than is necessary and the dangerous goods are kept secure; or
- (b) 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.

13.1.3.2.2.3 A vehicle transporting dangerous goods of Division 2.1 or Class 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.

**13.1.3.3 Unloading the vehicle\***

Other than for transfer to another vehicle or to another mode of transport, dangerous goods must not be unloaded from a road 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.

**13.1.3.4 Detaching a trailer from a prime mover or combination road vehicle**

A trailer containing dangerous goods must 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

\* *The Regulations may allow for unloading in emergency situations.*

- (c) for the purposes of immediate exchange of trailers between prime movers or combination road vehicles, provided this is carried out off road and security is maintained; or
- (d) in an emergency requiring the trailer to be detached in the interests of safety; or
- (e) in the event of the vehicle becoming disabled on a road or street.

### **13.1.3.5 Operation of burners**

- 13.1.3.5.1 Except as provided in 13.1.3.5.2. 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.
- 13.1.3.5.2 Burners may be operated on moving bitumen tankers if done in accordance with AS 2809.5, however the burner on a spray vehicle must not be operated when the vehicle is spraying bitumen.

### **13.1.4 ROUTES**

- 13.1.4.1 Routes for road vehicles transporting dangerous goods must be pre-planned whenever possible to the extent practicable, taking into account the factors in this Section\*.
- 13.1.4.2 Routes should be selected to minimise the risk of personal injury or harm to the environment or property during the journey.
- 13.1.4.3 Routes should wherever practicable avoid heavily populated or environmentally sensitive areas, congested crossings, tunnels, narrow streets, alleys, or sites where there may be, a concentration of people.
- 13.1.4.4 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.

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\* *While it is not always practicable to pre-plan in detail the route of a courier or local pick-up or delivery vehicle, the driver should nonetheless be made aware of any areas to avoid in localities where travel is anticipated.*

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