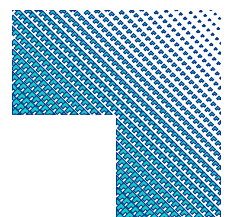


Maintaining the dangerous goods transport framework

Principles and terms of reference

National Transport Commission

20 October, 2026



Outline

Title	Maintaining the dangerous goods transport framework
Type of report	Principles and terms of reference
Abstract	This paper outlines the principles and terms of reference guiding the National Transport Commission's maintenance of the Australian Dangerous Goods (ADG) Code and associated model legislation for road and rail transport. It describes the governance framework, consultation arrangements and processes used to ensure the regulatory framework remains current, nationally consistent and aligned with international dangerous goods requirements. The paper explains the sources of change, including international developments and Australian-identified issues, and sets out the roles of the NTC, the Transport of Dangerous Goods Maintenance Advisory Group and ministerial decision-makers. These principles support effective consultation, minimise regulatory burden and maintain appropriate safety outcomes as the framework evolves.
Attribution	This work should be attributed as follows, Source: National Transport Commission, Dangerous goods transport framework maintenance, Principles and terms of reference. If you have adapted, modified or transformed this work in anyway, please use the following, Source: based on National Transport Commission, Maintaining the dangerous goods transport framework, Principles and terms of reference.
Key words	Australian Dangerous Goods (ADG) Code; Transport of Dangerous Goods; Dangerous Goods Regulation; ADG Code Maintenance; National Transport Commission (NTC); TDG-MAG; Model Dangerous Goods Legislation; Road and Rail Transport; Intermodal Transport; International Harmonisation; UN Model Regulations; ADR and RID; Regulatory Maintenance
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Foreword

The trade in and transport of dangerous goods is a global marketplace, with dangerous goods routinely moving between jurisdictions and modes of transport. The safe and efficient transport of dangerous goods is crucial to the modern world. As such, since the 1950s there has been an ongoing effort to harmonise the transport of dangerous goods around the world, under the auspices of the United Nations Economic and Social Council.

This work continues today, with the UN Sub-Committee of Experts on the Transport of Dangerous Goods preparing model recommendations every two years to ensure that the regulation of dangerous goods responds to evolving concerns and issues (the UN Model Regulations). The most important guiding principle in dangerous goods transport is set out by the UN Sub-Committee:

The transport of dangerous goods is regulated to prevent or mitigate, as far as possible, incidents that could endanger public safety or harm the environment. At the same time, regulations should be framed so that they do not hamper the movement of dangerous goods, other than those too dangerous to be accepted for transport. The aim of the regulations, therefore, is to make transport feasible and safe by reducing risks to a minimum. (UN Sub-Committee of Experts on the Transport of Dangerous Goods, 2023)

Because of Australia's geography, most dangerous goods are transported in transport chains that are both international and intermodal, for at least part of their journey. For sea and air transport, Australia implements the IMDG Code and the ICAO Technical Instructions under commonwealth legislation. For land transport, model legislation is the basis for state and territory legislation, and this legislation gives effect to the Australian Code for the Transport of Dangerous Goods by Road & Rail (ADG Code).

The NTC has undertaken a comprehensive review of the ADG Code based on the Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) and its equivalent Regulation concerning the International Carriage of Dangerous Goods by Rail (RID), both of which are based on the UN Model Regulations. This led to the development of a new ADG Code to replace the 7th edition. While based on ADR and RID, the ADG Code does deviate from these documents where it is necessary and appropriate to do so for the Australian context.

To ensure that the ADG Code keeps pace with international developments and is responsive to issues identified in land transport in Australia, the NTC undertakes a maintenance process, delivering an updated ADG Code and legislation (if needed) every two years. The NTC convenes a maintenance advisory group to advise it on changes from both the international documents and locally identified issues.

This document outlines the terms of reference for the maintenance advisory group and sets out high-level principles for reviewing and drafting of updated provisions. This group is the main consultative forum for such changes and ensures that governments and industry have input to this process. It also ensures that all participants in the maintenance advisory group and the wider transport community understand the basis for changes to the ADG Code and legislation.



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Executive Summary

The National Transport Commission (NTC) develops and maintains the Australian Dangerous Goods (ADG) Code and related model legislation for the transport of dangerous goods by road and rail. This document sets out the principles and terms of reference that guide the maintenance component of the NTC's work. It is intended to provide governments, regulators, industry and other stakeholders with a shared understanding of how changes to the dangerous goods transport framework are identified, assessed, consulted on and progressed for approval.

The dangerous goods transport framework operates in an international and intermodal environment. Australian requirements must therefore remain aligned with international developments wherever appropriate, including the United Nations Model Regulations, ADR and RID, and international codes for sea and air transport. Harmonisation supports safe and efficient transport, reduces unnecessary technical barriers to trade, and helps industry manage goods that may move through road, rail, sea and air transport chains. The framework must also remain responsive to Australian conditions and allow local derogations when justified by safety, operational or policy considerations.

The maintenance process is focused on keeping the ADG Code and model legislation contemporary, nationally consistent, efficient and effective. It is designed to deal with:

- updates to international transport provisions,
- minor, technical and uncontroversial amendments, and
- minor issues identified by Australian stakeholders.

More substantive policy matters, particularly those requiring detailed impact analysis or wider policy development, are outside the routine maintenance process and may be considered through the NTC's broader dangerous goods work program.

The Transport of Dangerous Goods Maintenance Advisory Group (TDG-MAG) is the primary advisory forum for this work. Chaired by the NTC, TDG-MAG brings together government, regulator, industry and other relevant participants to review proposed changes, identify issues, provide technical and policy advice, and assist in developing practical solutions. Participants are expected to represent their organisation's position authoritatively, provide evidence or supporting information where possible, and work constructively to support robust and effective outcomes. TDG-MAG is advisory; final recommendations are prepared by the NTC and approval rests with senior officials and ministers through the appropriate intergovernmental decision-making process.

The NTC uses two principal sources of change:

1. Updates to international dangerous goods transport requirements, with a view to adopt changes that preserve intermodal consistency and reduce trade barriers unless there is a clear reason they are inappropriate for Australia.
2. Issues submitted by Australian stakeholders, including ambiguities, competent authority decisions, minor regulatory improvements and matters arising from implementation experience.

Stakeholders may submit issues for consideration at any time but matters intended for TDG-MAG consideration should be provided in writing, with sufficient detail about the problem, affected parties, proposed solution and any safety, operational, cost or implementation impacts.

In assessing potential changes, the NTC distinguishes between maintenance matters and substantial policy changes. Maintenance matters are generally minor, technical or uncontroversial: they clarify provisions, correct errors, update language, improve usability or support nationally consistent application without changing the underlying policy intent. Substantial regulatory changes, or proposals likely to result in more than minor behavioural or compliance impacts, require a different pathway and



may need formal impact analysis, broader consultation and inclusion in the NTC's dangerous goods work program.

The document also establishes practical guidelines for the operation of TDG-MAG and related groups. It sets expectations for meeting confidentiality, submissions, working groups, and discrete stakeholder groups. These arrangements are intended to ensure consultation is targeted and efficient while preserving the ability of the NTC to consider system-wide impacts and maintain a coherent national framework.

The NTC's drafting principles reinforce the separation between the ADG Code (or other documents) and enabling legislation. Technical compliance requirements should, as far as possible, sit in the ADG Code, while legislation should establish duties, offences, penalties and decision-making powers. The drafting principles also encourage consistent terminology, careful use of notes and references, clear marking of Australian-specific provisions, avoidance of unnecessary duplication, and caution when creating vague performance obligations.

Overall, the principles and terms of reference provide a structured framework for maintaining the ADG Code and model dangerous goods legislation on a biennial cycle. They support national consistency, transparent consultation, evidence-based decision-making and alignment with international dangerous goods requirements, while preserving the flexibility needed to respond to Australian transport conditions and emerging policy issues.



1 Introduction

Dangerous goods are critical commodities that are transported around the world and are essential to modern society. The trade and transport of dangerous goods is highly globalised, and Australia is a mid-sized open economy, where both international and domestic transport is often intermodal. This means that local transport regulations for dangerous goods need to be responsive to changes internationally, while accounting for local conditions.

As the nature of dangerous goods evolve and issues with existing regulations are identified, the international regulations are updated in response. Australian dangerous goods regulations can thus benefit from these developments by learning from, contributing to, and evolving alongside international regulations.

The NTC is responsible for maintaining the Australian Code for the Transport of Dangerous Goods by Road & Rail (ADG Code) and Model Legislation for the transport of dangerous goods by road and rail within Australia. This work is done in consultation with the dangerous goods transport industry and governments with a role in the transport of dangerous goods. By closely following international developments, the regulatory burden on Australians is minimised by ensuring that technical barriers to trade are minimised, while maintaining an appropriate balance between safety and productivity.

This paper outlines the processes that the NTC uses to develop updates to the ADG Code and model legislation. The main consultation body that advises the NTC on these processes is the Transport of Dangerous Goods Maintenance Advisory Group (TDG-MAG). The TDG-MAG advises the NTC as it reviews, updates and maintains the ADG Code on a two-yearly cycle. These processes are key to ensuring that the NTC considers a diverse range of views in developing updates to the ADG Code and model legislation.

1.1 Maintenance and policy development

The maintenance process is intended to ensure that the ADG Code and model legislation remains up-to-date and in step with changes that occur at the international level. The maintenance process can also deal with minor, technical and uncontroversial matters that are identified by the NTC, government or industry stakeholders or other TDG-MAG participants.

More substantial policy issues are not dealt with as a part of the TDG-MAG process, as this process is not suited to managing the policy development and impact analysis required for these issues. When such an issue is identified it will be considered for inclusion in the NTC's dangerous goods work program. This ensures that appropriate development, impact analysis and consultation is undertaken.

Outputs from the policy work program will be integrated into the ADG Code or model legislation at the same time as the maintenance outputs to avoid introducing unnecessary disruption to the dangerous goods transport framework.

In some cases, it may be appropriate to refer a problem to an international body for consideration, to ensure that issues raised in Australia are properly treated at the international level. Depending on the issue, this may be in addition to, or as an alternative to local policy development and maintenance.



2 Context

Key points

- The maintenance process is essential to ensuring the dangerous goods regulatory framework stays up to date.
- The NTC uses both international changes and local submissions in developing recommended changes to the dangerous goods.
- This process ensures that Australian governments work together to deliver the best outcome for participants in the transport of dangerous goods, while ensuring appropriate levels of safety for the community are maintained.

2.1 Purpose of the maintenance process

The NTC is responsible for maintaining the ADG Code and the model dangerous goods legislation. The ADG Code and the enabling model legislation are updated on a two-year (biennial) cycle.

This process ensures that the ADG Code and the dangerous goods regulatory framework stay up to date with international developments and is also responsive to issues identified locally.

The NTC uses the input of the TDG-MAG to refine drafts of the ADG Code and DG legislation. This is then provided with recommendations to the Infrastructure and Transport Ministers' Meeting (ITMM) along with the Infrastructure and Transport Senior Officials Committee (ITSOC).

2.2 Sources of changes for the legislative framework

There are two main sources for changes to the ADG Code and the legislation. These are international dangerous goods transport codes and issues identified by participants in the transport of dangerous goods within Australia. The sections below provide more detail on how the NTC will use this information to draft changes.

International dangerous goods transport codes

The NTC reviews changes to international dangerous goods transport provisions for adoption within the Australian transport of dangerous goods regime. These include:

- Biennial changes to the UN Model Regulations.
- Biennial changes to ADR or RID.
- Changes to the IMDG Code or ICAO Technical Instructions that directly affect the ADG Code.

The NTC may also consider changes within other peer jurisdictions that may be of interest in the Australian transport context.



Australian issues within the dangerous goods transport context

The NTC also receives information on, and reviews issues identified by participants within the transport of dangerous goods in Australia. These include:

- Submissions to the NTC on issues identified in the ADG Code or Regulations.
- Issues identified by the NTC in managing its dangerous goods program.
- Decisions by the Competent Authorities Panel to be considered for ongoing effect
- Outputs from the NTC's dangerous goods policy program.

2.3 Governmental obligations

The NTC and governments that enact the dangerous goods legislation have obligations to ensure good governance of the transport of dangerous goods framework. These include:

- The National Transport Commission Act 2003 (Federal Register of Legislation, 2016).
 - This Act requires that the NTC consult with governments, the transport industry, people who live in regional and remote areas and other interested people, bodies and organisations.
- The Inter-Governmental Agreement for Regulatory and Operational Reform in Road, Rail and Intermodal Transport (Commonwealth of Australia and State and Territory Governments, 2003).
 - This agreement requires the parties to the agreement (The Commonwealth government and the governments of each of the States and Territories) to use their “best endeavours to implement and maintain agreed reforms in a uniform or nationally consistent manner”.
 - The NTC operates under this agreement to develop agreed reforms that improve “transport productivity, efficiency, safety and environmental performance and regulatory efficiency in a uniform or nationally consistent manner”.

2.4 Consultation

In developing updates to the ADG Code, and the model legislation, the NTC consults primarily with the TDG-MAG. However, the NTC welcomes input from anyone with an interest in dangerous goods transport via public consultation processes. Any dangerous goods stakeholder may submit an issue to the NTC for consideration as a part of the maintenance process.

2.5 Amendments to these principles and terms of reference

These terms of reference may be amended by the NTC from time to time in consultation with the TDG-MAG.



3 Roles and responsibilities

Key points

- This section outlines roles and responsibilities in the dangerous goods maintenance process.
- The process is guided by the NTC, with input from governments around Australia and the dangerous goods transport industry to ensure proper consultation.
- Infrastructure and Transport Ministers are responsible for final approval of the updated ADG Code and model legislation.

3.1 All participants

TDG-MAG participants provide input on behalf of their organisation or association, not in their personal capacity. Participants may provide personal feedback separately, but this should be clearly noted as such.

As far as possible, TDG-MAG participants are expected to:

- Act authoritatively, accurately and in good faith represent the relevant TDG-MAG member's view.
- Provide supporting information or evidence for their positions, as this permits the NTC to make recommendations that are based on evidence.
- For government participants, where it is possible to do so, provide a single jurisdictional position.

In participating in TDG-MAG, participants must:

1. If they are public servants of a jurisdiction, follow any requirements of conduct that apply to them as a public servant in that jurisdiction.
2. In any other case, follow:
 - a. Australian Public Service Code of Conduct¹ under section 13 of the Australian Public Service Act 1999; and
 - b. the Australian Public Service Values set out in section 10(1) of that Act (and any associated directions made under section 11 of that Act)
 as if they are an Australian Government public servant, to the extent that those provisions apply to them (Commonwealth of Australia, 2024).

3.2 The NTC

The NTC is charged with developing and maintaining, among other instruments, the transport of dangerous goods laws. In the context of its maintenance role, the purpose is to ensure national law, model law and other instruments remain contemporary, nationally consistent, efficient, effective, and aligned with agreed policy. The maintenance objective is to identify, develop and refine amendments

¹ The APS Code of Conduct and the APS Values are available along with explanatory materials at: <https://www.apsc.gov.au/working-aps/integrity/integrity-resources/code-of-conduct>



that contribute to the purpose, and to have those amendments agreed by ministers and implemented by jurisdictions.

The TDG-MAG is chaired by the NTC. The NTC will aim to chair meetings in an efficient manner, to get the best value out of the available time. While everyone's voice is important, this may necessitate terminating discussion should it become repetitive, circular or unproductive.

3.2.1 Responsibilities of the NTC as chair

As chair, the NTC is additionally responsible for:

- Reviewing source documents for changes
- Reviewing and compiling submissions for consideration by TDG-MAG
- Distributing documents for review by TDG-MAG participants
- Convening the TDG-MAG
- Chairing TDG-MAG meetings
- Record-keeping for TDG-MAG meetings

3.3 Other TDG-MAG participants

The role of a TDG-MAG member is important and requires a time commitment, which can be significant at peak times. To facilitate effective meetings, TDG-MAG members are requested to provide information in a concise manner.

Members of the TDG-MAG fulfil the following roles:

- to monitor and review the transport of dangerous goods laws, aiming to ensure they remain contemporary, nationally consistent, efficient, effective, and aligned with agreed policy
- to identify, review and submit to the NTC issues with the transport of dangerous goods legislation that may require legislative amendments
- to actively assist the NTC to resolve problems in the transport of dangerous goods legislation identified by themselves or other stakeholders
- to offer strategies to address identified problems and advise the NTC on related technical, legal, operational and policy considerations
- to assist in developing proposals for regulatory change
- to advise on proposed policy, regulatory changes, and draft legislation and related materials
- to understand and adhere to the policy making process and principles
- to champion issues and proposed solutions with other members and key stakeholders, where required, in an effort to develop consensus and present an agreed position and approach
- to work constructively with the NTC, other members of the TDG-MAG and other stakeholders to resolve any differences that may arise on issues, and
- in the case of jurisdictional members, advise the NTC on implementation matters, including the status of implementation and the extent and detail of any derogations.

3.3.1 Government participants

The following government participants may send a delegate to the TDG-MAG by advising NTC of a nominee:

- Competent authorities assigned under jurisdictional legislation for land transport of dangerous goods of classes 1 to 9.



- Civil Aviation Safety Authority (CASA, as competent authority for air transport)
- Australian Maritime Safety Authority (AMSA, as competent authority for sea transport)
- Australian Radiation Protection and Nuclear Safety Agency (ARPANSA)
- Commonwealth, state and territory transport departments
- The National Heavy Vehicle Regulator
- The Office of the National Rail Safety Regulator
- Australasian Fire and Emergency Service Authorities Council (AFAC)

Other government stakeholders with an interest in dangerous goods transport may contact the NTC should they wish to participate.

3.3.2 Industry participants

Any industry association, union or another group whose members are participants in the transport of dangerous goods² may apply to join the TDG-MAG as a member. Industry participants should advise the NTC of a delegate's details.

The application should detail the group's involvement in the transport of dangerous goods.

Participation is at the discretion of the NTC, but the NTC will not unreasonably restrict access to the TDG-MAG to industry representatives meeting this description.

This may be extended to representatives of individual companies or organisations, where sufficient justification is available for their participation.

3.3.3 Individual participants

While individual persons may apply to join the TDG-MAG as a member, this will only be approved in exceptional cases. Sufficient justification for why their input is critical will be essential to the NTC's consideration of such an application.

3.4 Ministerial council and senior officials committee

The Infrastructure and Transport Ministers' Meeting (ITMM) along with the Infrastructure and Transport Senior Officials' Committee (ITSOC) are responsible for approving changes to the ADG Code and Model Legislation, based on the advice of the NTC and direct jurisdictional input. The below is taken from the ITMM operating guidelines and is provided for information. (Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts, 2023)

ITMM brings together Commonwealth, state and territory ministers with responsibility for infrastructure and transport. ITMM is supported by ITSOC.

The purpose of ITMM is to provide a forum on infrastructure and transport to enable:

- national cooperation and consistency on enduring strategic issues
- addressing issues requiring cross-border collaboration
- performing regulatory policy and standard setting functions.

² A participant in the transport of dangerous goods is defined in the model legislation.



ITSOC supports the Infrastructure and Transport Ministers' Meeting (ITMM) in achieving its key priorities through the following:

- Undertake 'deep dive' discussions on ITMM key priorities
- Approve items on behalf of ITMM that are outside of ITMM key priorities
- Consider and advise on proposals before ITMM voting
- Consider industry views to inform briefing to ITMM
- Manage tracking of ITMM's key priorities

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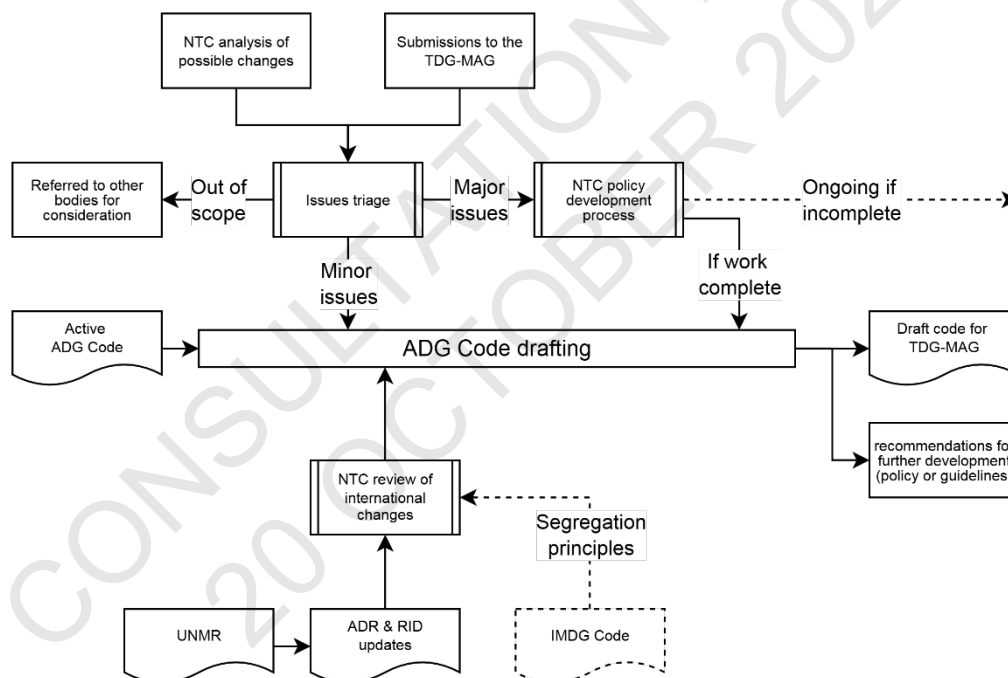
4 Maintenance processes

Key points

- The NTC reviews international documents and local submissions to develop draft changes to the ADG Code and model legislation.
- The maintenance process helps to ensure that the process remains controlled, and that it delivers safe and effective outcomes for the transport industry and the community.

4.1 How the NTC will prepare draft changes for the TDG-MAG

The ongoing review and maintenance of the ADG Code is a complex, ongoing process. The diagram below shows how the different inputs contribute to the drafting of each new edition of the ADG Code.



4.1.1 Changes in international documents

The ADR will be used as the source document for changes at the international level, with preliminary positions developed using the schema in Appendix 1. This review by the NTC forms the initial basis for consultation with the TDG-MAG.

Changes within ADR will be assessed for whether they derive from the UN Model Regulations (and are more likely to have intermodal impacts), or if they are more strictly oriented to land-transport.



These positions are not final but allow a preliminary categorisation of the changes to enable the review to proceed from a common starting point. All changes need to be assessed, and the final recommendation will depend on the facts related to that particular issue.

There are some style differences between the UN Model Regulations and ADR & RID, which means that a change in the UN Model Regulations may be presented in a different manner in ADR & RID. Nonetheless, this will be treated as a UN Model Regulations change for the purposes of this document.

Example:

If the UN Model Regulations requires particular dangerous goods to be carried in closed vehicles, it includes this in the packing instruction. ADR does not adopt this packing instruction change but puts this same requirement in a “V” special provision, where it is more visible to carriers and drivers. Although the change in ADR is in a different location, for TDG-MAG purposes it is treated as a UN Model Regulations change.

Managing barriers to trade and intermodal issues

The ADG Code is situated within an international context, and trade in dangerous goods is highly internationalised. In line with commitments made by Australian governments to the World Trade Organisation and its rules, the NTC will work to minimise technical barriers to trade and barriers to intermodal transport of dangerous goods.

This means that potential changes that could have these impacts should only be rejected with sufficient justification that it is manifestly inappropriate for Australian transport, and with consideration of the intermodal impacts from rejection.

Generally, this means that provisions that apply to all transport modes in the UN Model Regulations will be adopted into the ADG Code. Where appropriate a concession may be applied, but the controls applied should not increase regulation above the UN Model Regulations.

For other matters, where it is possible to do so, ADG Code provisions should be aligned with international provisions, including those from ADR and RID. However, in line with the ADG Code Review Principles, this does not require alignment where Australian practices are based on a different system (e.g. placarding).

4.1.2 Issues identified with the ADG Code

Anyone (whether a TDG-MAG representative or not) may submit an issue to the NTC for consideration by the TDG-MAG.

The NTC will undertake a preliminary analysis of the issue and work with the proponent and TDG-MAG, as needed, to identify the appropriate course of action. The NTC will apply the Change assessment principles set out in section 5.

When submissions can be made to the NTC

Submissions may be made to the NTC on ADG Code issues at any time. They will be reviewed and placed into the list of considerations for the next available TDG-MAG process. Depending on when the submission is made, it may not always be possible to include an issue in the current TDG-MAG round.

To be considered by TDG-MAG, issues must be submitted to the NTC:



- In writing using the NTC DG issues submission form³;
 - At least 4 weeks prior to the TDG-MAG meeting
 - NTC will provide at least 4 weeks' warning of this closing date for submissions
 - Late submissions may be considered, but this is at the discretion of the NTC.
- Submissions may be made by any interested stakeholder, in addition to TDG-MAG participants.

Information required for submissions to the NTC

Submissions must provide the following information:

- The location of the problem and provision number(s).
- A detailed description of the problem with the provision and the results of the problem.
- Who is affected by the issue or problem.
- A suggested solution (or options) to resolve the problem. Except for editorial issues, this must account for the following factors:
 - Maintaining safety in the transport process.
 - Impacts on others in the transport process, including any intermodal impacts.
 - That the solution is robust and considers impacts on other ADG Code or transport provisions.

The following additional information should also be provided to support the investigation. These items are more critical for complex or changes that may have a policy impact:

- An indication of the urgency and importance of a solution
- The objective and strategic goal of a solution
- Any constraints in delivering a solution
- How both costs and benefits have been considered, as well as any consequential impacts, and
- Any consultation that has occurred already.

4.1.3 Related international documents

There are some documents that closely related to the ADG Code that are derived from international documents. These include the following two documents that are referenced directly by the ADG Code, though other documents with a similar status may also be treated in the same way.

- The Australian and New Zealand Emergency Response Guidebook (ANZ-ERG)
 - This is derived from the North American CANUTEC Emergency Response Guidebook (ERG). This document is updated every 4 years.
- The list of Emergency Action Codes found as Appendix C in the ADG Code
 - This comes from the Dangerous Goods Emergency Action Code List, prepared by UK's NCEC (National Chemical Emergency Centre). This document is updated every 2 years.

In maintaining these documents, the NTC does not change the technical information included. However, the NTC will consider the inclusion of supplemental information that supports the effective and appropriate use of these documents in the Australian context. This also includes localising the text to use local spelling and terminology conventions to aid comprehension, provided it does not alter the meaning of the adopted text.

³ Will be made available as an online form.



The NTC will support the provision of information and suggested edits to the maintainers of the source documents. This ensures that the documents remain aligned, and the international transport industry benefits from these considerations.

4.2 TDG-MAG Outputs

The TDG-MAG process provides the NTC with advice on changes to the ADG Code and, if required, amendments to the model dangerous goods legislation.

Generally, the model the NTC will follow is:

- The ADG Code is the primary location for the technical requirements for dangerous goods transport by land in Australia.
 - While there may be information about the legislation included in the ADG Code, it should be aligned to the model legislation and clearly marked as informative.
 - The ADG Code will be kept as cohesive as possible. Unnecessary amendments will be avoided where possible.
- The model legislation gives effect to the ADG Code and provides duties and penalties. It also includes decision-making requirements, licensing and other matters that are best made in legislation.
 - Technical requirements should not be included in the legislation, unless this is unavoidable. Distributing technical requirements between the ADG Code and legislation may result in misalignment, lack of awareness and potential confusion about compliance obligations.
 - The legislation should be kept as simple as possible, to reduce potential for misalignment between jurisdictions, and to avoid the need to copy definitions from the ADG Code.

4.2.1 Determining outcomes from the TDG-MAG process

The draft changes are prepared to seek comment and input from TDG-MAG stakeholders, to provide views from a cross-section of stakeholders. As maintenance changes are minor, technical or uncontroversial (see section 4.3 below), they are intended to be adopted. Nonetheless, there may be times when a TDG-MAG member considers a proposed change to be inappropriate for use in the Australian transport context or needs to be modified to ensure it is suitable for use.

In these cases, a TDG-MAG member must justify why the proposal should not be adopted or should be modified. Such a justification must include supporting data or evidence where it is available. In the absence of data or evidence, an explanation must be provided as to why the proposed change is inappropriate. This ensures that the NTC and other TDG-MAG members can properly consider the reasons for opposition; and distinguish between substantive concerns and subjective preferences. Assertions without a supporting justification will be afforded the lowest weight.

There is no defined “weighting” of a particular stakeholder or group of stakeholders. The quality of evidence or information provided to the NTC is the most critical consideration in determining outcomes.

4.2.2 Ensuring outcomes are effective and durable

The NTC recognises that there can be a diversity of views on how to achieve safe transport of dangerous goods. While the NTC works towards broad agreement on resolution of issues, we will also work to avoid unsatisfactory outcomes that provide a minimum achievable compromise or are based on outcomes such as “agree to disagree”.



The NTC will prioritise systemically robust outcomes over minor changes that result in increased complexity. While the NTC will work to identify compromises that achieve an acceptable outcome, maintaining a cohesive, coherent and effective ADG Code and DG transport system is a core imperative.

4.2.3 Decision-making and discussion items

The TDG-MAG is an advisory body and does not have decision-making capacity. The TDG-MAG does not decide or determine policy issues, but advises the NTC on maintenance priorities, policy development and proposed amendments to the ADG Code and model legislation.

Participants in the TDG-MAG do not vote and cannot veto issues from being discussed. However, the TDG-MAG has a critical role in providing advice to the NTC on appropriate regulatory settings for the transport of dangerous goods. The NTC is bound to consider the systematic impact of changes and is unable to make changes without due consideration being given to the impacts on all affected stakeholders.

The NTC will always consider the advice it receives from TDG-MAG participants when preparing recommendations for decision-makers, however no undertaking can be provided that a particular position will prevail. In reviewing and maintaining the ADG Code, the NTC will follow the Principles for Australian Government policy makers, published by the Office of Impact Analysis, replicated at Appendix B below. In applying these principles, the NTC is required to consider the impact of both current and future regulatory settings and is unable to presume that the current regulatory settings are appropriate, solely on the basis they are in place.

TDG-MAG participants are expected to also consider these principles when providing their advice to the NTC.

4.3 TDG-MAG Meetings

The NTC will seek to convene the following meetings:

- A TDG-MAG meeting in the months after commencement of a new edition of the ADG Code.
 - This initial meeting is to review any potential issues with the new ADG Code detected after implementation, while compliance with the previous ADG Code remains optional.
 - This allows the NTC and/or competent authorities to address these issues by an appropriate pathway if necessary.
- The main TDG-MAG meeting is to be held as the NTC is preparing a draft ADG Code.
 - The draft for this meeting is prepared in accordance with the principles set out in appendices A and C.
 - The NTC will consider the advice of the TDG-MAG and prepare an updated draft for public exhibition.
- A post exhibition TDG-MAG meeting (if required) to advise the NTC on resolving identified issues with the draft ADG Code prior to approval.
 - This meeting is primarily to discuss and resolve issues that have been identified during the exhibition period.
 - It also provides an opportunity to address issues that were not identified prior to the main TDG-MAG meeting, however the scope to deal with such issues is limited due to timing constraints. As such, some issues may need to be deferred until the next meeting.



4.4 Confidentiality

The proceedings of TDG-MAG meetings are confidential. The NTC may record TDG-MAG meetings for record-keeping purposes but will not share meeting recordings outside the NTC. No other recordings of TDG-MAG meetings are permitted, including automated transcription or note taking applications.

Where necessary, information submitted to the TDG-MAG may be distributed outside the TDG-MAG for broader consultation purposes. The NTC will consider requests to keep certain information within a submission confidential, however sufficient non-confidential information must be provided to enable a thorough analysis and discussion of the issue.

4.5 Discrete stakeholder groups

If there is sufficient interest from a discrete stakeholder group, the TDG-MAG may be broken up into separate streams to reduce impacts on participants. Any separate stakeholder group activities will be held under the same terms of reference as the broader TDG-MAG.

Where the change has impacts beyond the interests of the particular stakeholder group, this should be put to the full TDG-MAG.

4.5.1 Class 1 stakeholder group

The class 1 stakeholder group is put together to deal with issues relating solely to the transport of class 1 explosives. It is intended to be limited to regulators and industry participants involved in the transport of class 1 materials, as these are generally transported separately to other dangerous goods. The class 1 stakeholder group operates under these terms of reference.

Where an issue is raised that impacts the transport of goods other than class 1, it must be considered by the broader TDG-MAG, though the impacts on class 1 transport remain an important consideration.

4.6 Working groups

The NTC may set up temporary working groups from within the TDG-MAG, and may include other stakeholders, with a view to investigating a particular issue or issues. The outputs of a working group will be considered by the NTC in line with these terms of reference. Any working group (formal or informal) is expected to follow the principles set out in these terms of reference.

Working groups are established:

- At the Chair's discretion, and in consultation with TDG-MAG participants
- With a specified working group leader, tasked with reporting to the Chair on the working group's activities and findings, who must notify the NTC of any meetings of the working group.
- For a predetermined duration
- With a specific task or tasks
- With specific deliverables, and
- With a plan for reporting to the TDG-MAG and the NTC.

The NTC may, at its discretion, offer administrative or other support to working groups.



TDG-MAG participants are also encouraged to collaborate informally to negotiate, develop and refine proposals for review by the NTC and the TDG-MAG.

4.7 Changes in policy

The maintenance process is intended to:

1. Deal with mechanical updates to the ADG Code, and minor amendments to ensure the ongoing effectiveness of the system.
2. Review and incorporate appropriate changes from international documents

It is not designed to deal with more substantial policy changes where impact analysis is necessary to ensure the regulatory settings are appropriate.

The NTC's dangerous goods program may identify and undertake work on policy problems in parallel to the maintenance process. This work is separate to the maintenance process, as it may require more detailed policy development, consultation and implementation planning.

The NTC will seek to include changes in policy at the same time the updated ADG Code is delivered. This minimises the impacts on the transport industry and reduces the workload in introducing new concepts or policies.



5 Change assessment principles

Key points

- The NTC reviews international documents to identify appropriate changes in the international and intermodal context.
- Local submissions on issues are also identified to determine the appropriate pathway for resolving them.

5.1 Changes in international documents

The NTC uses the following principles in developing preliminary positions for the updated ADG Code.

Source of change	Preliminary position	Reasoning
UN model regulations – as adopted by ADR / RID (Note 1).	Review change for inclusion. Adopt change unless it can be demonstrated as inappropriate for inclusion.	This preserves intermodal harmonisation and reflects Australia's long commitment to the international dangerous goods transport framework. This also minimises trade barriers for Australian stakeholders.
ADR / RID – where the same provision is included in the ADG Code (Note 2).	Review change for inclusion. Adopt change unless it can be demonstrated as inappropriate for inclusion.	This was identified as appropriate during the ADG Code Review, and minimises trade barriers
ADR / RID – where an equivalent provision is included in the ADG Code (Note 3).	Review change for inclusion. Prefer adoption of change. Consider potential modifications that may be required to maintain similar level of harmonisation.	The provision was identified as appropriate for inclusion during the ADG Code Review, but modifications were necessary for application to Australian conditions.



Source of change	Preliminary position	Reasoning
ADR / RID – where a new provision or concept is being introduced, but an equivalent provision is included in the ADG Code.	Review change, with the following possible outcomes (in order of preference): - Update to ADR provision if it has the same effect - Keep the ADG Code provision with suitable changes to reflect demonstrated local need. - Keep the ADG Code provision without change.	The change in the source document may address issues that were not originally identified in developing the ADG Code provision. However, the appropriate response will be highly dependent on the issue being addressed.
ADR / RID – where a new provision or concept is being introduced, and no equivalent provision is included in the ADG Code.	Review change, with the following possible outcomes (in order of preference): - If it is likely to have utility to Australian transport, include in the ADG Code with appropriate modifications (if any are needed). - If it is inappropriate for the Australian transport context, do not adopt the change, while checking for consequential effects.	Novel provisions or concepts need to be considered for inclusion but may need to be assessed for impacts within an Australian transport context.
ADR / RID – where the change was not adopted in the comprehensive review of the ADG Code.	Review and provide information to TDG-MAG participants for consideration of whether the change has any utility or is risk appropriate for Australia.	In some cases, although a change affects a provision that is not included in the ADG Code, it may be a potential issue that is addressed in the amended provisions.

Note 1: The source documents for review are ADR and RID, but changes that originate in the UN Model Regulations will be identified separately to other changes.

Note 2: The same provision may have been subjected to minor wording changes or renumbering but has the same effect in both ADR / RID and the ADG Code.

Note 3: An equivalent provision is one that has a similar outcome to the original but has been substantially reworded or redrafted to reflect different conditions within Australia.



Example retention of distinct requirements

The following examples outline cases from the comprehensive review of the ADG Code where retention of distinct Australian requirements was determined to be appropriate.

Situation	International provisions	Decision	Reason(s)
Dangerous goods vehicles with more than one trailer	ADR prohibits dangerous goods from being transported in combination vehicles with more than one trailer.	Australia chose not to adopt this prohibition	The Australian logistics industry is reliant on combination vehicles and is highly experienced with their use. This issue is entirely internal to Australian transport, with little to no intermodal impacts. The benefit-cost outcome of introducing such a restriction would likely be highly negative.
Australian vehicle placarding method	ADR & RID use a different method of vehicle placarding that uses “orange-coloured plates”.	Australia chose to keep vehicle placarding using placards based on dangerous goods labels	Transition to orange-coloured plates would be intensely disruptive, with substantial costs. The benefits of the change would be low, and there are essentially no intermodal impacts from retaining Australian placarding. The benefit-cost outcome of introducing such a restriction would likely be highly negative.
Segregation and mixed loading rules	ADR & RID use more permissive rules for segregation and mixed loading of dangerous goods.	Australia chose to keep existing segregation rules more closely aligned to the IMDG Code.	In ADR countries, point-to-point transport is more common than Australia’s logistics model that includes much more consolidation. Consignors in ADR have more control over what dangerous goods are loaded on to a vehicle and can more readily apply the mixed packing rules. Consolidation in Australia makes segregation a more appropriate methodology for reducing risk from incompatible dangerous goods. Maintaining segregation aligned to the IMDG Code was determined to be a more appropriate course for Australian transport.



5.2 Potential changes submitted to the NTC

The NTC uses the following principles in assessing suggested changes and issues that have been identified.

Type of change	Preliminary position	Reasoning
Clarification of ambiguity	Review to determine if this ambiguity raises a policy question. If not, progress through TDG-MAG as a minor change in regulation.	Some ambiguities are merely editorial in nature and can be resolved easily. However, some will raise a policy question that needs to be addressed.
A decision made by a competent authority (e.g. determination or exemption), especially if given national application by CAP.	If the decision is (or could be) generally applicable to the transport of dangerous goods, progress to TDG-MAG for incorporation in the future ADG Code.	These decisions will have been made in consultation with affected parties. The authority (or authorities) responsible for the change should provide NTC with information on the impact analysis that was undertaken to ensure the NTC's impact analysis obligations are met.
Minor changes in regulation, considered as a maintenance proposal	A policy change that results in a minor change to the dangerous goods framework (see note and Defining maintenance, below) may be progressed through the TDG-MAG, provided the issue is clearly described	Generally, the NTC needs to provide impact analysis to decision makers. However, if sufficient analysis can be provided by the proponent, it may be possible to recommend a decision after consultation with the TDG-MAG and confirmed in the public exhibition process.
Substantial changes in regulation	A policy change that results in a change that isn't considered a minor change cannot be progressed through the TDG-MAG, but may be: • Progressed as part of an existing or new NTC project • Referred to another body if it is outside of the NTC's mandate or capacity to lead, • Dismissed if it is not appropriate to progress.	More significant changes must be accompanied by a more detailed impact analysis (see note). This may require more extensive consultation activities, and if progressed by the NTC will need to be formally added to the NTC's dangerous goods program. The NTC will work together with the proponent on determining the appropriate course of action.

NOTE: To determine if a change is minor, the NTC will evaluate it to determine if an impact analysis is required. The Office of Impact Analysis Guide to Policy Impact Analysis states that a proposal that must be accompanied by Impact Analysis is:



Any policy proposal or action of government, with an expectation of compliance, that would result in a more than minor change in behaviour or impact for people, businesses or community organisations (The Office of Impact Analysis, 2023).

A change that requires an impact analysis is not a minor change, except where it can be reasonably folded into the work of TDG-MAG and the impact analysis that accompanies those changes.

5.3 How does the NTC define maintenance?

Legislative maintenance proposals are those that are considered to be minor, technical or uncontroversial. They provide clarity or improvement to the framework, and in limited cases may include minor policy change where a separate substantive review is not required. The descriptions below provide general guidance on what may be considered “minor”, “technical” or “uncontroversial”, although they are not intended as strict definitions:

Minor	Amendments not involving a change of policy but may make the legislation clearer (amendments are in line with policy intent).
Technical	Amendments include the correction of minor errors, updating language, adding notes, improving syntax, omitting redundant provisions and other minor changes to update or improve the form of legislation.
Uncontroversial	Amendments within the dictionary definition of the term, and consistent with the term as expressed in Cabinet and Legislation handbooks of jurisdictions and the meaning as applied to amendments contained in Statute Law (Miscellaneous Provisions) Bills used in a number of jurisdictions.

The NTC uses the above criteria to determine if an issue fits the definition of legislative maintenance. Where an issue is identified as a maintenance issue, its progression is subject to prioritisation and timing within the broader NTC dangerous goods work program. Appendix A below provides indicative timing of the ADG Code maintenance cycle. The NTC works with TDG-MAG members and other stakeholders on amendment package content.



6 Conclusion

Key points

- After the draft of the updated ADG Code has been prepared, it is exhibited and ministers are asked to approve it.

6.1 Draft ADG Code preparation and exhibition

The NTC will take the advice provided by the TDG-MAG and use it to prepare updated drafts of the ADG Code and model dangerous goods legislation.

The draft of the ADG Code is publicly exhibited to ensure that everyone has an opportunity to provide feedback prior to approval by ITSOC or ITMM.

As a part of the preparation of drafts the NTC will examine whether updated legislation is necessary to support proper implementation, and if so, what exhibition is required. There may also be concurrent policy changes that necessitate amended legislation. Wherever possible, this will be done along with the ADG Code maintenance process to reduce the impact on stakeholders.

6.2 Approval

The draft of the ADG Code is finalised, and submitted to ITSOC or ITMM for final approval, after which it will go into effect. The intended commencement date is 1 April of odd-numbered years, however the commencement may vary depending on jurisdiction and applicable implementation arrangements.



Appendix A. ADG Code cycle

The timing provided below is provisional and is provided for illustration. Elections (Commonwealth, State and Territory) may have an impact on timings where approvals are needed.

Date	Action	Notes
<i>January 20XX</i>	<i>New edition of ADR & RID commences</i>	WP.15 & OTIF responsibility
1 April 20XX	New edition of ADG Code commences	
June 20XX	TDG-MAG meeting (initial)	
<i>August 20XX</i>	<i>New edition of UN Model Regulations published</i>	UN TDG responsibility
<i>December 20XX</i>	<i>Changes to next ADR & RID agreed</i>	
April 20XY	Draft of ADG Code for TDG-MAG finalised	
<i>May 20XY</i>	<i>Final changes to next ADR & RID agreed</i>	This is generally the last chance for material changes to ADR & RID
May 20XY	TDG-MAG meeting (primary)	
June 20XY	NTC approval of draft ADG Code	
July-August 20XY	Exhibition of the draft ADG Code	
August 20XY	TDG-MAG meeting (post exhibition)	
September 20XY	Next edition of ADG Code finalised	NTC Commissioners approval
November 20XY	Next edition of ADG Code approved	ITSOC / ITMM approval
December 20XY	Next edition of ADG Code published	
<i>January 20XX (+2)</i>	<i>Next edition of ADR & RID commences</i>	WP.15 & OTIF responsibility
1 April 20XX (+2)	Next edition of ADG Code commences	

Table Notes:

- 20XX – odd numbered year
- 20XY – even numbered year
- *Items in italics are international activities*



Appendix B. Principles for Australian Government policy makers

These principles are replicated from the *Australian Government Guide to Policy Impact Analysis*. (The Office of Impact Analysis, 2023)

1. Policy makers should clearly demonstrate a public policy problem necessitating Australian Government intervention, and should examine a range of genuine and viable options, including non-regulatory options, to address the problem.
2. Each proposal must include a clear set of objectives. These are used to select the best option and to shape evaluation.
3. Regulation should not be the default option: the policy option offering the greatest net benefit for Australia — regulatory or non-regulatory — should always be the recommended option.
4. Policy makers should consult in a genuine and timely way with affected businesses, community organisations and individuals, as well as other stakeholders, to ensure proposed changes deliver the best possible outcomes for Australia.
5. The information upon which policy makers base their decisions must be published at the earliest opportunity.
6. The most significant policy proposals must undergo a post-implementation review, reflecting on the extent to which the stated objectives have been achieved, to ensure settings remain focused on delivering the best possible outcomes for Australia.



Appendix C. Drafting principles

This appendix outlines a set of principles the NTC will apply in drafting updates to the ADG Code. These principles need to be used with care, and they are not intended to be strictly applied.

The ADG Code provides technical compliance provisions

As far as possible, the technical requirements for regulation should be included in the ADG Code itself, with the regulations enabling the ADG Code. The ADG Code is the main document most transporters are familiar with and is written in a way that a person who follows it should remain compliant.

By ensuring that technical provisions are all included in the ADG Code, the legislation can be kept simpler and focused on enabling the use of the ADG Code. This also supports the potential future use of the model legislation for class 1.

The legislation provides the framework and enables the ADG Code

Legislation should be used for the creation of duties, rather than detailed technical requirements. Where something is included in the legislation, information on this should be included in the ADG Code to ensure that users are more likely to be aware of their obligations. Any such information is subordinate to the requirements in the legislation, in accordance with the normal hierarchy of legislation.

Use of appendices, guidelines or standards

Appendices, guidelines or standards are used to provide additional information that would not properly fit into the body of the ADG Code due to the level of detail required. They are also useful for information that is more informative, rather than regulatory text.

At each ADG Code update, referenced documents should be checked to determine if they've been updated.

ADG Code drafting principles

Local derogation from international provisions

Land transport is frequently subject to less restrictive transport provisions than sea or air transport. As such, the application of a provision may be relaxed for land transport in Australia using exemptions where appropriate. When such an exemption is provided, the exemption should be drafted so that there is no offence created if someone chooses to comply with the provision for international transport.

Requiring increased compliance across an international barrier should be avoided, and should only occur where a genuine objective can be demonstrated. Any such measures must not conflict with Australia's commitments under the WTO's Technical Barriers to Trade agreement. (Department of Foreign Affairs and Trade, 2026)



Drafting practices and terminology

Standards Australia Guide SG-006 may be consulted for guidance on good drafting practices for text used in the ADG Code and related documents. As with other drafting principles, SG-006 is not intended to be strictly applied.

Terminology should be kept as in the source documents as much as possible. Ensuring consistent terminology reduces the potential for ambiguity and confusion.

Usage of notes

Notes should be used in the ADG Code to provide clarity, or to provide important information where it might be difficult to readily identify it elsewhere in the ADG Code. A provision that is intended to be broadly enforceable should be written as regulatory text. Notes may also provide recommendations in situations where it is not possible for a provision to be enforceable.

However, as with ADR & RID, notes in the ADG Code are considered enforceable.

Where the amount of information a note needs to convey is too great, consider preparing a standalone guidance, or an appendix or guideline.

Internal references within the ADG Code

Information should not be duplicated in the ADG Code. Reference instead should be made to the relevant provision. If necessary to avoid misunderstanding, the information may be included in a note that provides information on the referenced provision but is not regulatory text.

The web (html) version of the ADG Code supports referencing using links and shortcuts, which should be used where possible.

Marking changes from international provisions

Where special provisions are changed or added (SP codes, V codes, S codes, etc), if there is a substantive change in their application, they should be marked with an A. Alternatively, creation of a separate special provision may be appropriate (such as S50A for respiratory protection).

Use of special provisions and special provisions for carriage

Where a provision applies to particular dangerous goods or a particular scenario, the use of an appropriate special provision is preferred. Any such provision should be marked with an “A” to ensure that users and ADG Code maintainers are aware that these provisions are local.

Special provisions for carriage are easier to communicate to carriers and drivers, as they can be easily appended to transport documents or other communications.

Post publication changes to the ADG Code

Corrections to deal with minor errors or omissions may be made by NTC provided any such changes are notified to ITSOC / ITMM (in accordance with the processes for those bodies). Any such changes should not impact compliance requirements except to resolve the error or omission. Substantive amendments to the effect of the ADG Code between updates should be avoided, unless determined to be the only appropriate pathway.



Competent authority processes (such as determinations and exemptions) will remain available to modify the effect of the ADG Code in these cases, with a formal review for incorporation at the next maintenance update.

Documents that are not formally a part of the ADG Code, such as appendices and guidelines may be updated by the NTC after stakeholder consultation and endorsement by either CAP, or ITSOC and/or ITMM (as appropriate).

Source and use of definitions

Definitions that have been adopted from an international code (ADR or RID) should be kept as-is as far as possible.

Definitions should only be used where the ordinary, dictionary definition of a term is insufficiently precise. A definition should only be used to narrow the scope of a dictionary definition, not broaden it. Making definitions broader than the dictionary definition can more readily lead to misinterpretation.

Definitions that are globally applicable to the ADG Code should be included in Part 1 of the ADG Code. Where term is used in a part or chapter of the ADG Code, and it requires a different definition from the global definition, the alternative definition may be included in the relevant part or chapter.

Adjustments to definitions should not be made in isolation. Wherever possible, changes should be made to substantive provisions, not definitions, except where definitional change is the only appropriate course of action.

Avoid vague performance requirements

Use of vague performance requirements such as “creates a risk in transport” without providing additional information to enable a duty holder to comply should be avoided where possible. This should be more strictly applied for scenarios that present a higher risk.

This does not mean that all requirements should be completely prescriptive, as this is often impractical, with significant potential for unintended consequences.



Appendix D. Guidance preparation

To support effective implementation of the ADG Code and model legislation, the NTC may prepare and release guidance documents. These documents are intended to inform, educate and assist transporters and others in dangerous goods transport. This helps to:

- Support effective understanding of the ADG Code and model legislation
- Aid transporters and regulators to effectively implement and follow the requirements of the ADG Code and model legislation.
- Instruct, train and supervise personnel who have a task in the transport of dangerous goods.

Guidance documents do not provide exemptions or relaxations from the requirements of the ADG Code or legislation, except where a formal exemption or another appropriate decision is made.

Prior to approving guidance for publication, the NTC will:

- Provide a copy to competent authorities and other interested parties for review and comment.
- The NTC will consider all comments received when determining appropriate edits.
- The NTC is responsible for final editorial decision-making, and approval will be sought from NTC management in line with NTC publications policy.
- The NTC may seek endorsement for the guidance document from the Competent Authorities Panel, including the use of the CAP logo. This is intended to support broader acceptance of the guidance document, both in industry and amongst regulators.

Guidance documents are not able to provide exemptions or relaxations from the provisions of the ADG Code and the model regulations, independent of changes to the underlying legal provisions.



Glossary

Term	Definition
ADR	The international agreement governing the carriage of dangerous goods by road, used as a key reference for updating the ADG Code.
Australian Dangerous Goods (ADG) Code	The national code that sets out technical requirements for the safe transport of dangerous goods by road and rail in Australia, given effect by state and territory legislation.
Biennial maintenance cycle	The two-year cycle under which the ADG Code is reviewed and updated to reflect international developments and Australian experience.
Competent Authority	A government authority designated under legislation to make decisions, approvals or determinations relating to dangerous goods transport.
ICAO Technical Instructions	The international technical regulations for the transport of dangerous goods by air.
IMDG Code	The international technical regulations for the transport of dangerous goods by sea.
Impact analysis	An assessment of the expected costs, benefits and impacts of regulatory changes, required when proposals go beyond minor maintenance.
Intermodal transport	The movement of dangerous goods using more than one transport mode, such as road, rail, sea or air, within a single transport chain.
Legislative maintenance	Minor, technical or uncontroversial changes that improve clarity, accuracy or effectiveness without changing underlying policy intent.
Model Dangerous Goods Legislation	Model laws (consisting of an act and subordinate instrument) developed by the National Transport Commission that give legal effect to the ADG Code and support nationally consistent regulation.
National Transport Commission (NTC)	An independent statutory body responsible for developing, maintaining and advising on nationally consistent transport regulation, including the ADG Code.
RID	The international regulations governing the carriage of dangerous goods by rail, aligned with ADR and relevant to land transport harmonisation.
Transport of Dangerous Goods Maintenance Advisory Group (TDG-MAG)	The advisory group that provides expert advice to the NTC on maintaining and updating the ADG Code and related legislation.
UN Model Regulations	International model rules developed by the United Nations that form the foundation of dangerous goods transport regulation worldwide.



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