

# Attachment F – Changes to the Code under Option 4

## Global

Location	What's changed	What hasn't changed	Rationale for the change
<b>Overall</b>	The requirements in the code have been reorganized to better align to the steps in the logistics process. Road and rail specific requirements have been restructured and renumbered.	The general format, structure and numbering system Numbering of Parts of the code derived from the UN MR.	The code will be easier to navigate, enabling duty holders and regulators to more easily find the requirements applicable to the tasks being performed. Removal of duplicated or contradictory requirements.
<b>Overall</b>	Some duties that currently appear only in the Model Subordinate Instrument (MSI) have been included in the code.		Greater transparency of the duties that currently appear only in the MSI. These are currently often overlooked as many duty holders are not aware of the regulations.
<b>Terminology</b>	Must and May have been replaced by Shall and Should. Clarification on the use of these terms and how they should be read is included in the introductory text of the code.	Terms derived from the UN MR.	Aligns with terminology used in international and Australian Standards. Prevents mixed terminology being introduced overtime through the biennial maintenance cycle.
<b>Terminology</b>	Prime Contractor has been replaced with Carrier.		Removes ambiguity on who the responsible duty holder is by making it clear that all carriers, including sub-contractors, are responsible. Allows easier enforcement by regulators.
<b>Terminology</b>	Transport has been replaced with Carry.		Aligns with terminology used in international and Australian Standards. Prevents mixed terminology being introduced overtime through the biennial maintenance cycle.
<b>Placardable unit</b>	The uniquely Australian concept of a placardable unit has been removed, completing the transition to UN concepts that was commenced with the move from ADG 6 to ADG 7.		This will fully align the code with the concepts from the UN, which the core requirements in the Code are based on. The decision to keep this concept when ADG 7 was introduced has led to several ad-hoc amendments to the code to remove conflicting information or fill gaps caused by trying to make the placardable units work within a system that has not been designed for them. This completes the transition that was intended in ADG 7.

## Part 1

Location	What's changed	What hasn't changed	Rationale for the change
<b>Chapter 1.1</b>	All exemptions, including those that are currently only found in the MSI are grouped together under 1.1.3. Some new exemptions/concessions have been prepared which will require consultation.	The current exemptions, other than those for tool of trade and private use.	It will be much easier for a duty holder to identify what concessions are available for the specific activity or circumstances.
<b>Chapter 1.1</b>	Conflicts between exempt quantities for private use vs those for tool of trade have been resolved. Limits for flammable gases have been taken from AS 1596		
<b>Chapter 1.1</b>	Threshold limits for small loads and associated concessions have been revised.		Thresholds are more reflective of the risk.
<b>Chapter 1.1</b>	Greater clarity has been provided on how to count quantities. The method for counting quantity for automotive batteries has been included here, rather than in a unique Australian special provision (AU 08)	Allowance to use 25 % of battery weight for counting quantity of dangerous goods. How quantities are counted for substances, gases, solids and articles.	Provides greater clarity and locates all associated information together, making it easier to find. Incorporates the provisions in AU08 into a more logical place, grouping them with all other information on counting quantity.
<b>Chapter 1.1</b>	New exemptions introduced for <u>extremely short journeys</u> that cross public roads and for dangerous goods for retail sale		Allows for very short movements of dangerous goods, either between two premises owned by a single owner, or to load dangerous goods on a vehicle at the kerbside.
<b>Chapter 1.1</b>	Information on exemptions and determinations issued by the competent authority has been included in 1.1.6.	The content of the information	Provides greater transparency as this information is currently only found in the MSI.
<b>Chapter 1.2</b>	MEGC redefined to remove requirement to be multi-modal, allowing for non-UN MEGCs.	All other definitions, other than minor rewording. Units of measure.	Provides a pathway for approval of non-UN MEGCs and tube-trailers. Provides transparency and clarity of requirements for industry.



Location	What's changed	What hasn't changed	Rationale for the change
<b>Chapter 1.2</b>	New definition added for 'sheeted vehicle' means a curtain sided vehicle with a solid roof supported by a headboard and tailboard.		Supports the assignment of vehicle types required to transport certain substances and clarifies that it is not an open vehicle with a tarp. (see V codes in Part 7)
<b>Chapter 1.3</b>	High level requirements for training added, including requirement for record keeping.		Provides some transparency that training is required.
<b>Chapter 1.4</b>	The primary safety obligations of the participants have been specified. These essentially provide an explanation of the general duties from the MSI. Detailed information included on transfer obligations.	The duties of the participants.	Adds greater transparency and clarity of the general duties. Provides clear duties for consignors and site owners making it harder for them to try to shift their duties to carriers and drivers. Enables easier identification of appropriate duty holder(s) and enforcement by regulators.
<b>Chapter 1.6</b>	All transitional measures have been grouped together in one location. New transitional arrangements and timeframes for the transition from ADG 7 to the new Code are yet to be determined.	All transitional measures and timeframes specified by the UN MR.	
<b>Chapter 1.8</b>			
<b>1.8.1</b>	Descriptive section for competent authorities carrying out checks on DG transport.	Standard concept in DG transport, this makes it clearer for users.	Clarity for code users.
<b>1.8.2</b>	Descriptive section regarding competent authorities notifying other competent authorities of observed violations	This is a standard concept in current DG, it merely makes it visible to code users	Clarity for code users.
<b>1.8.3</b>	Creation of the DG Safety Advisor Role (DGSA). DGSAs are mandatory under ADR, at present this is a recommendation rather than mandated.	Consignors and carriers should already have suitable expertise in DG, this makes clear that there is significant value in appointing a person that has expertise in DG transport.	Greater internal expertise within consignors, carriers and other participants.
<b>1.8.4</b>	This requires that the Secretariat of the competent authorities panel maintains a list of DG competent authorities and contact details	The CAP secretariat already does this, though it is incomplete for some niche (mainly class 7 & division 6.2) transport.	None
<b>1.8.5</b>	The requirements for a transport emergency response plan have been located here (they are currently in an external document referred to in the MSI). The requirement to notify competent authorities of incidents is included here (this is currently found only in the MSI). The requirement to hold insurance for DG transport has been included here (this is currently found only in the MSI). A standard notification form for incidents is included, CA's may also use their own form.	The general requirements have not changed but have been made more visible. The model form for reporting incidents has been taken from ADR.	Clarity for code users.
<b>1.8.7</b>	This section contains the administrative details for tank and tank vehicle approval. It is detailed and provides much greater detail than at present on what is required for a valid tank design approval to be issued.	The general requirements for tank approvals are not changed.	Clarity for code users, in particular tank and tank vehicle designers.
<b>1.8.9</b>	This is a placeholder section for administrative controls for packaging approvals. This will support greater transparency for the rules relating to assessing and approving packages.		Clarity for code users. Confidence for competent authorities that everyone in the system is using a common ruleset.
<b>1.8.10</b>	This is a placeholder section for licensing requirements. It is yet to be determined how extensive this will be, versus inclusion in the regulation.		Clarity for code users.
<b>Chapter 1.9</b>	Reserved		
<b>Chapter 1.10</b>	This is a new section for the ADG Code, the current code marks it as reserved. The requirements in this section provide for general security requirements in transport.		Competent operators should already have systems in place that manage these issues.
<b>1.10.1</b>	This section provides general security requirements.	A transport operation should already be doing these things.	Clarity of expectations for code users.
<b>1.10.2</b>	This section directs that training provided to participants in dangerous goods transport should also include ensuring the security of the dangerous goods.	Competent transport operators will already address these requirements under their standard policies and processes. The expectation is that all operators would have security provisions to prevent theft of freight, dangerous or otherwise.	Clarity of expectations for code users.
<b>1.10.3</b>	These are provisions for high consequence dangerous goods, where the consequences of an incident are significant. The requirements are primarily focused on the transporter developing a security plan that addresses security requirements for the loads being transported. The requirements are descriptive, not prescriptive.	Competent transport operators will already address these requirements under their standard policies and processes.	Clarity of expectations for code users.



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1.10.3	The security requirements for class 1 transport are included here, taken from the AEC.	The requirements for transport security for class 1 transport are the same as the AEC.	Updated, clearer requirements.

## Part 2

Location	What's changed	What hasn't changed	Rationale for the change
<b>General</b>	This Part has been restructured for easier navigation and clarity.		Provides greater detail to duty holders, making it easier to find and comply with requirements.
<b>Chapter 2.1</b>	The flow of provisions has been improved. The steps in the classification process have been organised to follow the steps to be followed.	Classification criteria. Principles of classification. Precedence of hazards criteria.	The restructuring of information will make it easier for those undertaking classification to understand the sequence of steps in classification. This should minimise the possibility of substances being incorrectly classified.
<b>Chapter 2.2</b>	The structure has been improved to provide clearer information and a consistent format and numbering style, making it easy to readily locate specific information. Each Class is a separate section of Chapter 2.2. The third number in the numbering sequence is the number of the Class that is the subject of the section. For example, the section containing the classification provisions for Class 4.1 is 2.2.41. The number format and provision numbers are consistent across all class related sections of the chapter. The following are common to all Classes. 2.2.x.1 Criteria 2.2.x.1.1 General information on the substances and articles that the Class covers 2.2.x.1.2 Overview of how the Class is subdivided, based on their hazards, including classification codes 2.2.x.1.x Definitions, properties, classification, assignment of packing groups, and so on, as relevant. 2.2.x.2 Substances not accepted for carriage 2.2.x.3 List of collective entries	Class specific classification criteria.	The new numbering more accurately reflects the contents of the chapter and subchapter and provides consistency of numbering making it easier to locate relevant provisions. The improved readability and ease of locating provisions is expected to reduce the likelihood of incorrect or missed classification. Each improvement in the classification of dangerous goods reduces the risk during transport by aiding correct classification and therefore correct conditions for transport.
<b>Chapter 2.2</b>	Additional classification requirements previously imposed via special provisions in Chapter 3.3 have been incorporated into part 2 of the code.	Moving the additional classification criteria from special provisions to Part 2 represents no change in requirements.	Improves visibility for classifiers to aid correct and full classification by placing the requirements in the Classification Chapter.
<b>Chapter 2.2</b>	Substances that are prohibited from transport due to the danger they present are clearly identified and always appear in 2.2.x.2.		
<b>Chapter 2.2</b>	Classification Codes from ADR have been included to provide additional hazard information.		Addresses some of the issues raised by stakeholders, particularly the desire to provide physical descriptions in the dangerous goods list and the ability to distinguish between acids and alkalis in Class 8. Enables ready identification of the physical state of a gas aiding in the application of requirements that are specific to the physical state.

## Part 3

Location	What's changed	What hasn't changed	Rationale for the change
<b>DGL</b>	Entries that are either prohibited for transport or are unregulated are clearly identified.	The general structure and order of the DGL. Limited quantity and excepted quantity values. Assigned packing instructions. Assigned UN special provisions, other than those that are no longer relevant (see discussion on Chapter 3.3).	
<b>DGL</b>	Entries where additional requirements apply only to some substances meeting the particular UN Number have been divided into multiple line items, each supplemented with descriptive text that identifies the relevant requirements.	No change to requirements.	Reduces the likelihood that these requirements are not identified or complied with. This in turns reduces the likelihood of an incident, e.g. over pressure or asphyxiation, due to the use of incorrect packaging.



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<b>DGL</b>	Additional columns have been added for classification codes and information on conditions for carriage, including loading, unloading & handling, and operations.	See information in Parts 7 and 8 below.	
<b>Alphabetical list</b>		No changes.	
<b>Table C</b>	A list of UN numbers for certain chemical groupings has been added, to assist in the application of segregation for incompatible dangerous goods specified in table 9.2 of the Code.		This will greatly assist duty holders in applying the segregation requirements for specific substances.
<b>Special Provisions General</b>	Special provision drawn from the UN MR that have been modified for Australia are identified by the addition of A e.g. 309A.	All special provisions taken from the UN MR remain unaltered, other than those discussed below.	
<b>Special Provisions General</b>	Special provisions that relate to the manner in which the dangerous goods are contained in Part 7 of the Code.		
<b>Deleted SP</b>	Special provisions SP 63, SP 204, SP 206, SP 223, SP 299 and SP 362 have been deleted. These special provisions relate to additional classification criteria or hazard labels. These additional classification criteria are aimed at identification and communication of the hazards, or to prohibit or deregulate certain substances. These are now all included in Part 2 – Classification.	Represents no change to actual requirements.	Reduces the possibility of these additional requirements being overlooked. May prevent prohibited substances from being inadvertently consigned.
<b>Deleted SP</b>	Special provisions SP 277, SP 232 and SP 341 have been deleted. These special provisions imposed additional requirements or restrictions for a subset of substances of a particular UN number. This is now addressed by having additional line entries for the UN Number in the DGL. This allows the assignment of packing instructions, special provisions, LQ amounts, etc. specific to each sub-set of substances of the same UN Number.	Represents no change to actual requirements.	Allows easy identification of the provisions applicable to the specific substance.
<b>Deleted SP</b>	SP 106, SP 117, SP 146, SP 276, SP 281 and SP 308 have been deleted. These special provisions were assigned to UN numbers that are not regulated for land transport.	Represents no change to actual requirements.	Adds clarity and removes potentially conflicting information.
<b>Deleted SP</b>	SP 123 has been deleted. This special provision states that the entries it's assigned to are 'not subject to the Code'. Of the 14 entries that SP 123 is currently assigned to, for 12 of them the relevant UN entries in the dangerous goods list are now clearly marked as "NOT SUBJECT TO THE CODE". No special provision, packing instructions, etc. are assigned to these entries. The two remaining entries are UN 3166 and UN 3171. The exemptions for these two are now conditional on basic safety requirements being met. For UN 3171, clarification has been provided that the exemption only applies if the battery in the vehicle meets the requirements of 2.2.9.1.7 and 38.3 of the Manual of Tests and Criteria. For UN 3166, clarification has been provided that the exemption applies only if the following conditions are met: (a) For liquid fuels, any valves between the engine or equipment and the fuel tank shall be closed during carriage unless it is essential for the equipment to remain operational. Where appropriate, the vehicles shall be loaded upright and secured against falling; (b) For gaseous fuels, the valve between the gas tank and engine shall be closed and the electric contact open unless it is essential for the equipment to remain operational; (c) Metal hydride storage systems shall be approved by the competent authority; (d) The provisions of (a) and (b) do not apply to vehicles which are empty of liquid or gaseous fuels.	The existing total exemption for 12 UN numbers.	Removes the conflicting information between SP 123 and SP 356 for UN 3166. Improves safety for everyone in the supply chain, including consumers and the general public. The high incidence of e-scooter fires would appear evidence that providing a blanket exemption from all regulation is unsafe and inappropriate.
<b>Deleted SP</b>	SP 26, SP 28, SP 132, SP 133, SP 195, SP 246 and SP 331 have been deleted. These special provisions cover matters related to activities that occur elsewhere in the transport process, e.g. marking and labelling, packing method, conditions during transport. The requirements have been relocated to the Part of the Code associated with the task in the transport chain.	Represents no change to actual requirements.	Assists in ensuring the requirements are identified and complied with by the appropriate duty holder (person conducting the activity).



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<b>Deleted SP</b>	SP 209 has not been carried forward. It's believed that this SP is intended for air transport.		
<b>Amended SP SP 188</b>	SP188, a Note has been added limiting the total lithium content of all cells in a battery that contains both primary lithium metal cells and lithium ion cells, that are not designed to be externally discharged, that may be transported under this SP.		
<b>Amended SP SP 274</b>	SP 274 requires the proper shipping name to be supplemented with the technical name on documentation and on the package. In the draft code, only the following sentence has been retained: 'The provisions of 3.1.2.8 apply.' Provision contains detailed information on the selection of the correct technical name.	Represents no change to actual requirements.	Removes duplication and assists duty holders in consistent application of requirements for applying the 'technical name'.
<b>Amended SP SP 301</b>	The following paragraph has been deleted from SP 301 and replaced with a reference to SP 672. <i>The competent authority may exempt from regulation articles which would otherwise be transported under this entry.</i> SP 672 exempts articles of UN 3363 from the other requirements of the code, provided the packaging requirements in SP 672 are met.	All content of the special provisions other than the need for CA intervention.	Implements the last paragraph of SP 301 and provides clarity on what the exemption applies to.  Removes the DG surcharge imposed by transport providers.
<b>Amended SP SP 309</b>	SP 309 has been amended to incorporate CAP Determination CA2019/240 which replaces the requirement for competent authority approval, provided certain conditions are met.	All content of the special provisions other than the need for CA approval.	Provides transparency to the Determination and clarifies its intent. The Determination is not currently publicly available, and its existence is not widely known.
<b>Amended SP SP 374</b>	SP 374 permits the use of UN 3509. This has been deleted and replaced with SP 663, which removes the requirement for competent authority authorisation but limits the scope of UN 3509 and details the specific requirements that apply.	The current restrictions on the use of UN 3509 still apply to: <ul style="list-style-type: none"> <li>– Substances assigned to packing group I or that have "0" assigned in Column (7a) of Table A of Chapter 3.2;</li> <li>– Substances classified as desensitized explosive substances of Class 3 or Class 4.1;</li> <li>– Substances classified as self-reactive substances of Class 4.1;</li> <li>– Radioactive material;</li> <li>– Asbestos (UN 2212 and UN 2590), polychlorinated biphenyls (UN 2315 and UN 3432) and polyhalogenated biphenyls, halogenated monomethyldiphenylmethanes or polyhalogenated terphenyls (UN 3151 and UN 3152).</li> </ul>	Removes the need for CA intervention for packagings that have contained lower risk dangerous goods. This removes unnecessary time delays and burden on all parties, including competent authorities. Removes the potential for inconsistencies in the conditions and restrictions being imposed across the competent authorities.
<b>Amended SP SP 391</b>	SP 391 currently assigned to UN Nos. 3537 to 3548 requires the competent authorities to approve the conditions for carriage of these substances and articles. This special provision has been deleted and replaced with CV13 and CV28. CV13 specifies requirements for cleaning, disinfection and decontamination of vehicle or containers following a leak or spill of the substance. CV28 requires that the substance be segregated from food. CV provisions are discussed in Part 7.		Removes the need for CA intervention, thereby removing unnecessary time delays and burden on all parties, including competent authorities. Removes the potential for inconsistencies in the conditions and restrictions being imposed across the competent authorities.
<b>New SPs</b>	SP 501-579, SP 581, SP 632, SP 638, SP 657, SP 659 assist in assigning the correct entry in the DGL or provide additional information.	These SPs do not add requirements or provide concessions. They merely assist the duty holder in assigning a substance to the correct entry in the DGL. They are not true classification provisions and therefore do not fit within Part 2 of the Code.	Will assist duty holders identify the correct UN entry, particularly where there is any ambiguity.
<b>New SP SP 584</b>	Provides a conditional exemption for very small gas cylinders containing carbon dioxide or nitrous oxide, provided they meet the following conditions: <ul style="list-style-type: none"> <li>– It contains not more than 0.5 % air in the gaseous state;</li> <li>– It is contained in metal capsules (sodors, sparklets) free from defects which may impair their strength;</li> <li>– The leakproofness of the closure of the capsule is ensured;</li> <li>– A capsule contains not more than 25 g of this gas;</li> <li>– A capsule contains not more than 0.75 g of this gas per cm<sup>3</sup> of capacity.</li> </ul>		Reduces the regulatory burden for very small cylinders, e.g. soda syphon cartridges, containing carbon dioxide or nitrous oxide. Will remove the dangerous goods surcharges imposed by transport providers.



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<b>New SP SP 586</b>	Provides a conditional exemption for hafnium, titanium and zirconium powders (UN Nos. 1326, 1352 and 1358). <i>SP 586 Hafnium, titanium and zirconium powders shall contain a visible excess of water. Hafnium, titanium and zirconium powders, wetted, mechanically produced, of a particle size of 53 µm and over, or chemically produced, of a particle size of – 840 µm and over, are not subject to the requirements of this Code.</i>		Reduces the regulatory burden for lower risk substances. Will remove the dangerous goods surcharges imposed by transport providers.
<b>New SPs SP 587, 588, 590, 591, 596, 597, 600, 643, 646</b>	These special provisions provide additional detail to clarify that these substances are not captured by the specified UN numbers and are exempt from the code.		Will help prevent over classification.
<b>New SP SP 592</b>	Exempts uncleaned empty packagings (including empty IBCs and large packagings), empty tank-vehicles, empty tank-wagons, empty demountable tanks, empty portable tanks, empty tank-containers and empty small containers which have contained substances of UN Nos. 1376, 1932, 2002, 2009 and 2793 from the requirements of the Code.		Reduces the regulatory burden for the transport of empty packagings that have contained large particle solids or scrap. Will remove the dangerous goods surcharges imposed by transport providers.
<b>New SP SP 593</b>	5.5.3 coolant provisions. The reduced requirements under 5.5.3 for UN 1845 CARBON DIOXIDE, SOLID (Dry ice) when used as a coolant have been extended to include UN 1845 when carried as freight.		Extending the requirement to display an asphyxiation hazard warning on the cargo transport unit to UN1845 when carried as freight, reduces the risk of asphyxiation for workers and emergency responders.
<b>New SP SP 594</b>	Provides a conditional exemption from the requirements of the code for fire extinguishers of UN 1044 and articles of UN 3164 that are manufactured and filled according to the provisions applied in the country of manufacture. To qualify for the exemption, the fire extinguishers and articles must meet the conditions specified in the special provisions.	UN 1044 are currently provided concessions under the uniquely Australian Domestic Consumable Dangerous Goods provisions.	Reduces regulatory burden.
<b>New SP SP 598</b>	SP 598 provides a conditional exemption for new batteries or end of life batteries of UN Nos. 2794, 2795, 2800 and 3028.		Reduces regulatory burden.
<b>New SP SP 635</b>	Exempts packages containing life-saving appliances, self-inflating, and life-saving appliances, not self-inflating, containing dangerous goods in equipment (UN 2990 and UN 3072) from bearing a Class 9 label, unless the article is fully enclosed by packaging, crates or other means that prevent the ready identification of the article.	All other special provisions applicable to UN 2990 and UN 3072	Provides a minimal reduction in regulatory burden
<b>New SP SP 648</b>	SP 648 exempts articles impregnated with pesticide meeting UN Nos. 2588, 2757, 2759, 2761, 2763, 2771, 2775, 2777, 2779, 2781, 2783, 2786, 2902, 2992, 2994, 2996, 2998, 3006, 3010, 3012, 3014, 3016, 3018, 3020, 3026, 3027, 3048, 3345, 3348, 3349, 3352, such as fibreboard plates, paper strips, cotton-wool balls, sheets of plastics material, in hermetically closed wrappings, from the provisions of the Code.		Reduces regulatory burden for very low risk packagings. Will remove the DG surcharge imposed by transport providers.
<b>New SP SP 653</b>	SP 653 exempts the transport of small cylinders of argon, carbon dioxide, helium and nitrogen in cylinders having a test pressure capacity product of maximum 15.2 MPa.litre (152 bar.litre) provided the following conditions are met: – The provisions for construction, testing and filling of cylinders are observed; – The cylinders are contained in outer packagings which at least meet the requirements of Part 4 for combination packagings. The general provisions of packing of 4.1.1.1, 4.1.1.2 and 4.1.1.5 to 4.1.1.7 shall be observed; – The cylinders are not packed together with other dangerous goods; – The total gross mass of a package does not exceed 30 kg; and - Each package is clearly and durably marked with "UN 1006" for argon compressed, "UN 1013" for carbon dioxide, "UN 1046" for helium compressed or "UN 1066" for nitrogen compressed. This mark is displayed within a diamond shaped area surrounded by a line that measures at least 100 mm by 100 mm.		Reduces the regulatory burden for low risk gases carried in small, low pressure cylinders. Will remove the dangerous goods surcharges imposed by transport providers.
<b>New SP SP 665</b>	SP 665 incorporates CAP Determination CAP 2022/11 which provides a conditional exemption from requirements of the Code for black coal, including anthracite, bituminous coal and sub-bituminous coal when transported in bulk containers by road or rail.	The conditions in the Determination that relate to temperature monitoring. The requirement to notify incidents resulting in a dangerous situation are contained in the MSI and Part	Provides transparency of the Determination and clarifies that it applies nationally. The actual Determination states that it applies only in NSW. The national application of the Determination is only found in the minutes of a CAP meeting.



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	SP 665 does not include the conditions in the Determination relating to a TERP or incident notification.	1. SP 665 provides relief from the Code only. Incident notification requirements in the MSI still apply.	
<b>New SP SP 668</b>	Provides a conditional exemption from the requirements of the code for elevated temperature substances for the purpose of applying road markings. SP 668 Elevated temperature substances for the purpose of applying road markings are not subject to the requirements of this Code, provided that the following conditions are met: (a) They do not fulfil the criteria of any class other than Class 9; (b) The temperature of the outer surface of the boiler does not exceed 70 °C; (c) The boiler is closed in such a way that any loss of product is prevented during carriage; (d) The maximum capacity of the boiler is limited to 3000L.		
<b>New SP SP 669</b>	Clarifies the correct classification and transport conditions for trailers fitted with equipment, powered by a liquid or gaseous fuel or an electric energy storage and production system, that is intended for use during carriage operated by this trailer as a part of a transport unit.	Represents no change.	Provides clarity.
<b>New SP SP 676</b>	Provides conditional concessions for the transport of packages containing stabilised substances of UN Nos. 1010, 1051, 1060, 1081, 1082, 1083, 1086, 1087, 1092, 1093, 1143, 1167, 1185, 1218, 1246, 1247, 1251, 1301, 1302, 1303, 1304, 1545, 1589, 1614, 1724, 1829, 1860, 1917, 1919, 1921, 1991, 2055, 2200, 2218, 2227, 2251, 2277, 2283, 2348, 2352, 2396, 2452, 2521, 2522, 2527, 2531, 2607, 2618, 2838, 3022, 3073, 3078, 3302, 3531, 3532, 3533 and 3534 being transported for disposal or recycling.		Reduces regulatory burden for these substances.
<b>New SP SP 602, 603, 607, 609, 610, 611, 613 and 614</b>	These special provisions provide additional information aimed at preventing substances that are prohibited from transport from being classified under these UN Nos.	The prohibition on transporting these substances.	Provides an additional safety check / reminder that these substances are considered too dangerous to transport, ensuring they are not inadvertently transported.
<b>New SP SP 618</b>	Specifies that in receptacles containing 1,2-butadiene, the oxygen concentration in the gaseous phase shall not exceed 50 ml/m <sup>3</sup> .		Reduces the risk of oxidation reactions in transport of 1,2-butadiene.
<b>New SP SP 623</b>	Specifies additional requirements for UN 1829, as follows: SP 623 UN No. 1829 sulphur trioxide shall be inhibited. Sulphur trioxide, 99.95 % pure or above, may be carried without inhibitor in tanks provided that its temperature is maintained at or above 32.5 °C. For the carriage of this substance without inhibitor in tanks at a minimum temperature of 32.5 °C, the specification "Transport under minimum temperature of the product of 32.5 °C" shall appear in the transport document.		Elevated temperature prevents crystallization in uninhibited pure sulfur trioxide.
<b>New SP SP 625</b>	Requires packages containing aerosols to be clearly marked with "UN 1950 AEROSOLS".	No change, this is already a requirement under 5.2.1.1 of the current code.	Reiterates existing requirements but also applies this marking to packages transported under LQ provisions.
<b>New SP SP 650</b>	Provides alternative packing methods for the safe transport of wastes of paint and paint related material of UN 1263.		Provides risk appropriate but achievable packing requirements for transport of these wastes.
<b>New SP SP 633 and SP 675</b>	Requires that packages and small containers containing UN 2211 POLYMERIC BEADS, EXPANDABLE, evolving flammable Vapour or UN 3314 PLASTICS MOULDING COMPOUND in dough, sheet or extruded rope form evolving flammable vapour be marked with "Keep away from any source of ignition". SP 675 prohibits mixed loading of UN 2211 or UN 3314 with Class 1, other than 1.4S.	Mixed loading with Class 1 is already prohibited.	Communicates the flammability hazard of these dangerous goods. Both of these UN numbers are Class 9, which provides no indication of their flammability. Provides greater alignment to IMDG which should reduce intermodal barriers.
<b>New SP SP 642</b>	SP 642 restricts the use of UN 1043 FERTILIZER AMMONIATING SOLUTION with free ammonia, except as authorized under 1.1.4.2. It refers instead to UN Nos. 2073, 2672 and 3318 for carriage of ammonia solution.		Assists in assignment of correct UN number.
<b>New SP SP 654</b>	SP 654 provides concessions and clear instructions for the transport of waste lighters of UN 1057 collected separately and carried for transport.		
<b>New SP SP 658</b>	Permits the transport of UN 1057 under a modified version of the limited quantity provisions.	Replaces the concessions for these under the uniquely Australian 'Domestic Consumable Dangerous Goods'.	Removes current inconsistencies and conflicts between domestic consumable dangerous goods and limited quantities.



Location	What's changed	What hasn't changed	Rationale for the change
<b>New SP SP 664</b>	Permits the fitting of additive tanks to tank-vehicles or demountable tanks and specifies the requirements for their fitting and use.	Additive tanks were not in use when ADG 7 was introduced. The current code provides no information on additive tanks	Provides clear requirements for these devices. Additive devices are becoming increasingly common in the fuel industry. They are used to inject an additive to the fuel at the point of delivery, enabling a road tanker to distribute a variety fuel blends from a single tanker.
<b>New SP SP 363 (and SP 388 and SP 666, SP 667)</b>	Special provision 363(a) has been amended to omit the reference to UN 3363 and to add a qualification for UN 3166. A note has also been added for clarity around the use of the entry. Special provision 666 has been assigned to UN 3363. SP 666 clarifies the exemption for vehicles and battery powered equipment, referred to by special provision 388 (UN 3166 and UN 3171), when carried as a load, as well as any dangerous goods they contain that are necessary for their operation or the operation of their equipment, provided the specified conditions are met.	The exemption still applies to the vehicles or equipment, but the batteries must meet the requirements of 2.1.9.1.7 and 38.3 of the Manual of Tests and criteria.	Provides clarity on the exemptions and the applicable conditions. Improves safety by requiring batteries to be of a tested design type.
<b>New SP SP 667</b>	SP 667(a) Consolidates the exemption from some aspects of type testing for lithium batteries in 2.9.4 for pre-production prototype batteries or batteries of a small production run, consisting of not more than 100 batteries, installed in machinery or engines. SP 667(b) and (c) provide directions on the transport conditions for damaged or defective batteries. This replaces SP 363(f) and the last paragraph of SP 388, which both specify that if a lithium battery installed in a machine, engine, equipment or vehicle is damaged or defective, the machine, engine, equipment or vehicle must be transported as defined by the competent authority. The requirement for competent authority intervention is replaced with requirements that align with requirements for stand alone damaged or defective batteries.		Having a clear set of pre-defined requirements will lessen the stress and burden on regulators and duty holders of having to make quick, ad-hoc decisions under extreme time constraints and in stressful situations.
<b>New SP SP 636</b>	Provides conditional concessions for lithium cells and batteries being transported to an intermediate processing facility for sorting, disposal or recycling. The conditions vary depending on the size and purpose of the cells and batteries.		Reduces the regulatory burden while requiring risk appropriate controls.
<b>New SP SP 670</b>	Provides a conditional exemption for lithium cells and batteries installed in equipment from private households collected and handed over for carriage for depollution, dismantling, recycling or disposal.		
<b>AU01</b>	This total exemption has been deleted and replaced with SP 601 which provides a total exemption for ready for use pharmaceutical products and SP 375A which exempts packaging with a capacity of 30 kg/l or less provided they meet minimum packaging requirements. <u>Larger packagings, i.e. those with a capacity greater than 30 kg/l are now required to use appropriate packagings; and be marked and labelled:</u>	The exemption from UN specification packagings for retail size packagings has been retained. Packages with a capacity > 30kg/l continue to be exempt from all controls, other than requirements relating to packagings, and marking and labelling.	Deregulates certain medicines, reducing costs without increasing risk. Ensures retail size packagings meet the basic safety requirements, such as: <ul style="list-style-type: none"> <li>– Suitable for the dangerous goods.</li> <li>– Being strong enough to withstand the shocks and loadings normally encountered during transport.</li> <li>– Packed so as to prevent damage or leakage.</li> </ul> Ensures the use of appropriate packagings and communication of the hazards for larger packagings, i.e. with a capacity greater than 30 kg/l. Contributes to the Australian Government commitment to the UN sustainable development goals.
<b>AU02</b>	This Australian special provision exempted environmentally hazardous substances that were also C1 combustible liquids, unless they were being transported in a multi-compartment tank carrying refined petroleum products of Class 3. This special provision has not been carried forward.		
<b>AU03</b>	This special provision imposed additional provisions on the transport of unodourised LPG, propane or butane. The requirement to provide a copy of the TERP to the relevant hazmat incident combat agency, before the journey commences has not been carried forward. The other requirements of AU 03 are now addressed in the following areas of the code: DGL entries – new entries have been created for UN 1011, UN 1075, UN 1978 that are unodourised. The new entries add 'UNODOURISED' to the proper shipping name, which must be displayed on the emergency information panels and transport document. Chapter 1.8 provides information on the requirements for a TERP. A new S code (S51A) has been added to column 19 of the dangerous goods list. The detailed requirements of S51A are contained in Chapter 8.5. They specify the need to carry and gas detector and when it is to be used.		





Location	What's changed	What hasn't changed	Rationale for the change
<b>AU04</b>	Exemption for natural 'greasy wool' fleece and bales has been retained but is now addressed by the assignment of SP589A to UN 1373.	The exemption has been retained.	
<b>AU06</b>	This has been deleted and replaced by SP 637 and a footnote to 2.2.9.1.11 which clarifies who the competent authorities are for GMMOs and GMOs	The exemptions for GMMOs and GMOs has been retained.	Provides greater clarity on what is a GMMO or GMO for the purpose of the UN MR and the code. Provides clarity that the dangerous goods competent authorities are not the authorizing competent authorities for these.
<b>AU07</b>	The exemption from the requirement to segregate Chlorine based on its hazard classification has been removed.		The incompatibility and segregation of Chlorine is now based on its inherent hazards. Provides alignment with the IMDG Code, enabling smooth multimodal transport. It's understood that Chlorine is regularly transported between mainland Australia and Tasmania.
<b>AU08</b>	This special provision has been deleted and the method for calculating the amount of dangerous goods in automotive batteries has been relocated to section 1.1.3. The calculation method has been extended to include automotive batteries filled with alkali. AU08 currently only applies to automotive batteries filled with acid.	The allowance to use 25% of the weight of the battery has been retained.	The calculation method is now included in the provision on counting quantity for all dangerous goods, making it easier to find.
<b>Chapter 3.4</b>	Specified the requirement for dangerous goods packed in limited quantities Minor editorial amendments	Represents no change	
<b>Chapter 3.5</b>	Specifies the requirements for 'Excepted Quantities'	No changes	

#### Part 4

Location	What's changed	What hasn't changed	Rationale for the change
<b>Chapter 4.1 General</b>	A Note has been added at the start of the Chapter to clarify that packagings, including IBCs and large packagings that have the markings required by Part 6 of the Code for packaging of its type, in confirmation that the packaging is ADR approved, ICAO approved, IMO approved, RID approved or UN approved is approved for the purposes of the Code.	The use and recognition of UN specification packagings.	
<b>4.1.1.21</b>	Provides assimilation methods for verification of chemical compatibility of plastics packagings to assist in the application of 4.1.1.2. A Note has been added to 4.1.1.2 referencing 4.1.1.21.	The requirement to ensure compatibility of plastics packagings and the dangerous goods they are used for.	Assists in the application of the requirement. It's not known how or if the requirement for compatibility is currently being complied with.
<b>4.1.1.4</b>	Additional guidance has been added to assist in the application of the requirement to allow sufficient ullage to allow for liquid expansion due to increased temperature.	The requirement remains the same as the current code.	Assists in application of the requirement.
<b>4.1.1.11</b>	A Note has been added to reiterate the conditions and restrictions on the use of UN 3509 for packagings, discarded, empty, uncleaned. The requirement for competent authority approval has been removed and replaced with SP 663	The requirement for the packagings to have been emptied to the extent that only residues of dangerous goods adhering to the packaging parts are present when they are handed over for carriage.	Reduces the burden on duty holders and competent authorities by providing clear transparent requirements for the use of UN 3509 and removing the need for competent authority intervention.
<b>4.1.3.4</b>	The list of packaging types prohibited for use for the transport of substances liable to become liquid during transport has been expanded to include all packing types prohibited elsewhere in the code.	The prohibited packaging types.	Removes an inconsistency between the list in 4.1.3.4 and other parts of the code. Ensures the list is complete, removing the potential for prohibited packagings being inadvertently used.
<b>4.1.3.8</b>	Provides a consolidated list of requirements for unpackaged articles other than Class 1 articles.	The requirements remain the same.	Consolidates requirements that are currently dispersed throughout the code.
<b>Packing instructions</b>		All packing instructions remain as current, other than specific amendments listed below.	
<b>P001</b>	P001 – a requirement for venting has been added for substances of Class 3, PG III, which give off small quantities of carbon dioxide or nitrogen.	All other requirements of P001	Prevents buildup of pressure that could result in failure of the packaging.
<b>P002</b>	P002 – an additional special packaging provision has been added for UN Nos. 1748, 2208, 2880, 3485, 3486 and 3487, requiring that when bags are used as single packagings, they should be adequately separated to allow the dissipation of heat.	All other requirements of P002	Prevents buildup of heat that could result in failure of the packaging or combustion.
<b>P003 and P008</b>	Applies to non-spillable batteries of UN 2800. A Note has been added to P003 special packing provision PP16, requiring securing of batteries and protection from damage and short circuit. A second Note has also been added, directing the use of P801 for used batteries of UN 2800. P801 has been	All other requirements of P003 and P801	Provides greater flexibility and operational efficiencies.



Location	What's changed	What hasn't changed	Rationale for the change
	amended to require bins carrying used batteries to be either covered or carried in closed or sheeted vehicles or containers.		
<b>P110(a) and P110(b)</b>	Applies to explosives of Division 1.1A Text has been added to specify that explosives of Division 1.1A are only permitted to be transported with the approval of the competent authority.	The requirement for competent authority approval.	Adds transparency of the requirements for CA approval.
<b>P200</b>	P200 remains fundamentally the same as in the current code, though MEGCs are split out into their own section (as in ADR). The ADR requirements that are only relevant in the context of the EU Transportable Pressure Equipment Directive will not be included.		
<b>P403</b>	An additional requirement has been added that packagings must be hermetically sealed.		
<b>P410</b>	The following UN entries have been included in the list of UN numbers assigned to special packing provision PP40: UN 1395 ALUMINIUM FERROSILICON POWDER UN 1396 ALUMINIUM POWDER, UNCOATED UN 1436 ZINC POWDER OR ZINC DUST UN 2805 LITHIUM HYDRIDE, FUSED SOLID PP40 prohibits the use of bags for packing group II		Bags do not provide sufficient containment for these dusts. Prohibiting the use of bags could prevent the escape of fine dusts to the atmosphere.
<b>IBC instructions</b>	Special packing instructions B1 and B2 relate to the requirement for carriage of certain substances in closed vehicles. These special packing provisions have been deleted from IBC instructions. The requirement for carriage in closed vehicles has been relocated to Part 7.	See discussion for Part 7 of the code.	
<b>New special packing provisions</b>	10 new RR special packing provisions have been included for P packing instructions, 4 new BB special packing provisions have been included for IBC packing instructions and 1 new LL special packing provision has been included for LP packing instructions. These special packing provisions apply only to land transport.		Provides flexibility for duty holders without compromising safety.
<b>Chapter 4.2</b>	Use of portable tanks and UN MEGCs. As these are derived from the UN, there are no significant changes. A requirement to retain a copy of the design approval certificate, test report and certificates showing the results of the initial inspection and test has been added. A requirement that unless the name of the substance(s) being carried appears on the metal approval plate, a copy of the approval certificate must be made available upon the request to the competent authority.	All other provisions relating to the use of portable tanks.	
<b>Chapter 4.3</b>	Use of fixed tanks (tank-vehicles and tank-wagons), demountable tanks, tank-containers and tank swap bodies with shells made of metallic materials, and tube-vehicles and tube-wagons and Multiple-element gas containers (MEGCs).	The general requirements for operating a tank vehicle or tank container remain fundamentally the same.	Clarity about requirements for use of tanks.
<b>Chapter 4.4</b>	Use of fibre-reinforced plastics (FRP) tanks, fixed tanks (tank-vehicles), demountable tanks, tank-containers and tank swap bodies.	Mostly missing from the current code.	Clarity about the use of FRP tanks. Provides transparency of requirements that are currently dealt with via conditions in the Approval.
<b>Chapter 4.5</b>	Vacuum operated waste tanks.	Requirements for operating vacuum waste tanks are fundamentally the same.	Transparency from including these requirements in the code rather than in a CAP determination. Enforceability for competent authorities.
<b>Chapter 4.6</b>	Reserved		
<b>Chapter 4.7</b>	MEMU / MPU – Core requirements have been included in the Code [TBD]	How this interacts with the Industry Code of Practice is still being worked through with regulators and the explosives industry.	Provides transparency of the requirements while enabling the industry to maintain what compliance looks like for their industry.

## Part 5



Location	What's changed	What hasn't changed	Rationale for the change
<b>General</b>	The content has been rationalized to remove duplicated requirements. Some existing provisions have been omitted from Part 5 of the draft code and relocated to more appropriate Parts of the code. Requirements relating to documentation are now in Part 5. Greater clarity has been provided to distinguish between marks and labels. Exemptions relating to small loads (non-placard loads) and imported/exported goods have been relocated to Part 1.	The basic structure of Part 5 has been retained.	Changes made to the structure and general content of Part 5 remove some of the complexity and support the NTC's aim of making the code easier for all stakeholders to navigate and for duty holders to identify applicable requirements.
<b>General</b>	The exemption relating to carriage in a transport chain including maritime or air carriage has been relocated to Part 1 of the draft code, keeping it with all other exemptions. The exemption is also more complete, in that it includes provisions relating to transport documentation for both air and sea transport.		Locates all exemptions together in Part 1, making it easier for duty holders to identify the application of the code for their circumstances.
<b>IBCs</b>	Clarity has been provided that IBCs are packages. The requirement to placard IBCs with EIPs has not been carried forward.	The requirement to display EIPs on a vehicle carrying IBCs.	This aligns the code with the UN MR definition and recent subcommittee reiteration, that IBCs are packages. It also aligns the code with international best practice and with the requirements for transport by sea or by air. This change removes the current roadblocks for cross border or cross mode transport, reduces unnecessary red tape and provides a significant reduction in costs to industry, while still providing the information necessary in the event of an incident.
<b>Section 5.1.2 Segregation devices</b>	The requirements for marking and labelling of segregation devices have been relocated from Part 4 of the current code to Part 5. All types of segregation devices are required to be marked and labelled for their contents and be clearly marked as a segregation device. Marking and labelling for segregation devices has been aligned with the marking and labeling requirements for overpacks.	The requirement that segregation devices and overpacks be marked and labelled.	Assists is navigation by locating the marking and labelling of segregation devices with all other marking and labelling requirements.
<b>Chapter 5.2 Section 5.2.1 marking of packages</b>	The section heading has been amended to reinforce that IBCs are packages.	The requirements for marking and labelling remain largely unchanged, other than the specific changes identified below.	Reinforces the concepts of container types, on which the requirements in the code are based. Prevents the need for ad-hoc amendments to rectify contradictions and confusion from trying to include the concept of placardable unit.
<b>5.2.1.6</b>	Refillable receptacles for Class 2 are required to be marked with the UN Number and proper shipping name.	Represents no change.	Adds clarity that the markings required for packages are also required on gas receptacles.
<b>5.2.1.8</b>	The Australian added text of (UN3077 and UN3082) has been removed and the size of packagings not required to display the environmentally hazardous substances mark has been increased to 30 kg/L.	The requirement that environmentally hazardous substances display the environmentally hazardous substances mark.	Removes confusion and provides clarity that all substances meeting the criteria for environmentally hazardous are required to be marked with the environmentally hazardous substances mark. Aligns the size of exempt packages with special provision 375A.
<b>5.2.1.11</b>	The requirement to label outlets on multi-compartment tanks has been relocated to here.		Provides transparency of the requirement by locating it with all other requirements relating to marking and labelling.
<b>Section 5.2.2</b>	The Chapter heading has been amended to reinforce that IBCs are packages.	No change to existing requirements other than to clarify that labelling requirements for IBCs are the same as all other packagings.	
<b>5.3.1.1.2</b>	Requirement that placards be reflective		
<b>5.3.1.7.1</b>	Clarity has been provided that the use of a 'mixed class' placard is not permitted when a placard representing a single class can be used.	Specifications for placards.	
<b>Chapter 5.3</b>	The content has been streamlined to remove duplicated text and make it easier to read and locate relevant requirements.	The requirements for EIPs on tanks and vehicles carrying tanks or IBCs have been retained. The design and content of EIPs has been retained.	
<b>5.3.2.1.1.3</b>	Multi-compartment tanks carrying more than one type of dangerous goods have the option to display individual EIPs on each compartment.	The option to use a MULTI-Load EIP has been retained.	
<b>5.3.2.1.1.3</b>	Multi-compartment tanks carrying more than one type of refined petroleum product of Class 3 or C1 combustible liquids are required to be placarded with an EIP for the product with the lowest flash-point.		
<b>5.3.2.2.2</b>	Specifies the height and thickness of information on an EIP.		Clarifies expectation and what clear and legible looks like.
<b>Chapter 5.4</b>	Requirements relating to the format and content of transport documentation have been relocated from Part 11.	Represents no material change.	Aligns with the transport process and is in keeping with the UN MR and mode specific codes. This will reduce the chance of amendments at the UN level being missed when maintaining the code in the future.



Location	What's changed	What hasn't changed	Rationale for the change
<b>Section 5.4.3</b>	Section 5.4.3 specifies the emergency information required to be provided for the load. This information is divided into: <ul style="list-style-type: none"> <li>sub-section 5.4.3.1 – Instructions in writing; and</li> <li>sub-section 5.4.3.2 – emergency information.</li> </ul>	The requirement to carry emergency information. The definition of emergency information.	
<b>Section 5.4.3</b>	A requirement to carry 'Instructions in writing' has been added.		The instructions in writing provide a quick reference for drivers on the actions to be taken in an emergency.
<b>Chapter 5.5</b>	Chapter 5.5 contains special provisions for: <ul style="list-style-type: none"> <li>Fumigated cargo transport units.</li> <li>Substances presenting a risk of asphyxiation when used for cooling or conditioning. Dry ice when used for cooling or conditioning or when transported as freight.</li> <li>Dangerous goods contained in equipment in use or intended for use during carriage, attached to or placed in packages, overpacks, containers or load compartments.</li> </ul>	Represents no material change other than the extension of the provisions relating to dry ice to include when transported as cargo.	Ensures the risk of asphyxiation is identified and communicated. Provides concessions for dry-ice when carried as freight.



## Part 6

Location	What's changed	What hasn't changed	Rationale for the change
General			
Chapter 6.1	No change		
Chapter 6.2	No change		
Chapter 6.3	No change		
Chapter 6.4	No change		
Chapter 6.5	No change		
Chapter 6.6	No change		
Chapter 6.7	No change		
Chapter 6.8	(Current chapter 6.8 moved to 6.11) Chapter 6.8 details the requirements for tanks. It combines the general requirements for tank vehicles found in Chapter 6.10 of ADG 7. It <u>also permits the use of tanks designed according to ADR</u> . The general requirements for tanks used for transport of dangerous goods are now in the code itself.	For an AS 2809 tank designer, they will still need to consult the standard.	Allows the use of ADR-style tanks in Australia.  Treating tanks separately ensures this section can focus on the tank requirements.  Code users will be able to understand the general principles underpinning the design, construction and use of a tank.
Chapter 6.8	Tube vehicles (the equivalent of a tank vehicle for compressed gases) are properly addressed in the code. This fills an existing gap that is causing problems for both industry and competent authorities. This gap is also hindering advancement with Australia's hydrogen strategy.		Code users (industry and regulators) will be able to implement the requirements for a tube-vehicle. This will particularly support the transport of hydrogen.
Chapter 6.9	No change – other than being moved from Chapter 6.11)		
Chapter 6.10	(Principles in current Chapter 6.10 moved to 6.8). Vacuum operated waste tanks.	Vacuum operated waste tanks are currently subject to provisions in a CAP determination. These are primarily taken from ADR.	Transparency. Operators of vacuum waste tanks may be non-compliant at present if they are not aware of the CAP determination. Competent authorities will gain more effective enforceability of requirements, as determinations are difficult to enforce if a person is not aware of the determination.
Chapter 6.11	No change – other than being moved from current Chapter 6.8. Bulk containers for transport of solids.		
Chapter 6.12	MPUs will become subject to the ADG Code. At present they are regulated under an industry code, which is difficult to enforce.	The actual requirements for MPUs in Australia won't change significantly.	Transparency for both competent authorities and code users on the requirements.
Chapter 6.13	FRP tanks for tank vehicles and demountable tanks. While this is a new chapter, the principles are fundamentally similar to Chapter 6.9 and are currently being applied by FRP tank manufacturers.	The principles in this section are currently applied when constructing and approving FRP tanks.	Provided clarity for code users.
Chapter 6.14	Chapter marked as reserved for potential future use.		
Chapter 6.15	Segregation devices	The general concept of segregation devices for segregation of dangerous goods.	Clarity about segregation device requirements. Clearer definitions for the use of packagings for segregation. This will support more effective use of segregation devices, and segregations devices that perform their functions more effectively.

## Part 7

Location	What's changed	What hasn't changed	Rationale for the change
<b>General</b>	Provisions related to permitted vehicle types, stowage, load restraint and segregation, along with specific conditions for carriage in packages, carriage in bulk containers, carriage in tanks and conditions for loading, unloading and handling of certain substances are all contained in Part 7 of the draft code.		Placing these provisions together provides a single location for duty holders conducting tasks associated with choosing and loading a vehicle ready for carriage, easy identification of the applicable requirements. Part 7 of the code is a logical place that aligns with the transport process.
<b>Chapter 7.1</b>	This chapter contains the general provisions for carriage		
<b>7.1.7</b>	Contains the special provisions applicable to the carriage of self-reactive substances of Class 4.1, organic peroxides of Class 5.2 and substances stabilized by temperature control (other than self-reactive substances and organic peroxides).	These provisions are essentially equivalent to section 7.1.5 of the current code.	Placing these provisions together provides a single location for duty holders conducting tasks associated with choosing and loading a vehicle ready for carriage, easy identification of the applicable requirements. Part 7 of the code is a logical place that aligns with the transport process.
<b>7.1.7.4</b>	The following new requirements have been introduced for carriage under temperature control:		Provides clarity and improves safety for the community – a transporter should have addressed it in their TERP.



Location	What's changed	What hasn't changed	Rationale for the change
	<ul style="list-style-type: none"> <li>The carrier of substances under temperature control is to be provided with a list of the suppliers of coolant available en route (7.1.7.4.1(b)).</li> <li>An adequate quantity of non-flammable coolant (e.g. liquid nitrogen or solid carbon dioxide), allowing a reasonable margin for delay, is carried or a means of replenishment is assured (7.1.7.4.5(b)(i)).</li> </ul>		
7.1.7.4.6	Specifies which of the methods for preventing the control temperature being exceeded may be used for specific types of organic peroxides.		Provides clarity and improves safety for the community.
7.1.7.4.7	Specifies requirements relating to heat transfer coefficient, refrigerant types and vent for insulated, refrigerated and mechanically refrigerated containers intended for the carriage of temperature controlled substances.		Improves safety for the community.
7.1.7.4.8	Introduces requirements for ventilation and permitted vehicles for carriage of self-reactive substances of Class 4.1, organic peroxides of Class 5.2 and substances stabilized by temperature control (other than self-reactive substances and organic peroxides) contained in protective packagings filled with a coolant.		Improves safety for loader, unloaders and the community.
Chapter 7.2	This chapter sets out the general and specific provisions concerning carriage of dangerous goods in packages. The general requirements are specified in section 7.2.1. Additional provisions for carriage in packages applicable to a given substance are identified in column 16 of the dangerous goods list by a V code.		Provides better alignment with the transport process. Assists in the navigation of the code by locating all provisions related to the tasks associated with choosing and loading a vehicle to be used specifically for carriage of dangerous goods in packages.
V1	Assigned to all class 4.2 and class 4.3 substances, other than articles of UN 3542 and UN 3543. It is also assigned to organic peroxides of 5.2, and medical and clinical wastes of 6.2. It requires all packages of the specified UN numbers to be carried in closed or sheeted vehicles, wagons or containers. Replaces IBC special packing provisions B1 and B2.	Many of these are currently assigned IBC special packing provision B1 and B2. V1 replicates these special packing provisions.	Improves safety for the community. Provides controls that are proportionate to the risk and that do not unnecessarily impede transport.
V5	Assigned to Type B organic peroxides of UN 3101 (liquid) and UN 3102 (solid). Packages for these two substances are required to display a Class 1 Explosives label. V5 Packages may not be carried in small containers. Note: 'small container' means a container which has an internal volume of not more than 3 m3. For the full definition of 'container' refer to the definitions in Part 1 of the Code.		Improves safety for the community. Provides controls that are proportionate to the risk and that do not unnecessarily impede transport.
V8	Assigned to stabilised and temperature-controlled substances (self-reactive substances of Class 4.1, organic peroxides of Class 5.2 and substances stabilized by temperature control (other than self-reactive substances and organic peroxides)). V8 requires compliance with section 7.1.7 but provides an exemption to those requirements for substances when substances are stabilized by the addition of chemical inhibitors such that the SADT is greater than 50 °C. In this case, temperature control may be required under conditions of carriage where the temperature may exceed 55 °C.	For the most part, these provisions replicate those in section 7.1.5 of the current code.	
V10	Replaces the use of IBC special packing provision B1 of the current code. V10 requires IBCs to be carried in closed or sheeted vehicles, wagons or containers. In the current code, IBC special packing provision B1 requires IBCs containing these substances to be transported in a closed vehicle. V10 extends the permitted vehicle type to include sheeted vehicles.	Every entry assigned V10 in the draft code is assigned B1 in the current code. This requirement has not been extended to any additional entries.	Improves safety for the community. Provides controls that are proportionate to the risk and that do not unnecessarily impede transport.
V11	Replaces the use of IBC special packing provision B2 of the current code. V10 requires IBCs other than metal or rigid plastics IBCs to be carried in closed or sheeted vehicles, wagons or containers. In the current code, IBC special packing provision B2 requires IBCs containing these substances to be transported in a closed vehicle. V11 extends the permitted vehicle type to include sheeted vehicles.	Every entry assigned V11 in the draft code is assigned B2 in the current code. This requirement has not been extended to any additional entries.	Improves safety for the community. Provides controls that are proportionate to the risk and that do not unnecessarily impede transport.
V12	Introduces a new requirement for the vehicle types permitted for the carriage of PG III liquids in composite IBCs with flexible plastics inner receptacles. Requires these higher risk liquids to be transported in closed vehicles or containers when transported in IBCs of type 31HZ2 (31HA2, 31HB2, 31HN2, 31HD2 and 31HH2)		Improves safety for the community. Provides controls that are proportionate to the risk and that do not unnecessarily impede transport.
V13	Requires UN Nos. 1361, 2213 and 3077 be carried in closed vehicles, closed wagons or containers when packed in 5H1, 5L1 or 5 M1 bags.		Improves safety for the community.



Location	What's changed	What hasn't changed	Rationale for the change
			Provides controls that are proportionate to the risk and that do not unnecessarily impede transport.
<b>V14</b>	Requires aerosols carried for the purposes of reprocessing or disposal under special provision 327 to be carried in ventilated or open vehicles, ventilated or open wagons or containers.	Replicates 7.1.4.5(a) of the current code.	
<b>V15</b>	Requires UN 3550 Cobalt Dihydroxide in IBCs to be carried in closed vehicles.	Represents no change.	
<b>Chapter 7.3</b>	This chapter provides the provisions for carriage in bulk.	For the most part, these provisions replicate the provisions in Chapter 4.3 of the current code. There has been some minor restructuring of the content to improve the flow and readability.	
<b>7.3.1.1(a)</b>	The permitted bulk container types for UN 3077 have been extended to include BK1. BK1 permits carriage in sheeted bulk containers	The rest replicates the provisions in 4.3.1.2 of the current code.	
<b>7.3.3</b>	Provides additional provisions applicable to the carriage of certain substances. These provisions replace the requirement for competent authority approval with special provisions that explicitly authorise the carriage in bulk for specific substances. The authorisation for a specific substance is indicated by a 'VC' code in column 17 of the dangerous goods list. Where additional provisions apply, these are identified by the code 'AP' in column 17.		Fills significant gaps in the current code. Removes the need for competent authority intervention. This removes unnecessary time delays and burden on all parties, including competent authorities. Removes the potential for inconsistencies in the conditions and restrictions being imposed across the competent authorities.
<b>Chapter 7.4</b>	This chapter provides the provisions for transport in tanks. This is a relatively brief chapter, which ensures that only substances with a tank instruction may be transported in tanks. Unlike in the current code, the use of a when a portable tank or a tank vehicle may be used are separate. It also provides for when certain vehicle types (FL or AT) vehicles are required. While this is a new requirement, it provides more precision than the current code.		Clarifies when a particular vehicle type or tank may be used for tank transport, providing additional clarity to industry.
<b>Chapter 7.5</b>	This chapter provides the provisions concerning loading, unloading and handling (including stowage and mixed loading). The contents in this chapter are aimed primarily at persons who load and prepare a vehicle ready for transport. The chapter specifies requirements related to mixed loading prohibitions, segregation rules, load restraint and various miscellaneous precautions. This chapter also contains several additional provisions that apply to certain classes or specific goods.		Improves safety and fills significant gaps in the current code.
<b>7.5.1</b>	Provides general duties and compliance requirements for the vehicle and vehicle crew. They cover basic requirements such as complying with safety and security requirements at loading and unloading sites. There are also general requirements around examining documents and conducting a visual inspection of the vehicle for cleanliness and serviceability.	Some of these already exist but are scattered throughout the code.	Improves navigation of the code, making it easier for relevant duty holders to identify requirements applicable to their tasks.
<b>7.5.2</b>	Contains the table of incompatible dangerous goods and the requirements for segregation, locating them with other provisions relating to loading and carriage.		Improves navigation of the code, making it easier for relevant duty holders to identify requirements applicable to their tasks. Provides better alignment to current IMDG Code, reducing intermodal barriers.
<b>Tables 9.1 and 9.2 (new table numbers yet to be assigned)</b>	The Notes to Table 9.1 have been simplified and rationalized. The incompatibilities in the table of examples of particular incompatible dangerous goods have been updated to align with the current IMDG Code. The changes to Table 9.2 update incompatibilities of the substances listed in the current ADG Code. To assist in the application of table 9.2, a list of UN numbers for the relevant chemical groupings has been added to Chapter 3.2, as Table C.	No substantive changes have been made to the compatibility between classifications or when segregation is required. The specific incompatible chemical groupings originally taken from the IMDG Code have been retained. No additional incompatible chemical groupings in the IMDG Code have been included.	Improves navigation and readability. Updates information originally sourced from the IMDG Code to the current IMDG Code. Table C will greatly assist in the application of the segregation requirements.
<b>7.5.4</b>	Permits segregation to be achieved by the use of partitions, non-incompatible goods or distance. Substances required to be separated from foodstuffs and other articles of consumption, and animal feeds are now indicated by the assignment of special provision CV28 in Column 18 of the dangerous goods list. This also removes the blanket requirement for segregation from Class 8.		The alternative methods permitted for segregation of incompatible substances may reduce the number of vehicles required.
<b>7.5.7</b>	Deals primarily with load restraint. It replicates most of the requirements from Part 8 of the current code. The primary difference being that the draft code does not specify the use of gates or other specific restraint methods.	The requirement to protect the dangerous goods during transport has been retained. The requirement	The removal of the requirement for gates is expected to significantly reduce manual handling injuries in the industry. A set of gates for a vehicle could weigh as much as 300kg.



Location	What's changed	What hasn't changed	Rationale for the change
	The requirements in this section are aimed at ensuring correct stowage and the protection of the dangerous goods.	to restrain all goods on the vehicle in compliance with load restraint laws has been retained.	
<b>7.5.9</b>	Specifies a general prohibition on smoking during handling operations in the vicinity of vehicles or containers and inside the vehicles or containers. The provision also clarifies that the prohibition includes the use of electronic cigarettes and similar devices.		Provides clarity.
<b>7.5.11</b>	Specifies additional provisions applicable to the loading, unloading or handling of certain classes or specific goods. These provisions are in addition to the requirements in sections 7.5.1 to 7.5.10. The provisions assigned to a given substance are identified in column 18 of the dangerous goods list by a CV Code.	Many of these provisions are updated versions of requirements contained in Part 7 of the current code.	The CV codes provide clear guidance for loaders, unloaders, transport providers and drivers. Locating currently scattered requirements assists in navigation and identification of requirements. The safety precautions required reduce the potential for an incident, which in turn provides greater protection for the community.
<b>CV1</b>	Assigned to all Class 1, all Class 6.1, other than those assigned CV13, and to Class 9 substances of UN Nos. 3151, 3152, 3245 and 3432. Prohibits loading or unloading in a public place without permission of the competent authority.		Improves safety for the community.
<b>CV9</b>	Assigned to Class 2 other than UN Nos. 3537, 3538 and 3539. Specifies that packages shall not be thrown or subjected to impact. Receptacles shall be so stowed in the vehicle, wagons or container that they cannot overturn or fall.		Designed to ensure these are transported safely.
<b>CV10</b>	Assigned to all Class 2 entries assigned packing instruction P200, P205, P206 or P208. Specifies the orientation of cylinders when loaded on a vehicle.		Prevents the risk of cylinders becoming missiles or from a BLEVE in the event of a vehicle fire. Improves safety of the community and emergency responders.
<b>CV11</b>	Assigned to refrigerated liquids of Class 2. Specifies that receptacles shall always be placed in the position for which they were designed and be protected against any possibility of being damaged by other packages.		Prevents the risk of cylinders becoming missiles in the event of an incident. Improves safety of the community and emergency responders.
<b>CV12</b>	Assigned to UN Nos. 1950, 2037, 3478, 3479, 3500, 3501, 3502, 3503, 3504 and 3505. Specifies that when pallets loaded with articles are stacked, each tier of pallets shall be evenly distributed over the lower tier, if necessary, by the interposition of a material of adequate strength.		Prevents collapsing of stacks. Improves safety of the community and emergency responders.
<b>CV13</b>	Assigned to Class 6.2 (other than UN 3373), liquids with a primary or secondary hazard of 6.1 and UN Nos. 1811, 2212, 2315, 2590, 2923, 3077, 3082, 3151, 3152, 3245, 3432 and 3537 to 3548. Specifies actions to be taken after a spill or leak. Including examination for contamination, cleaning, disinfecting and decontamination.	Replicates 7.1.7.2 of the current code.	The relocation of this requirement to Part 7 provides transparency of the requirement, reducing inadvertent non-compliance.
<b>CV14</b>	Assigned to Class 4.1 of UN Nos. 2956, 3241, 3242 and 3251. Requires that these goods be shielded from direct sunlight and heat during carriage and that packages shall be stored only in cool, well-ventilated places away from heat sources.	Replicates 7.1.5.1 of the current code.	The relocation of this requirement to Part 7 provides transparency of the requirement, reducing inadvertent non-compliance.
<b>CV15</b>	Imposes limits on the quantity of organic peroxides of Class 5.2 and self-reactive substances of Class 4.1 of Types B, C, D, E or F and of polymerizing substances of Class 4.1 in a load.		Will reduce the severity of the consequences in the event of an incident. Improves safety for the community and first responders.
<b>CV20</b>	Assigned to specific organic peroxides of Class 5.2 and some self-reactive substances of Class 4.1. Provides some concessions for these substances, provided there is no more than 10kg in the load.		Reduces regulatory burden for loads containing a very small amount of these substances.
<b>CV21</b>	Assigned to organic peroxides of Class 5.2 and self-reactive substances of Class 4.1 Specifies requirements relating to ensuring temperature control is maintained.		The location of this requirement to Part 7 provides transparency of the requirement, reducing the risk of inadvertent non-compliance.
<b>CV22</b>	Assigned to organic peroxides of Class 5.2 and self-reactive or polymerising substances of Class 4.1. Requires that packages be loaded so that a free circulation of air within the loading space provides a uniform temperature of the load. If the contents of one vehicle, wagon or large container exceed 5 000 kg of flammable		The location of this requirement to Part 7 provides transparency of the requirement, reducing the risk of inadvertent non-compliance.





Location	What's changed	What hasn't changed	Rationale for the change
	solids of polymerizing substances and/or organic peroxides, the load shall be divided into stacks of not more than 5 000 kg separated by air spaces of at least 0.05 m.		
<b>CV23</b>	Requires substances of Class 4.3 to be protected from contact with water.	Replicates 7.1.11 of the current code.	The relocation of this requirement to Part 7 provides transparency of the requirement, reducing the risk of inadvertent non-compliance.
<b>CV24</b>	Assigned to substances of Class 5.1 or 5.2 and to Class 8 with a subsidiary hazard of 5.1. Requires vehicles, wagons and containers to be thoroughly cleaned and free of any combustible debris (straw, hay, paper, etc.) before loading. Prohibits the use of readily flammable materials for stowing packages.		Mitigates the consequences in the event of a vehicle fire. Improves safety of the community and emergency responders.
<b>CV25</b>	Assigned to all substances of Class 6.2, other than UN 3373. Requires packages to be stowed so that they are readily accessible, to be carried at an ambient temperature of not more than 15 °C or refrigerated and that the temperature to be maintained when unloading or during storage. Requires packages to be stored only in cool places away from sources of heat.		The relocation of this requirement to Part 7 provides transparency of the requirement, reducing the risk of inadvertent non-compliance.
<b>CV26</b>	Assigned to UN 3245 and to all Class 6.2, other than UN Nos. 3291 and 3373. Requires wooden parts of a vehicle, wagon or container which have come into contact with these substances shall be removed and burnt.		The relocation of this requirement to Part 7 provides transparency of the requirement. Prevents cross contamination from infectious substances.
<b>CV27</b>	Assigned to UN 3245. Requires packages to be stowed so that they are readily accessible, when carried refrigerated, that the cooling be maintained during unloading or during storage. Requires packages to be stored only in cool places away from sources of heat.		
<b>CV28</b>	Assigned to substances with a primary or subsidiary hazard of 6.1 or 6.2 and to UN Nos. 2212, 2315, 2590, 3151, 3152, 3245 and 3432. Requires segregation from foodstuffs and other articles of consumption, and animal feeds.		
<b>CV34</b>	Assigned to UN 1052 Requires that prior to carriage of pressure receptacles it shall be ensured that the pressure has not risen due to potential hydrogen generation.		
<b>CV35</b>	Assigned to Calcium hypochlorite mixtures of Class 5.1. Requires that when transported in bags used as single packagings, they shall be adequately separated to allow for the dissipation of heat.		Will reduce the likelihood of overheating leading to self-combustion.
<b>CV36</b>	Assigned to Class 2 other than UN Nos. 1002, 1043, 1044, 1057, 1950, 2037, 2073, 2857, 3150, 3164, 3167, 3168, 3169, 3318, 3358, 3478, 3479, 3529, 3537, 3538, 3539. Specifies a preference for transport on open or ventilated vehicles. Specifies the precautions to be taken when transport on open or ventilated is not feasible and a closed vehicles is used.	Replaces 7.1.4.5 of the current code with requirements that are clearer and measurable.	Removes the current confusion and varying interpretation of how to provide 'adequate ventilation'. Improves safety for loaders and unloaders.
<b>CV37</b>	Assigned to UN 3170. Specifies the safety precautions to be taken for carriage.		



**Part 8 - Requirements for vehicle crews, equipment, operation and documentation**

Location	What's changed	What hasn't changed	Rationale for the change
<b>General</b>	Part 8 in the future code is not related to Part 8 in ADG 7. Part 8 provides provisions related to equipment and transport operations that drivers and transport operators need to be aware of.		
<b>Chapter 8.1</b>	This chapter provides general requirements that drivers and transport companies must comply with.		
<b>8.1.2</b>	8.1.2 details the requirement to carry transport documents, and where they must be carried on the vehicle.	The requirement to carry documents and emergency information, including that it be carried in the emergency information holder.	All requirements for which information is to be carried, and where is included in the one location for the driver.
<b>8.1.3</b>	8.1.3 directs that placarding and marking must be as required by Chapter 5.3.	The requirement to placard and mark vehicles that need it has not changed.	
<b>8.1.4</b>	8.1.4 details the emergency fire-fighting equipment that must be carried on the vehicle. The requirements are now more simply specified, being based on the size of the transport unit, and include clearer provisions relating to swapping out of dry chemical powder extinguishers for foam or water.	The need to carry extinguishers.	The ability to swap dry chemical powder for foam or water in the load area should reduce the number of wheel fires that result in complete vehicle loss, as the extinguishing agent is more effective.
<b>8.1.5</b>	8.1.5 specifies the emergency equipment that needs to be carried on the vehicle for use by the vehicle crew in an emergency. The list has been simplified greatly and is more uniform across load types. Air-supplied breathing apparatus is only required for certain toxic substances and toxic gases transported in tanks.	The need to carry emergency equipment.	More uniform requirements reduces the risk of vehicles carrying the wrong emergency equipment. Filtering escape masks are more likely to be used by a driver and are substantially less expensive. An air supplied breathing apparatus is only required for particularly hazardous gases and substances in large quantities.  Significant reduction in costs: <ul style="list-style-type: none"> <li>• \$1,200 respirator to \$100 escape mask.</li> <li>• Safety benefit – it is more likely that people will use them. Respirators are time consuming.</li> <li>• Reduced training cost.</li> <li>• Reduced maintenance costs.</li> </ul>
<b>8.1.6</b>	8.1.6 defines the requirement for the emergency information holder.	The requirement that vehicles be fitted with an emergency information holder, and any of the requirements.	Locates/more logical structure.
<b>8.1.7</b>	8.1.7 defines requirements for the equipment used for the transfer of dangerous goods.	The requirement that equipment is fit for purpose and properly maintained.	The requirements in ADG 7 have been expanded to ensure that suitable inspection and maintenance programs are implemented.
<b>Chapter 8.2</b>	This chapter provides detailed requirements for the training of vehicle crews.		
<b>8.2.1</b>	8.2.1 provides general information required for the training of any driver of a vehicle transporting dangerous goods. It is not prescriptive in nature but details the general topics that should be covered.	The requirement that drivers be trained has not changed.	The requirements for driver training have been made much clearer. This should support the transport industry to institute appropriate training programs for their drivers.
<b>8.2.2</b>	8.2.2 details the training requirements for a driver who requires a DG driver licence. It is based on the content in the terms and conditions attached to the mandatory assessment instrument used in assessing a driver by an RTO. It focuses on DG knowledge and understanding, rather than VET-related training obligations.	The requirement that DG driver licenced drivers undergo RTO training and are assessed by the RTO has not changed.	The requirements for DG licenced driver training are not publicly available at present. This ensures that they are transparent. This will also support the appropriate development of future training requirements for DG drivers.
<b>Chapter 8.3</b>	Chapter 8.3 specifies a number of specific requirements that are detailed throughout the code.	This section clarifies the use of e-cigarettes or vapes falls under the prohibition on smoking.	
<b>8.3.9 – 8.3.11</b>	These sections deal with breakdowns, detaching trailers and heating systems for dangerous goods.	The requirements in this section have not changed.	
<b>Chapter 8.4</b>	This section deals with supervision of vehicles.	The requirements in this section have not changed substantially, though they have been reorganized.	A vehicle being supervised has been more clearly defined, as has where a driver may park. A specific concession has been introduced where a driver is prevented from continuing due to fatigue limits and they are unable to fully comply.
<b>Chapter 8.5</b>	This chapter provides detailed additional requirements for specific classes or substances. It is organized as provisions ("S Codes") that are detailed in the dangerous goods list.	Most of these requirements are not substantially new, and only apply to a certain subset of substances. By specifying them as "S Codes", they can be readily communicated to vehicle crews to support them to follow them. Some existing provisions have been	Where an "S" code applies to substances, it will be much easier to communicate this information to a driver, to assist them with complying with them.



Location	What's changed	What hasn't changed	Rationale for the change
		moved into these locations, such as for flammable liquids and gases, and explosives.	
<b>Chapter 8.6</b>	This is a new chapter, which provides information to transport companies and vehicle crews about route restrictions for dangerous goods.	The route planning section comes from Chapter 13 in ADG 7.	Should support lift in compliance.
<b>Chapter 8.7</b>	This chapter updates Chapter 10.2 of ADG 7. It makes the rules for transfer much clearer than at present.	The term "bulk" has been dropped. The provisions are much clearer. The new section makes clear that determining an exclusion zone is a task for site occupiers and transport companies, not drivers (though they need to be informed of these zones).	The applicability of transfer provisions has been clarified to cover only transfer where it occurs in a location that is accessible to the public or could affect people off-premises.

## Part 9

Location	What's changed	What hasn't changed	Rationale for the change
<b>Part 9</b>	Part 9 is new for the Code. Tanks and the vehicles that carry them have been separated, though they remain linked.	The underlying requirements mostly remain the same as in AS 2809.1.	Greater clarity about the design, construction, use and maintenance of vehicles that transport dangerous goods. At present most of the requirements that have been brought into this part of the Code are contained within AS 2809.1, meaning they are unavailable except by purchasing the standard.
<b>Chapter 9.1</b>	This chapter deals with matters applying to vehicles used for dangerous goods transport generally. It covers scope, definitions, vehicle approvals, inspection and maintenance. This introduces the concept of FL, AT and AN vehicles, particular vehicle types for tank vehicle service.		Transparency of requirements, both for competent authorities and code users.
<b>Chapter 9.2</b>	This chapter defines the general construction requirements for tank vehicles.		
<b>Chapter 9.3</b>	This chapter will be used to include content relating to vehicles used in explosives transport. It is a placeholder at present.		
<b>Chapter 9.4</b>	Chapter 9.4 includes requirements for vehicles transporting packages of dangerous goods. This chapter also includes some additional provisions that apply when a package (most likely IBCs) is used as tanks.		Clearer rules around the use of packages as tanks. These are often used in niche applications where a full-sized, traditional tank vehicle would be uneconomic. By developing clear principles for this, code users should be more readily able to construct a vehicle that meets their needs. At present these would need to go through a bespoke process with competent authorities.
<b>Chapter 9.5</b>	Chapter 9.5 includes requirements for vehicles transporting solid dangerous goods in bulk. These provisions ensure that no risk is created to the dangerous goods from the vehicle itself.		Addresses potential risks to loads of solid dangerous goods.
<b>Chapter 9.6</b>	Chapter 9.6 includes requirements for vehicles transporting dangerous goods that require temperature control. The provisions in this section ensure that appropriate risk controls are included on such a vehicle.	The current code contains general guidance on ensuring temperature control.	Including the construction requirements for such a vehicle here manages the particular hazards from the temperature control requirements more effectively. At present, the enforceability and transparency of these requirements is quite poor.
<b>Chapter 9.7</b>	Chapter marked as reserved, the content from ADR in this chapter has been merged into Chapter 9.2.		
<b>Chapter 9.8</b>	Construction requirements for MPUs will go in this chapter. It is a placeholder at present.		

