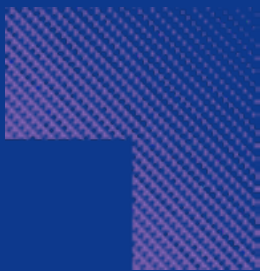
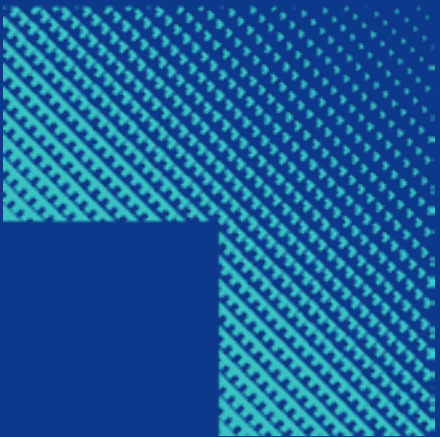


Summary of the Consultation Regulatory Impact Statement Draft Code for the Land Transport of Dangerous Goods

**This document is a high-level
summary of the Draft Code for the
Land Transport of Dangerous Goods
Consultation Regulatory Impact
Statement (C-RIS).**

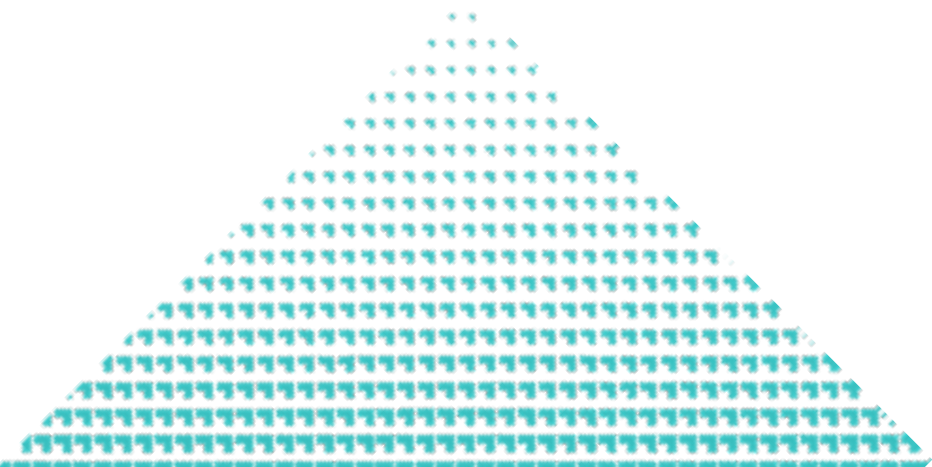
**For further detail, or if you would like
to make a submission, please refer to
the complete C-RIS published on the
[NTC website](#).**



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The Australian Dangerous Goods Code (the Code)

Dangerous goods are essential to everyday life and modern economies, playing a vital role in industries including manufacturing, agriculture and energy.

Materials like fuel, chemicals, gases, and explosives are used in a range of applications - everything from powering vehicles to producing industrial products and even in household goods like cleaning agents and batteries.

However, their transport must be strictly regulated to prevent incidents such as chemical spills, fires and explosions.

The Australian Dangerous Goods Code (the Code) establishes the requirements for the transport of dangerous goods by road and rail in Australia. It sets out rules and guidelines for classifying, packaging, marking, labelling and transporting dangerous goods safely.

Transporting dangerous goods is a big part of Australia’s \$72.6 billion freight industry. In fact, the dangerous goods industry impacts nearly all sectors of the economy. For example, of Australia’s 114 industries, 108 are supplied by the chemistry sector¹.

As the economy grows and more goods are moved, it’s more important than ever to ensure this is done safely and efficiently.



¹ Chemistry Australia (N.d.). Economic Contribution. Retrieved on 4 July 2024 from <https://chemistryaustralia.org.au/our-industry/economic-contribution>



The need to review the Code

The ADG Code has not undergone a major review in over 15 years, and several key issues have been identified:

- **Outdated provisions:** Many parts of the Code no longer reflect modern industry practices or the latest technologies.
- **Gaps in safety requirements:** Dangerous goods pose a significant risk to public safety and the environment. Incidents like the Cherry Creek chemical spill and the Great Central Road tanker explosion highlight potential consequences where there may be gaps in the safety system requirements of the Code.
- **International alignment:** Many of Australia’s key trading partners, including the European Union, China, and the United States, have adopted international standards, like the Agreement for the International Transport of Dangerous Goods by Road (ADR) and the Agreement for the International Transport of Dangerous Goods by Rail (RID).

Aligning Australia’s dangerous goods regulations more closely with these standards will facilitate trade, reduce compliance costs for businesses and ensure that Australia remains competitive in global markets.

- **Reliance on Competent Authorities:** Gaps in the Code often require state and territory regulators to issue additional determinations, which can lead to inconsistency and increased administrative burden.
- **Regulation of explosives:** The regulation of explosives is currently handled under a separate code, the Australian Explosives Code (AEC), which has not been updated since 2009. There is an opportunity to integrate the AEC into the dangerous goods code to create a more streamlined and consistent regulatory framework for dangerous goods.

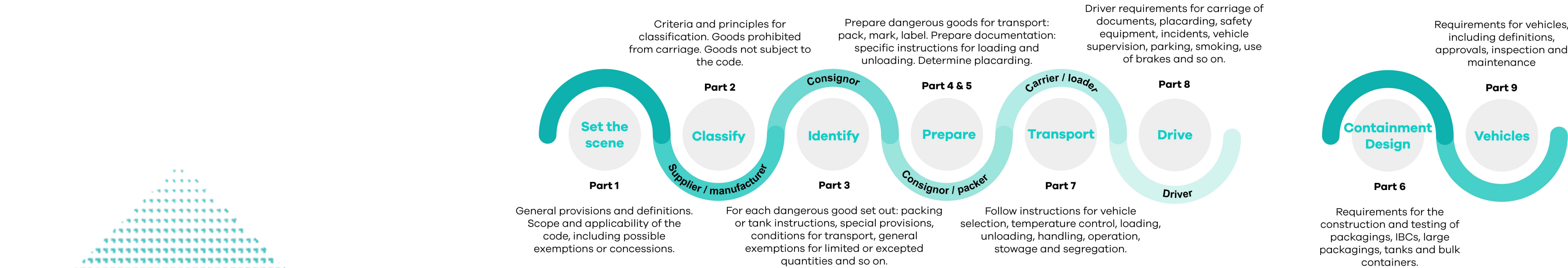


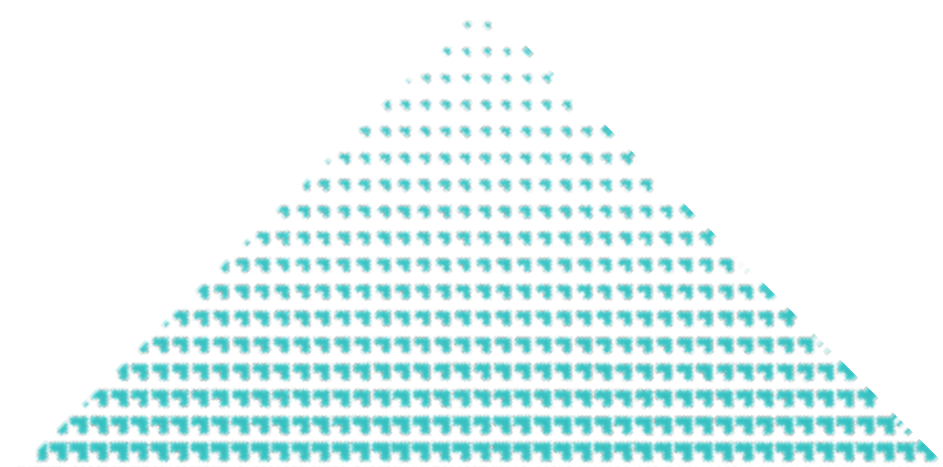
Figure 1: Parts of the Code

Expected benefits of the updated Code

Updating the Code will ensure it sets out the right requirements to keep Australia’s transport system safe, more efficient and easier to maintain.

The proposed changes are expected to deliver several important benefits, including:

- **Improved public safety:** By closing gaps in the Code, transport of dangerous goods will be safer reducing the risk of incidents like chemical spills, fires, and explosions.
- **Alignment with international standards:** Aligning more closely with international standards, such as ADR and RID, will make it easier for Australian businesses to trade internationally, lowering compliance costs and reducing regulatory discrepancies.
- **Simplified compliance:** A more streamlined and clear Code will help businesses understand their obligations better, reducing the risk of non-compliance and making it easier to follow the rules.
- **Reduced administrative burden:** With fewer gaps in the regulations, there will be less need for local regulators to issue special approvals or determinations, allowing them to focus more on oversight and enforcement.
- **Economic growth and competitiveness:** By reducing trade barriers and regulatory complexity, the updated Code will support economic growth and make Australian businesses more competitive in global markets.



Next steps

The updated Code is expected to be implemented by October 2026.

We encourage members of the community, businesses, industry bodies, regulators and all other stakeholders to share their feedback on the draft Code.

Your input will help ensure that the changes make the transport of dangerous goods safer for everyone.

To make a submission, you can read the full C-RIS and lodge a submission through the [NTC website](#).

The consultation closes on **10 December 2024**.

Recommendations will be provided to Australia’s transport ministers for approval in mid-2025.



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