

## REGULATION 3.1 - TRANSPORT OF EXPLOSIVES

### General Overview

**1.1** The requirements of national legislation, codes of practice and international conventions for the safe transport, by all modes, of dangerous goods in UN Class 1 (Explosives) are incorporated into this regulation.

### Requirements

**1.2** All EO, under the control of Defence, must be transported in accordance with the requirements of this regulation.

**1.3 Hazard Classification.** All EO requires Hazard Classification in accordance with the requirements of [Regulation 2.1](#).

**1.4 Security.** All Defence EO consignments are to be transported in accordance with the security requirements of the Defence Security Manual ([DSM](#)). The DSM is the Competent Authority approved security plan as required by Regulation 27 of the Explosives Transport Regulations ([ETR](#)).

**1.5 Emergency Response Plan.** An Emergency Response Plan must be developed for all transport activities. The plan must take into consideration the requirements of Regulation 4.4 Procedure 15 paragraph 15.56.

**1.6 Handling Between Modes.** When EO is to be handled in the process of changing modes from one mode to another, the activity is to be conducted at a licensed site. Refer to [Section 4](#).

**1.7 Reporting and Investigating Accidents and Incidents.** The reporting and investigation requirements for EO related accidents and incidents are detailed in [Regulation 1.3](#). These are in addition to the immediate reporting requirements detailed in the relevant Emergency Procedures Guide (EPG). Defence Road Transport Instructions are also relevant when Commonwealth vehicles are damaged.

**1.8 Air Transport.** EO for air transport by:

- a. Civil air is to be in accordance with International Air Transport Association (IATA) Dangerous Goods Regulations, Air Navigation Orders part 33, and International Civil Aviation Organisation (ICAO)-Technical Instructions for the Safe Carriage of Dangerous Goods by Air.
- b. Service air is to be in accordance with Australian Air Publication 3631.002 - Dangerous Goods – Transport by Service Air and ICAO.

**1.9 Sea Transport.** Transport of Defence EO:

- a. By merchant shipping is to be in accordance with the International Maritime Dangerous Goods (IMDG) Code, Navigation Act 1912, and Australian Standard AS 3846-2005 – The Handling and Transport of Dangerous Cargoes in Port Areas.
- b. In Defence ships' magazines is to be in accordance with the Australian Book of Reference (ABR) 862 Volume 2 – RAN Explosive Ordnance Safety Manual Instructions for HMA Ships and Submarines. Where ships magazines do not comply with the requirements of ABR 862 Vol 2, or general cargo areas are used the IMDG Code and AS 3846-2005 are to apply.
- c. On inland waterways is to be in accordance with the guidance promulgated in Part VI of AASTP-2 and the requirements of the ETR adapted appropriately, unless otherwise approved by Director General Explosive Ordnance (DGEO).

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- d. That is containerised through State or Territory dangerous goods wharves, including commercially owned and/or operated wharves, may be conducted in accordance with AS 3846–2005. The separation distances of AS 3846-2005 are not to be applied to warship ammunitioning/de-ammunitioning activities.

### **1.10 Road and Rail Transport.** Transport of Defence EO by road and rail:

- a. Is to be in accordance with the AE Code as amended by the ETR. Refer to [Regulation 2.1](#) for classification aspects.
- b. Requires that a Competent Authority (CA) be appointed in accordance with the ETR.
- c. Is regulated by the States and Territories where the ETR are silent on legislative issues, Defence is to conform to these laws.
- d. The ETR and AE Code are not applicable to:
  - (1) The packaging and marking of EO that has been recovered in an EO Disposal operation conducted by Defence.
  - (2) The transport of an explosives demolition kit by the ADF for the conduct of EO Demolition/Improvised Explosive Device operations.
  - (3) The transport of EO during a special activity, and training for that activity, that has been approved by an authorised officer appointed by the Chief of the Defence Force.
  - (4) The transport of EO that has been detected and seized by a Commonwealth Public Official in circumstances in which it is reasonable to believe that there is a threat to national security or public safety.
  - (5) The transport on a light vehicle<sup>1</sup> as specified in the ETR, of up to one kilogram (Net Explosive Quantity) of Commonwealth EO, not including detonators, if the explosives are authorised explosives within the meaning of the AE Code. The following appointments for their respective commands are authorised to enact this application of the ETR:
    - (a) Commander SOCOM.
    - (b) DGEO.
    - (c) Chief, Weapons and Countermeasures Division, DSTO.
  - (6) A person who is involved in the transport of EO in a place:
    - (a) That is occupied or controlled by the ADF
    - (b) That is declared under Regulation 49 of the Defence Force Regulations 1952 to be a Defence Practice Areaor
    - (c) Where Commonwealth explosives are manufactured or tested.
  - (7) Transport of EO for a training exercise, to and from a place that is occupied or controlled by part of the ADF and a nearby place where that particular training

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<sup>1</sup> Light vehicle means a vehicle that has a gross vehicle mass, within the meaning of the Road Transport Reform (Heavy Vehicles Registration) Act 1997, not greater than 4.5 tonnes.

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exercise is being, or is to be, carried out by that part of the ADF, on a vehicle forming part of the equipment of that part of the ADF. This is only to apply to:

- (a) The exercise movement of EO between two gazetted training areas (excluding barracks areas) if the EO:
  - (i) Represents a combat load in a combat vehicle; and
  - (ii) Is stowed in the approved equipment or attachments of the vehicle in an approved manner.

or

  - (iii) Is carried on the individual member in the approved manner in the vehicle.

and

  - (iv) The distance does not exceed 25 km.
- (b) Exemption (7) (a) does not apply to vehicles carrying category 2 or category 3 EO as specified in table 1-1 below.

- e. Transport of packaged EO, in approved and correctly marked containers, of the type and quantity per vehicle not exceeding Risk Category 1 as defined in Table 1-1. The requirements of [AE Code, Chapter 4](#) are not applicable to the transport of EO determined as Risk Category 1 so long as the EO is being transported in a passenger vehicle.

Type of Explosives <sup>(2)</sup>	Quantity per Vehicle <sup>(1)</sup>		
Division	Category 1 (Low Risk)	Category 2 (Moderate Risk)	Category 3 (High Risk)
<b>Division 1.1A</b> <sup>(3)</sup>	Transport must be specifically approved by the Competent Authority		
<b>Detonators of 1.1B</b>	≤125 items	>125-5000 items	>5000 items
All other <b>Division 1.1</b>	≤5 kg	>5-250 kg	>250 kg
<b>Division 1.2</b>	≤5 kg	>5-250 kg	>250 kg
<b>Division 1.3</b>	≤50 kg	>50-1000 kg	>1000 kg
<b>Detonators of 1.4B or 1.4S</b>	≤125 items	>125 items	n/a <sup>(5)</sup>
All other <b>Division 1.4</b>	≤250 kg	>250 kg	n/a <sup>(5)</sup>
All other <b>Division 1.4S</b> (other than Detonators)	Any quantity	n/a <sup>(5)</sup>	n/a <sup>(5)</sup>
<b>Division 1.5</b>	≤25 kg	>25-250 kg <sup>(4)</sup>	>250 kg <sup>(4)</sup>
<b>Division 1.6</b>	≤25 kg	>25 kg	n/a <sup>(5)</sup>

**Table 1-1 – Risk Categories for Explosives**

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## Notes:

- (1). Quantity in NEQ, except where otherwise specified.
- (2). For mixed loads, the Division and Capability Group for the entire load shall be determined as outlined in Section 7.3.2 (of the AE Code), prior to assigning the appropriate Risk Category to that load.
- (3). Transport of explosives of Classification Code 1.1A is to be specifically approved by the Competent Authority.
- (4). This applies only for the purposes of Section 8.4 (of the AE Code), quantities of explosives of Division 1.5 greater than 250 kg are considered to be Category 3.
- (5). "n/a" – means not applicable.
- (6). For transport of Class 5.1 with Class 1 refer to Sections 2.4(3) and 2.4(4) (of the AE Code) to determine the risk category.

**1.11 Exemptions from the ETR.** A person may apply in writing to the CA for an exemption from compliance with a provision of the ETR. An exemption must be staffed through the relevant single service safety authority for approval by the CA with an information copy to DOS-JLC.

**1.12 Postal System.** EO must not be consigned through the postal system.

**1.13 Safety Certification.** When the safe condition of EO is suspect, certification that the EO is safe for further handling, transportation and storage must be undertaken. Safety certification is required for:

- a. EO which has malfunctioned or misfired, except for small arms ammunition.
- b. Defective EO, where the defect is considered to affect the continued safety of the item.
- c. Damaged EO, where the damage may affect the continued safety of the item.
- d. Suspect EO, e.g. items that have been dropped.

## Responsibilities

**1.14** Each element of Defence involved in the transport of EO, including civilian transport agencies, is to ensure compliance with this regulation and the associated procedures.

## Procedures

**1.15** Procedures to implement the requirements of this regulation are:

- a. [Procedure 1 - Transport of Explosive Ordnance](#); and
- b. [Procedure 2 - Certificate of Safety](#).

## PROCEDURE 1 - TRANSPORT OF EXPLOSIVE ORDNANCE

### Introduction

1.1 Since 1981, when the Department of Defence adopted the UN System for the Classification of Dangerous Goods, published in the United Nations (UN) Publication ST/SG/AC.10/1 - Recommendations on the Transport of Dangerous Goods – Model Regulations (UN System), a periodic review has been undertaken of national regulatory standards and international agreements relating to the transport of dangerous goods, and in particular, explosive ordnance (EO). This procedure aligns Defence policy and procedures for the safe transport of EO, by all modes, with the latest national legislation and codes of practice, departmental policies and international conventions. To ensure the safe transport of EO, strict adherence to these procedures is necessary.

### Purpose

1.2 This procedure provides additional detail for the requirements of Regulation 3.1 - Transport of Explosives.

### Applicability

1.3 This procedure applies to the transport of EO in the public domain and within Defence establishments.

## POLICY APPLICATION AND IMPLEMENTATION

### Competent authorities

1.4 The Minister for Defence has ownership of the Explosives Act 1961, and the responsibility for regulatory and administrative aspects pertaining to the transport, classification, marking and packaging of Commonwealth EO as defined in the Act, including all Defence EO. Within Defence, Director General Explosive Ordnance (DGEO) has the responsibility of administering and regulating these transport procedures and has been appointed, vide the requirements of Regulation 10 of Statutory Rules 2002 No 92 Explosives Transport Regulations (ETR), as the Competent Authority (CA)<sup>1</sup> for all road and rail transport activities involving Commonwealth EO<sup>2</sup>.

1.5 Each State and Territory has a CA with statutory duties under State and Territory legislation for the land transport of explosives. The Australian Maritime Safety Authority (AMSA) and the Civil Aviation Safety Authority (CASA) have CA responsibilities in relation to the transport of explosives by sea and air, respectively.

1.6 Individual Defence Groups are to exercise the authority for organic transport of EO within/between Defence establishments by Defence ships (except on inland waterways) and Defence aircraft. Navy and Air Force Group Managers are to exercise the authority for non-organic transportation of EO by Defence ships and aircraft respectively. The Directorate of Ordnance Safety (DOS), through the appropriate departmental channels, is responsible for advising on the application and interpretation of this policy.

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<sup>1</sup> The appointment of a Competent Authority (CA) is vested in a position filled by either a commissioned officer of the Defence Force being of at least the rank of Commodore, Brigadier or Air Commodore, or an SES employee of the Department of Defence, not an individual. If the appointment is dissolved then this authority is divested and ministerial approval of a new appointment is necessary. DGEO is the CA for transport of Dangerous Goods UN Class 1 (explosives) matters, and this authority extends outside the Department of Defence.

<sup>2</sup> Commonwealth EO includes EO that is the property of, or in the possession or control of the Department of Defence and EO belonging to foreign defence forces that are in Australia or its territories with the approval of the Commonwealth Government – see Explosives Act 1961.

### Subordinate instructions

1.7 Defence is bound by transport procedures specified in Commonwealth law, and the Department complies with international conventions relating to the transport of dangerous goods. Each element of Defence involved in the transport of EO is to ensure that EO transport operating procedures comply with this procedure, and that separate local implementing instructions are prepared when it is considered necessary to amplify this procedure and/or detail local responsibilities.

### Visiting forces

1.8 Visiting forces are subject to the relevant Status of Forces Agreement (SOFA). If a visiting force is to move its own EO with its own vehicles within Australia or its Territories, movement is to be in accordance with the relevant Commonwealth and State law. Where the EO is to be moved by the Australian Defence Forces (ADF), or by Defence contracted civilian agency on behalf of the visiting forces, the EO is to be packaged, marked and transported in accordance with this procedure. In such circumstances, the host Service/unit is responsible for ensuring compliance – see also [paragraph 1.14](#). Where visiting forces are acting or training independently and no individual Defence unit has responsibility for logistic or safety aspects, DGEO as the CA, will appoint a Defence unit, with appropriately qualified technical liaison officers, to provide technical and logistic liaison to promote compliance with this procedure, consistent with the terms of the SOFA.

### Licensing

1.9 When EO is to be handled in the process of changing from one mode of transport to another, the activity is to be conducted at a site appropriately licensed for the storage and/or handling of EO, see [Regulation 4.4 Procedure 14](#). Guidance on the requirements for licensing by the Licensing Authority is given in [Regulation 5.2](#).

### Regulatory essential processes for EO in transit

1.10 In addition to the requirements for transport detailed within these regulations there may be a requirement to conduct supporting activities as part of the transport activity. These activities are considered essential to comply with regulations and must be completed prior to or as part of the transport activity and must be managed and approved under the respective transport mode regulations. Intermediate transportation activities that are considered regulatory essential include:

- a. Other State and Commonwealth Government Department checks and inspections.
- b. Securing, covering and checking of loads.
- c. Completion of mandatory administrative processes relevant to mode of transport.
- d. Compulsory driver rest and refreshment breaks.
- e. Vehicle checks, emergency repairs and refuelling activities.

1.11 Any other EO storage or handling activity that occurs in the process of transporting EO, but is not considered regulatory essential in accordance with the above direction, must be licensed, see [paragraph 1.9](#) and [Regulation 5.2](#).

### Commercial support activities

1.12 Where the land transport of EO is to be out-sourced under the commercial arrangements, the contract must contain a clause that requires EO Services Providers to conduct the activities in accordance with the requirements of the [ETR](#) and [Australian Code for the Transport of Explosives by Road and Rail \(AE Code\)](#), and this procedure, except that EO Services Providers are generally not to have the benefit of the non-compliant processes specified in [Regulation 1.2](#). EO Services Providers are to carry their own risk in conducting the activities for which they have contracted, and are to apply appropriate safety mitigation strategies to minimise risk. EO Services Providers, Departmental or other government road movement agencies are to be aware that where the [ETR](#) and the [AE Code](#) are silent, relevant State and Territory laws for the transport of dangerous goods apply.

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**1.13** Compliance with the requirements at paragraph 1.12 may be resource intensive and therefore tenderers for Defence contracts must be informed of this. It is highlighted that the provisions outlined in this procedure apply only to EO for which Defence has legally accepted 'ownership' or control vide the Explosives Act 1961. Defence requires compliance with the following during transportation:

- a. Commonwealth Legislation on EO.
- b. The requirements for attendants, escorts and escort vehicles in accordance with the Defence Security Manual ([DSM](#)) when EO is transported.
- c. The accounting for and checking of EO.
- d. The reporting of loss, theft, compromise or any security incident involving the EO in accordance with the [DSM](#).
- e. The maintenance of EO (EO load restraint and protection from the elements).
- f. The reporting of any incident or accident during the transport activity in accordance with [Regulation 1.3](#).

**1.14** Prior to contracts being awarded to companies to undertake any functions relating to the transport of EO for Defence or visiting forces, the contracting Defence area or host must ensure that the company has the appropriate facilities and procedures in place to adequately meet the provisions of the [ETR](#), [AE Code](#) and [DSM](#), and this manual. Tenders involving EO must include appropriate evaluation criteria.

## CONSIGNMENT PREPARATION PROCEDURES

### EO classification and classification listing

**1.15** The ETR requires the classification of EO to be in accordance with the UN System. All Defence EO classified in accordance with the UN System is listed in Explosive Storage and Transport Committee (ESTC) Pamphlet No 2 - Defence Explosive Ordnance Classification Listing (DEOCL) (available for download at the Directorate of Ordnance Safety (DOS) intranet site). If EO is received which is not listed in the DEOCL direction is to be sought from the ESTC.

**1.16** If EO is received which is packed in other than the package approved in the DEOCL, it is to be repacked into its approved package or reported to the EO Management Agency for approval and classification of the alternative package and inclusion in DEOCL prior to being submitted for transport.

### Emergency response plans

**1.17** Each element of Defence involved in the transport of EO is to develop, promulgate and exercise Emergency Response Plans to deal with any accident involving their EO. The ESTC PAM 7 – A guide to the Transport of Defence Explosives by Road may be referred to for guidance.

### Transport requests and documentation

**1.18** Consignors/shippers are to ensure that EO consignments are classified, packaged, marked, labelled, documented and certified appropriate to the proposed mode of transport.

**1.19** **Movement categories.** The movement of EO is grouped into two categories:

- a. Category one – covers the movement of EO by unit/supply facility/establishment's organic transport, or by other transport moving under command of the organisation responsible for moving the consignment.
- b. Category two – covers the movement of EO by other than unit organic transport. It involves a transport agency moving a consignment as a result of a movement or requisition order.

**Notes:**

Movements of EO by an EO Services Provider are Category two movements.

Administrative arrangements for the movement categories are contained in the [DSM](#), Annex D to Part 2:67

**1.20 Land transport consignments.** All EO to be consigned by non organic (Category 2) land transport (road and rail) is to be declared and documented in accordance with transport agency requirements eg Form ST 116 – Movement/Requisition Order - Freight. Where consignments are in support of operations and exercises, all requests are to be submitted in sufficient detail and time as required by the Defence Logistics Manual Part 2 Volume 8 – Logistics Support to Operations and Exercises Manual ([DEFLOGMAN PT2 Vol 8](#)), to allow proper assessment of the consignment's suitability for acceptance into the transport system.

**Note:**

Form ST 116 is not required when EO Services Provider or its sub-contractor transport EO to or from requesting units.

**1.21 Air and sea consignments.** All EO to be consigned by air or sea is to be declared and documented in accordance with the requirements of the agencies listed in paragraphs [1.38](#) and [1.53](#) respectively.

**1.22 Documentation.** In addition to the appropriate accounting documentation, all Category one and two movements of EO in the public domain, except as detailed in the AE Code, Section 4.2, and paragraphs [1.59](#) and [1.62](#) of this procedure, are to be accompanied by the appropriate Shipper's Declaration of the following:

- a. Form ST 160 – Shipper's Declaration for Dangerous Goods (for air transport modes)
- b. Form AMSA 250 - Multimodal Dangerous Goods Form<sup>3</sup> (for surface transport<sup>4</sup> or civil/commercial shipping) - Australian Maritime Safety Authority, Marine Orders Part 41 - Dangerous Cargoes refers

or

- c. Form AB 788 – Shipper's Declaration for Dangerous Goods for Surface Mode.

The purpose for the Shipper's Declaration, and guidance on the preparation and use of Forms ST 160, AB 788 and AMSA 250 is given at [Annex A](#) and Part 1 Section 8, Chapter 1 to Australian Air Publication, AAP [3631.002](#) – Dangerous Goods – Transport by Service Air (for Form ST 160).

**Authorisation of personnel to certify shipper's declarations**

**1.23** Only personnel who are assessed as competent ([See Regulation 1.1 Procedure 1](#)) to certify Shipper's Declarations may be authorised to do so. By virtue of qualifications gained through specific training in the requirements for completing shipper's declarations, the following Defence personnel (including contractors to Defence), are authorised to certify Form AB 788 or AMSA 250 (for certification of Form ST 160 see Annex C to Part 1 Section 8, Chapter 1 to AAP [3631.002](#) – Dangerous Goods – Transport by Service Air for Dangerous Goods Class 1):

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<sup>3</sup> Form MO 41/A is obtainable from the Australian Maritime Safety Authority through its website at <http://www.amsa.gov.au/Forms/AMSA250.pdf>

<sup>4</sup> As an alternative to the use of a separate shipper's declaration form, for surface transport modes only, the consignor's/shipper's standard dangerous goods transport documents may incorporate the information and certification requirements recommended in United Nations (UN) Publication ST/SG/AC.10.1 - Recommendations on the Transport of Dangerous Goods – Model Regulations for shipper's declarations.



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- a. Ammunition Technical Officer.
- b. Ammunition Technician.
- c. Service personnel who have completed the RAAF Engineering Officer Armament Specialist Course.
- d. Personnel who are DGPACKACCEPTAIR or DGPACKACCEPTALL qualified (restricted to the certification of EO packages that have station monogram seals intact).
- e. Personnel who have completed the Explosive Custodian Officers Ashore Course.
- f. Personnel who have completed Explosive Ordnance Supervisor or Explosive Ordnance Manager training.
- g. Supply personnel (Explosives qualified).
- h. Personnel who hold the following national competencies:
  - (1) TLIA3015A – Complete receive/dispatch documentation.
  - (2) TLID3015A – Identify and label explosives and dangerous goods.
  - (3) TLIF1207D – Apply safe procedures when handling/transporting dangerous goods or explosives.
  - (4) DEFEO503C – Conduct explosive ordnance packaging inspection.
  - (5) DEFEO204C – Examine and certify free from explosive ordnance.
  - (6) DEFEO301D – Package ammunition.
  - (7) DEFEO501D – Conduct explosive ordnance inspection.

**Packing, marking and sealing of explosive ordnance**

**1.24** All EO is to be packed in its approved packaging (see [paragraph 1.15](#)) and packages are to be marked and sealed in accordance with [Regulation 2.3](#).

**Transport of empty packages**

**1.25** The requirements for the preparation and transport of empty EO packages are detailed in [Regulation 2.3 Procedure 5](#).

**Security**

**1.26** All consignments of EO transported under the control of Defence personnel or EO Services Providers are to be accorded the highest level of protective security in accordance with the requirements of the [DSM](#).

**1.27** **Certificates of safety.** Certificates of safety are to be issued as required by paragraph 1.13 of [Regulation 3.1](#).

**IMPORTING/EXPORTING EXPLOSIVE ORDNANCE**

**Importation of explosive ordnance – safety certification**

**1.28** The Project Office, EO Management Agency or other Sponsoring Agency in Australia that is responsible for importing EO, is to ensure that:

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- a. The EO is packaged and classified in accordance with the [UN System](#).
- b. The EO has been certified by the appropriate CA of the exporting nation with respect to its compliance with the UN System classification, packaging procedures, and international dangerous goods transportation conventions, International Air Transport Association (IATA) Dangerous Goods Regulations, International Maritime Dangerous Goods Code (IMDG Code) and International Civil Aviation Organisation (ICAO) - Technical Instructions for the Safe Carriage of Dangerous Goods by Air.
- c. The Form GI-039 – Application for a Defence Explosive Ordnance Classification Listing (available via the Defence [Web Forms](#) System) is completed and forwarded to the ESTC. For new items of EO, either introduced into Service or for test and evaluation purposes, Form GI-039 is to be submitted before importation is effected.

**1.29** Appropriately certified importation forms are to reach the ESTC at least 30 days prior to the EO reaching an Australian point of entry to enable sufficient time for the data to be checked and local safety authorities to be advised of the cargo's arrival. Failure to submit the form in time could result in the cargo being embargoed by Customs or confiscated by local dangerous goods regulatory enforcement agencies. An International Importation Certificate (IIC) may also be required by the exporting nation. This may be obtained from the Directorate of Strategic Trade Policy and Operations (DSTPO). Additionally, some exporting nations also require an End User Certificate (EUC) to be provided by the importer before an export licence is granted.

**1.30 End user certificates.** In an endeavour to control the international movement of EO, many western governments, including Australia, do not permit the export of EO unless the recipient government issues an EUC certifying that the EO will not be passed to a third party without the approval of the government of the original supplying country. Much of the EO currently in ADF use is subject to EUC control by the original supplying nation. Consequently, this EO may not be exported to a third party country without the consent of the originally supplying nation. Advice on EUC requirements may be obtained from DSTPO. Only DSTPO, Counsellor Defence Materiel (CONDMAT) London and Washington are delegated by the Minister to sign EUC on the Commonwealth's behalf.

#### **Export of explosive ordnance from Australia for Defence exercises**

**1.31** At times it may be necessary for Defence to conduct training exercises in foreign countries using its own EO. Exercise planners are to obtain approval from the host country to import such EO during the exercise planning stage and well before force deployment. The lead-time for such approval may be considerable, eg the USA requires 90 days notice. Failure to obtain approval could result in EO being embargoed. Only EO to be used under the strict control of Defence personnel and required to meet the exercise needs is to be exported. Surplus EO arising from the exercise is to be returned to Australia unless advised to the contrary by the CA.

#### **Export of explosive ordnance from Australia for Defence operations**

**1.32** Export of EO from Australia in support of operations requires special International arrangements to be in place. Some or all of the following will apply:

- a. United Nations Resolution.
- b. United Nations Mandate.
- c. Status of Forces Agreement.
- d. Diplomatic Note.
- e. Participation Agreement.
- f. End User Agreements.
- g. Destination Storage Requirements.

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- h. Diplomatic Clearances.

**1.33** All of the above will be subject to Government direction and agreement and have to be taken into account early in the planning phases for operations overseas.

#### **Customs and Quarantine Services clearance**

**1.34** All documentation for Customs and Quarantine related clearances required by the Australian Customs and Border Protection Service and the Department of Agriculture is to be raised and submitted by the shipping agent before the EO reaches an Australian point of entry or exit. Project, EO Management Agency, DEOS or sponsoring staff are to provide technical support if required to raise the appropriate documentation. Where EO is imported or exported by Service air, refer to Australian Air Publication 3631.002 – Dangerous Goods – Transport by Service Air.

#### **Defence exercises in Australia**

**1.35** Planners of Defence exercises in Australia that require the movement, storage and use of EO will need to involve the following organisations:

- a. Australian Defence Force Warfare Centre for land clearance.
- b. DEOLC Explosive Ordnance Licensing Authority (EOLA) for temporary storage requirements and licensing for Minor exercises.
- c. Headquarters Joint Operations Command (HQJOC) for temporary storage requirements and licensing for Major exercises as defined at Regulation 5.2 Procedure 1.
- d. Headquarters 1 Joint Movements Group (HQ1JMOVGP) for movement coordination and approval for movement through civil airfields.

#### **Recovery to Australia of munitions captured or acquired on operational service.**

**1.36** The recovery of munitions, ie weapons and EO, captured or acquired on operational service, and their subsequent movement from the theatre of operations to Australia, may involve a level of hazard and risk to personnel and property. Defence policy for the safe recovery and preparation for consignment to Australia of such munitions is detailed in DEFLOGMAN Part 2 Volume 8 Chapter 8 – Appropriation and import of Defence related material during Australian Defence Force operations.

### **OPERATIONS AND EXERCISES**

**1.37** HQ1JMOVGP is responsible for providing Movement Control and Movement Coordination for all operational and exercise freight, including EO, in accordance with the appropriate operation or exercise tasking directive. HQ1JMOVGP is also responsible for the 'Load to Mode' selection for all freight, including EO, moving in support of an operation or exercise. Units deploying/redeploying on an operation or exercise will be required to submit their load requirements, including EO, by Deployment Planning Data Sheet (DPDS) to HQ1JMOVGP. When an operation or exercise reaches its 'sustainment phase' units will be required to submit their load requirements, including EO, by Movement Request (MOVREQ) to HQ1JMOVGP. HQ1JMOVGP has no involvement or responsibility in the movement of EO by EO Services Providers within Australia.

### **SPECIFIC INSTRUCTIONS FOR AIR TRANSPORT**

#### **General**

**1.38** HQ1JMOVGP is responsible for processing all bids for the movement of EO by Service Air either domestically or internationally. Domestic and International civil air movement of EO meeting the standards of the IATA may be booked directly with the civil mode operator by the individual Service. International movement of EO requiring the charter of civil assets is to be referred to HQ1JMOVGP.

**1.39** The single Services retain responsibility for transport of EO fitted as an integral part of weapons systems on their specialist transport modes in accordance with their respective EO Orders and Instructions. Should a single Service require assistance in support of their specialist transport mode they should, in the case of air movement, contact HQ1JMOVGP and in the case of surface movement contact DEOS Tech Services.

#### **State aircraft**

**1.40** Military aircraft travelling overseas will always be 'state aircraft' and require diplomatic clearances arranged by the Department of Defence. Civil aircraft under charter to the Department of Defence may be specified as 'state aircraft' and then must be treated similarly. Civil chartered aircraft not classed as 'state aircraft' are subject to normal ICAO requirements.

#### **Diplomatic clearance requirements**

**1.41** Diplomatic clearances are required each time an aircraft of state (Military or Department of Defence charters) fly through the air space of or land in a foreign country. Diplomatic clearances typically take two weeks to process with some countries taking up to six weeks. No diplomatic clearance means no transit or landing approval. Diplomatic clearances must be obtained before an aircraft attempts to enter foreign air space. The movement of EO through or over foreign countries is a particularly sensitive subject with refusals not uncommon. Accurate and timely EO information with maximum prior notice is therefore required.

**1.42** Staff Officers responsible for planning for the movement of EO to or from overseas (Operations, Exercises, Projects or purchase) on Military or Defence chartered aircraft should contact Staff Officer Diplomatic Clearances Headquarters Air Command on 02 4737 7242 early in the planning process.

**1.43** Information required for each diplomatic clearance submission is shown at [Annex B](#).

#### **Air transport of explosive ordnance through civilian airfields**

**1.44** The process to be followed to obtain approval for the carriage of explosive goods into or through civilian airfields is set out at [Annex C](#). Civil Aviation Advisory Circular AC 139-12 (0) Handling of Hazardous Materials on an Aerodrome, provides advisory information on Safety Distances and procedures for explosives laden aircraft at civilian airfields. Copies are available on the CASA web site.

#### **Civil air transport of explosive ordnance**

**1.45** Civil air transport of EO is to be in accordance with IATA, Air Navigation Orders Part 33, and ICAO. Consignors are advised that Australian air carriers will only accept EO listed as acceptable for air movement in the current year edition of the IATA. All such consignments are to be correctly prepared, documented and consigned in accordance with IATA subject to delay in movement due to the small number of dedicated cargo aircraft available.

#### **Dangerous goods forbidden for carriage by civil air**

**1.46** IATA and ICAO permit on a case by case basis in exceptional circumstances the carriage of EO normally forbidden for transport by civil air. This authority is vested in the CASA. Where such EO has to be moved to meet an operational necessity and that movement cannot be carried out by Service Air then, HQ1JMOVGP is to submit an appropriate request to the CASA (Dangerous Goods Compliance Branch) for consideration. This process may take upwards of one week.

#### **Service air transport**

**1.47** The carriage of EO by Service Air is to be in accordance with Australian Air Publication [3631.002](#) – Dangerous Goods – Transport by Service Air and the IATA. Leased aircraft registered on the State register and crewed solely by Service personnel may, with the concurrence of the lessor, be operated in accordance with the procedures outlined in Australian Air Publication [3631.002](#) – Dangerous Goods – Transport by Service Air. Leased aircraft registered on the civil register and

eDEOP 101 - Department of Defence Explosives Regulations  
Regulation 3.1 Procedure 1

crewed by Service personnel using their civilian licence may, with the approval of CASA and the concurrence of the lessor, be operated in accordance with the procedures outlined in Australian Air Publication [3631.002](#) – Dangerous Goods – Transport by Service Air, otherwise they must comply with the requirements of IATA and Civil Aviation Act 1988.

**1.48 Civil versus military requirements for packaging explosive ordnance.** Movement problems can occur because of different packaging requirements for EO between the Service requirements at DEOCL and Australian Air Publication [3631.002](#) – Dangerous Goods – Transport by Service Air and the civil packaging in accordance with the IATA. Where combined Service and civil movement of EO is necessary, personnel need to be cognisant of this potential problem and take it into account when packaging/preparing the EO.

#### **Airport notification**

**1.49** Airport management organisations, both civil and military, are to be warned in advance by the aircraft operator of EO transiting their facilities. For military aircraft (Navy, Army, Air Force) the Wing/Squadron/Unit is responsible for advising details of EO being carried. For chartered aircraft the aircraft operator is responsible.

**1.50** When EO is to be loaded or unloaded, be that within Australia or overseas, in addition to the notification by the aircraft operator (see paragraph 1.44), the following organisations are responsible for ensuring the appropriate notifications are made:

- a. Movement in support of operations or operations provider – HQ1JMOVGP/EO Services Provider.
- b. Projects/purchase – JLC/EO Management Agency.

#### **Other issues**

**1.51** HQ1JMOVGP is responsible for the:

- a. Operational air movement of EO that cannot be moved by civil air due to the constraints of the IATA.
- b. Air movement by Service or civil air over long distances, of EO normally moved by other modes over short distances eg the serviceability of some guided weapons may be unduly degraded by road or rail vibrations if transported over long distances.

#### **Guidance for processes**

**1.52** Flowcharts outlining the broad processes for the movement of EO by Air in support of Operations and Exercises, Project Support and Administrative Support are attached for guidance at Annexes [D](#), [E](#) and [F](#) respectively.

## **SPECIFIC INSTRUCTIONS FOR SEA TRANSPORT**

#### **General**

**1.53** Navy, through the Maritime Commander Australia, coordinates requests for the carriage of EO by Service maritime transport. Civil sea movement of EO in support of operations or exercises is to be arranged by HQ1JMOVGP in accordance with [paragraphs 1.37](#). Other civil sea movement is to be arranged directly by the organisation requiring the move.

#### **Service shipping/HMA warships**

**1.54** The carriage of EO in ships' magazines is to be in accordance with Australian Book of Reference (ABR) 862 Volume 2 - Maritime Explosive Ordnance Safety Manual. Where ships' magazines do not comply with the requirements of Australian Book of Reference 862 Volume 2 - Maritime Explosive Ordnance Safety Manual (ABR 862 Volume 2), or general cargo areas are used, the requirements of the IMDG Code and [AS 3846 – 2005](#) are to apply.

### **Transport on inland waterways**

**1.55** Unless otherwise approved by CJLOG, or elsewhere in this procedure, the transport of EO on inland waterways is to be in accordance with the guidance in Part VI of [AASTP-2](#) and the requirements of ETR appropriately adapted for the purpose.

### **Port procedures**

**1.56** Operations from Defence maritime facilities are to be in accordance with Part V of AASTP-2. The movement of containerised EO through State or Territory Dangerous Goods wharves (including commercially owned and/or operated wharves) may be conducted in accordance with [AS 3846 – 2005](#). The separation distances of [AS 3846 – 2005](#) are not to be applied to warship ammunitioning/de-ammunitioning activities.

### **Guidance for processes**

**1.57** Flowcharts outlining the broad processes for the movement of EO by Sea in support of Operations and Exercises, Project Support and Administrative Support are attached for guidance at Annexes [G](#), [H](#) and [I](#) respectively.

## **SPECIFIC INSTRUCTIONS FOR ROAD AND RAIL TRANSPORT**

### **Applicability of the Explosives Transport Regulations and Australian Explosives Code**

**1.58** The ETR makes provision for exemptions from both the Regulations and the AE Code for certain activities. The AE Code also exempts certain requirements, see paragraph 1.10 d of [Regulation 3.1](#).

### **Competent Authority exemptions from the Explosive Transport Regulations**

**1.59** Occasionally, circumstances may warrant the performance of activities that are inconsistent with the policy and regulations outlined in this procedure. As a consequence, people and property may be exposed to risk greater than that inherent in the transport principles herein defined. In such circumstances, the CA for the purposes of the ETR, Regulation 16, may issue an exemption of a temporary nature provided the exemption is consistent with the provisions of the ETR. For single Service EO transport activities all applications for an exemption that would permit non-compliant activities must be staffed through the relevant single Service safety authority, normally the Deputy Chief of the Service concerned, for approval by the CA. Where possible, essential non-compliant activities are to be approved before being undertaken.

**1.60** In the event that an existing and essential activity is considered by any authorised auditing authority to be non-compliant, and the non-compliant activity cannot be immediately remedied, then the detail must be reported as a matter of priority to the CA, who may authorise the continuation of the activity for a specific period. The submission is to be in writing and must address the requirements of Regulation 15 (2) of the ETR. If continuation is not approved, the activity must cease immediately.

**1.61** Should a requirement be identified which is inconsistent with the provisions of the ETR, the CA, in consultation with the Director Ordnance Safety, may decide to approach the Minister for Defence with a request for the issue of an appropriate Ministerial Order pursuant to the provision under Regulation 14 of the ETR.

### **Applicability of State and Territory law**

**1.62** The Explosives Act 1961 binds all Commonwealth Departments to Commonwealth, State and Territory laws/regulations for the transportation of EO. Where conflict is identified between extant Commonwealth, State and Territory laws/regulations, details of the conflict are to be raised for resolution through appropriate channels. The Commonwealth laws/regulations are to take precedence until the conflict is resolved. Where ETR are silent on safety issues covered by State or Territory laws, the Department of Defence is to conform to those laws.

## Transport requirements

**1.63** The transport of EO by road and rail is to be in accordance with the ETR and the AE Code. Penalties for contravention of the ETR are set out in Section 20 of the Explosives Act 1961. Authorities consigning EO by road or rail are to be particularly cognisant of the following:

- a. **Appointment of supervisors.** The appointment of a supervisor for the handling<sup>5</sup> of EO by an 'authorised person' was a requirement of the now repealed Regulations, but is not a requirement of the ETR. Nonetheless, the AE Code requires the supervisory function to be performed by the consignor. This may involve one person supervising all aspects of EO handling, or alternatively different personnel to supervise different aspects of EO handling, e.g. one person to supervise the loading, unloading, stacking and storing while another person supervises the transport of the EO. Supervisors for all aspects of handling are now to be appointed and authorised in writing by the person's Officer-in-Charge or Commanding Officer. Such appointments and authorisations are to be recorded in a local register. Registers are to be retained for a minimum of two years.
- b. **Responsibilities.** ESTC Pamphlet Number 7 - 'A Guide to the Transport of Defence Explosives by Road' has been produced by the ESTC to direct the attention of staff to those requirements in the ETR, AE Code and DSM which are their responsibility and to assist them in their observance. This publication will not replace the source references. All supervisors and drivers are to be issued with a copy and carry it either on their person, or in the vehicle, during their involvement in EO transport operations.
- c. **Petrol, diesel and LPG fuelled vehicles.** Certain conditions apply to the use of petrol, diesel and LPG fuelled vehicles in EO areas and facilities. These are detailed in [Regulation 4.6 Procedure 2](#).
- d. **Truck loading procedures.** Where truck loading procedures are available they are to be followed when loading EO onto a road vehicle. Similarly, procedures for the loading of ISO containers with EO should be prepared and implemented as required.
- e. **Truck holding areas.** Vehicles and ISO containers whether or not loaded onto a vehicle, that are loaded with EO and delayed during dispatch/unloading, are to be parked in an area licensed as a truck holding area.
- f. **Emergency procedure guides (EPG).** An EPG (Card) provides details of the load being carried, the hazards associated with the load and procedures to be followed in case of an accident, fire or spill. Prior to commencing a journey with an EO load the driver of a road vehicle, or the master of a towing craft, is to be provided with an EPG applicable to the load being transported. At the completion of the journey the EPG is to be removed from the vehicle or craft. EPGs that are not applicable to the load are NOT to be carried on a vehicle or craft. The EPG are to be placed in the EPG holder during transport so they are readily identifiable and available if an emergency arises. An example of an EPG is contained in the AE Code. Defence approved EPG forms are listed as follows:
  - (1) **AE 306** - Emergency Procedure Guide for HD 1.1, 1.2, 1.3, 1.5 and 1.6.
  - (2) **AE 307** - Emergency Procedure Guide for HD 1.4.
- g. **Marking of road and rail vehicles.** All road and rail vehicles transporting EO are to be marked as detailed in the AE Code, Chapter 3.

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<sup>5</sup> Handling' includes loading, unloading, discharging, stacking, stowing, storing, transporting and any operation incidental to, or arising out of, any of those operations in relation to explosive ordnance.

- h. **Explosives routes.** The AE Code requires EO loaded vehicles to travel by the safest practicable route and to make inspection stops during the trip. Prior to the departure of EO loaded vehicles, explosives routes and inspection stops are to be determined by the appropriate supervisor, documented and provided to the driver.
- i. **Audio players.** Factory fitted and fused audio players powered by the vehicle battery may be operated in the driver's cabin of a vehicle transporting EO. Portable audio players may be operated in the driver's cabin of a vehicle transporting EO provided they are:
  - (1) Powered by their own batteries and remain in the driver's cabin.
  - (2) Not mounted as permanent fixtures to the vehicle and are effectively insulated from the vehicle body.
  - (3) Not opened to exchange batteries.
  - (4) Removed from the vehicle prior to entering an EO area and deposited at the entrance gate.
  - (5) Not operated in a vehicle that does not have a separate driver's cabin (e.g. a van).
- j. **Mobile RF emitters and mobile telephones.** Certain conditions apply to the use of mobile RF emitters and mobile telephones in vehicles transporting EO. These are detailed in [Regulation 4.4 Procedure 15](#).
- k. **Licensing.** Drivers of vehicles carrying EO are required to hold a vehicle license for the particular vehicle that they are driving and must be qualified and current in the 'Transport Dangerous Goods and Commonwealth Explosives by Road' competency. Licensing requirements are as follows:
  - (1) **Australian Defence Force personnel.** As advised in Chapter 3 of the Defence Road Transport Manual ([DRTM](#)), section 123 of the Defence Act 1903, exempts members of the Defence force from requiring to hold a State or Territory civilian drivers' licence for the operation of Defence vehicles. Members of the Defence force are also exempt from any age or experience requirements specified in State or Territory legislation for the driving of Defence vehicles. Procedures for gaining a Defence licence are promulgated in the [DRTM](#).
  - (2) **Defence APS personnel including contractors.** Defence APS personnel and contractors must meet the requirements of their State or Territory based dangerous goods licensing system.

## POSTAL SYSTEM

**1.64** EO, including dummy, inert and drill natures and components, is not to be consigned through the postal system. Under Part 10.5 of the Criminal Code Act 1995, it is an offence to cause explosives to be carried by post is prohibited, and subject to a penalty of imprisonment.

### Annexes:

- A. [Preparation and Use of Forms ST160, MO 41/A and AB 788](#)
- B. [Diplomatic Clearance Information for Overseas Movement of Explosive Ordnance by Air](#)
- C. [Approval Process for the Carriage of Explosive Ordnance into Civilian Airfields](#)
- D. [Movement of Explosive Ordnance by Air – Operations and Exercises](#)
- E. [Movement of Explosives By Air - Project Support](#)
- F. [Movement of Explosive Ordnance by Air - Administrative Support](#)
- G. [Movement of Explosive Ordnance by Sea - Operations and Exercises](#)
- H. [Movement of Explosive Ordnance by Sea - Project Support](#)
- I. [Movement of Explosive Ordnance by Sea - Administrative Support](#)



## PREPARATION AND USE OF FORMS ST160, AMSA 250 AND AB 788

1. When EO is submitted for transport it is to be accompanied by one of the following Shipper's Declarations depending on the mode of transport:

- a. Form ST 160 - Shipper's Declaration for Dangerous Goods (for air mode), or
- b. Form AMSA 250 - Multimodal Dangerous Goods Form, or
- c. Form AB 788 - Shipper's Declaration for Dangerous Goods – Surface Mode.

Forms ST 160 and AB 788 are available via the Defence Web Forms System. Form AMSA 250 is available via the AMSA website.

2. The purpose of the Shipper's Declarations is to provide a certificate by the consignor/shipper, when the consignment is presented to the operator for shipment, that the EO consignment is fully and accurately described and that it is classified, packed, marked and labelled, and in all respects in proper condition for transport in accordance with all applicable regulations and instructions.

3. When EO is being prepared for transport the person responsible for signing the Form ST 160 or AMSA 250 or AB 788, may accept serviceable items without further examination provided:

- a. They are correctly packed in accordance with Explosives Storage and Transport Committee (ESTC) Pamphlet No 2 – Defence Explosive Ordnance Classification Listing ([DEOCL](#)) and the Topic -025 of the item publication.
- b. They are correctly marked and sealed in accordance with [Regulation 2.3 Procedure 2](#).
- c. The packages are not damaged.

4. EO which is other than serviceable is to be fully examined by the person responsible for signing the Form ST 160 or AMSA 250 or AB 788, in conjunction with the preparation of a Certificate of Safety (see [Regulation 3.1 Procedure 2](#)).

5. Care is to be taken in the preparation of Forms ST 160, AMSA 250 and AB 788 to ensure that all necessary information has been provided, and that the information is accurate, as incorrectly completed forms may result in the shipment being rejected by the transport authority.

6. The normal distribution for Forms ST 160, AMSA 250 and AB 788 is as follows:

- a. Two copies despatched with the documentation accompanying the consignment, and
- b. One copy retained by the originator.

## **DIPLOMATIC CLEARANCE INFORMATION FOR OVERSEAS MOVEMENT OF EXPLOSIVE ORDNANCE BY AIR**

### **Introduction**

1. Information required for each Diplomatic Clearance request submitted by the Department of Defence for Military and Defence chartered aircraft is shown at paragraph 2. The Diplomatic Clearance request will be submitted by Staff Officer Diplomatic Clearances Headquarters Air Command however, the success or otherwise of a request could hinge on the accuracy of EO information supplied. It is therefore imperative that EO information required to complete paragraph 2k is accurate and submitted as per the acceptable samples shown.

### **Information for Diplomatic Clearances**

2. The following information is required for each Diplomatic Clearance request:
- a. Countries for which clearance is sought.
  - b. Type of aircraft.
  - c. Aircraft Registration Number.
  - d. Callsign.
  - e. Captain (by Rank, Name and Passport Number).
  - f. Crew (by Rank, Name and Passport Number).
  - g. Passengers (by Rank, Name and Passport Number).
  - h. Purpose.
  - i. Itinerary (All times Zulu).
  - j. Route.
  - k. Cargo and Weapons:
    - l. Details of any dangerous cargo by:
      - (1) Item Name (Proper Shipping Name);
      - (2) UN Number (UN No);
      - (3) Hazard Classification Code (HCC); and
      - (4) Net Explosives Quantity (NEQ).
    - m. Details of any weapons by type and quantity. (Where such cargo and weapons are only carried for part of a task specify which sectors of the journey).

## APPROVAL PROCESS FOR THE CARRIAGE OF EXPLOSIVE ORDNANCE INTO CIVILIAN AIRFIELDS

### Introduction

1. This Annex identifies responsibilities and minimum procedures for the safe movement of explosive ordnance (EO) through civilian airfields.

### Airport Operator Approval

2. HQ1JMOVGP is to seek Federal Airports Corporation (FAC)/Airport Operator approval prior to consigning EO cargo into or through civilian airfields by either service or civilian chartered aircraft. Approval is to be sought at least five working days in advance for domestic Australian movements and at least ten working days in advance for overseas flights. In seeking approval HQ1JMOVGP is to advise the Operations Manager of the applicable airfields (including diversion airfields) of the following details by unclassified fax:

- a. Date and time of expected movement.
- b. Category of movement (international/domestic).
- c. UN Number.
- d. Proper Shipping Name.
- e. Hazard Classification Code (HCC)
- f. Net Explosives Quantity (NEQ).
- g. Flight Number.
- h. Total Weight and Quantity.
- i. Number of vehicles involved (if required).
- j. HQ1JMOVGP point of contact.
- k. Any other relevant special handling information.

### CASA/ICAO Compliance

3. Civilian air (chartered, leased or commercial flight) must meet the requirements of the [Civil Aviation Act 1988](#), [International Civil Aviation Organisation \(ICAO\) – Technical Instructions for the Safe Carriage of Dangerous Goods by Air](#) and [International Air Transport \(IATA\) Dangerous Goods Regulations](#), as appropriate, as well as having a Dangerous Goods Manual as part of their approved operational documentation to carry EO in or through Australian airspace. Approval to carry EO through overseas airspace is subject to the requirements of the country(s) owning the airspace and the requirements of the [ICAO – Technical Instructions for the Safe Carriage of Dangerous Goods by Air](#) and [IATA Dangerous Goods Regulations](#). All such approvals must follow the full Diplomatic Clearance process.

### Safety Distances

4. Safety distances for explosives laden aircraft at Australian airfields are set out in the [ICAO – Technical Instructions for the Safe Carriage of Dangerous Goods by Air](#) that is available on the CASA web site [www.casa.gov.au](http://www.casa.gov.au).

### **Aircraft Parking Position**

5. The approved parking position will be advised by Airport Operations staff. Marshalling of the aircraft will be arranged by the Airport Safety Officer. If an alternate parking position is required this will be arranged by the Airport Safety Officer.

### **Handling Agent Vehicle Access**

6. Handling agent vehicles will be escorted from air side to a marshalling area by the Airport Safety Officer. All vehicles will be held in the marshalling area until the aircraft is ready to be loaded/unloaded. Airport Operations Safety staff will escort any Defence equipment and vehicles to and from the aircraft. The vehicle(s) carrying the EO onto or off airfields must pre-plan their movements to minimise the amount of time the EO will be located at the airport.

### **Security Requirements**

7. Normal 'Restricted Area' security measures will apply to all staff involved in the transfer operation. These security requirements include:

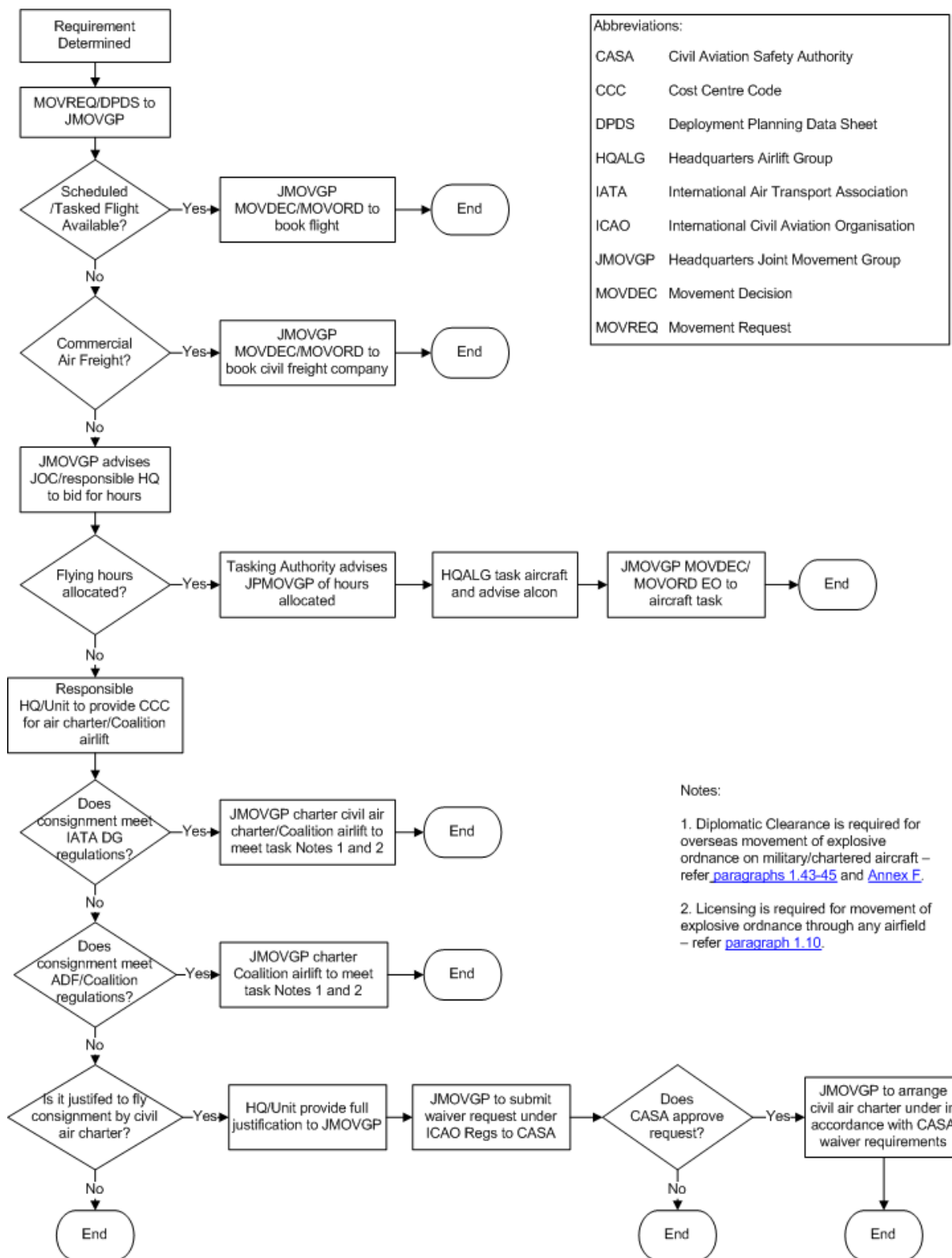
- a. only vehicles involved in the transfer allowed air side,
- b. only staff required for the transfer are permitted air side, and
- c. all visitors are to be issued with and display valid Aviation Security Identification Cards (ASIC) or be issued with and display a Security Restricted Area Visitors Pass issued by Airport Security staff prior to accessing air side. Twenty four (24) hours prior notice is preferable when applying for Visitors passes.

### **Safety Precautions**

8. The following 'Safety Procedures' are to be adhered to during the loading and unloading of EO to or from aircraft:

- a. loading and unloading may only be commenced with the approval of the Duty Airport Safety Officer,
- b. loading and unloading must be in accordance with recognised ICAO/IATA standards, and
- c. entry to the designated loading/unloading area prior to or after the transshipping activity must only be undertaken with the permission of the Airport Safety Officer.

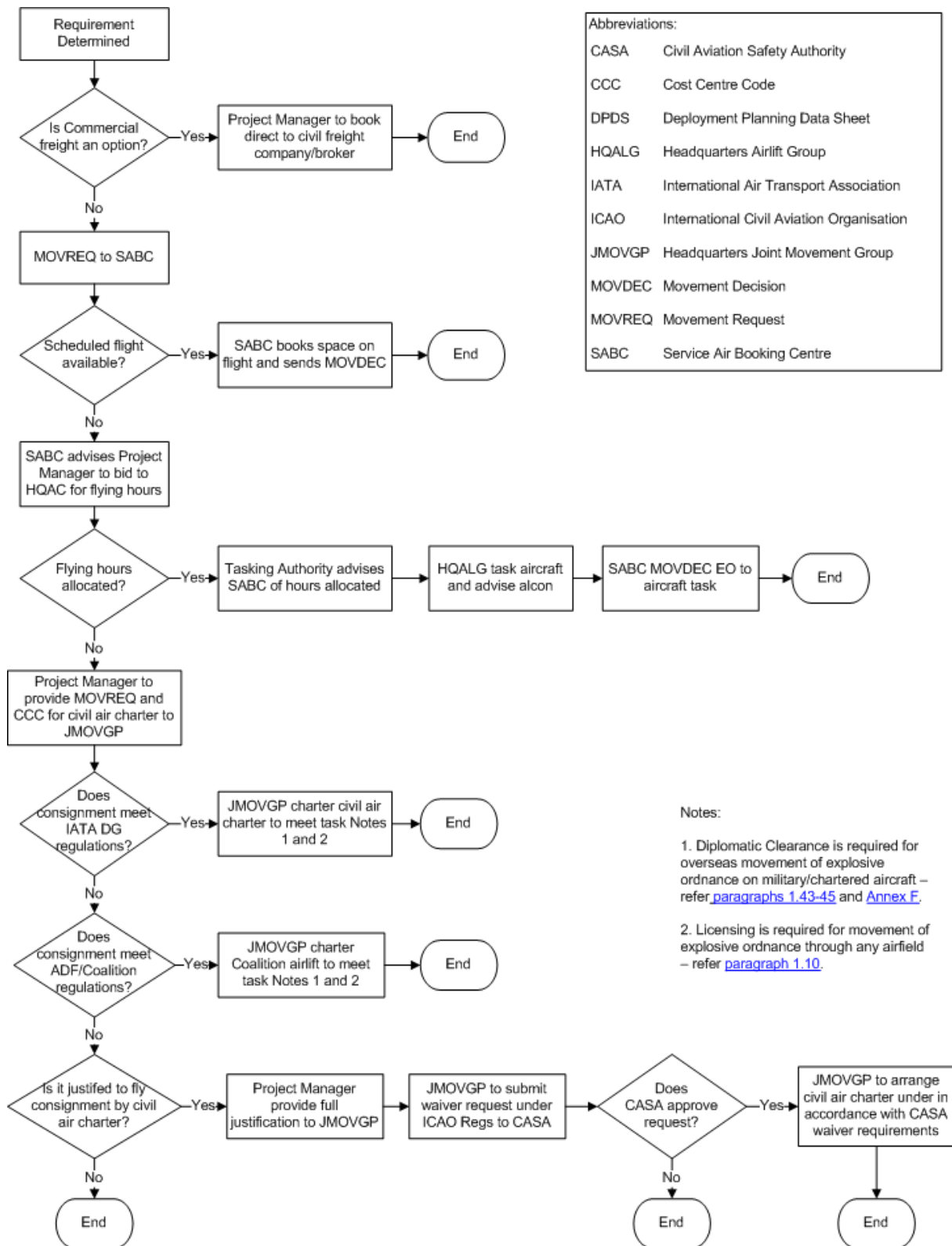
## MOVEMENT OF EXPLOSIVE ORDNANCE BY AIR - OPERATIONS AND EXERCISES



Abbreviations:	
CASA	Civil Aviation Safety Authority
CCC	Cost Centre Code
DPDS	Deployment Planning Data Sheet
HQALG	Headquarters Airlift Group
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
JMOVGP	Headquarters Joint Movement Group
MOVDEC	Movement Decision
MOVREQ	Movement Request

- Notes:
1. Diplomatic Clearance is required for overseas movement of explosive ordnance on military/chartered aircraft – refer [paragraphs 1.43-45](#) and [Annex F](#).
  2. Licensing is required for movement of explosive ordnance through any airfield – refer [paragraph 1.10](#).

## MOVEMENT OF EXPLOSIVES BY AIR - PROJECT SUPPORT

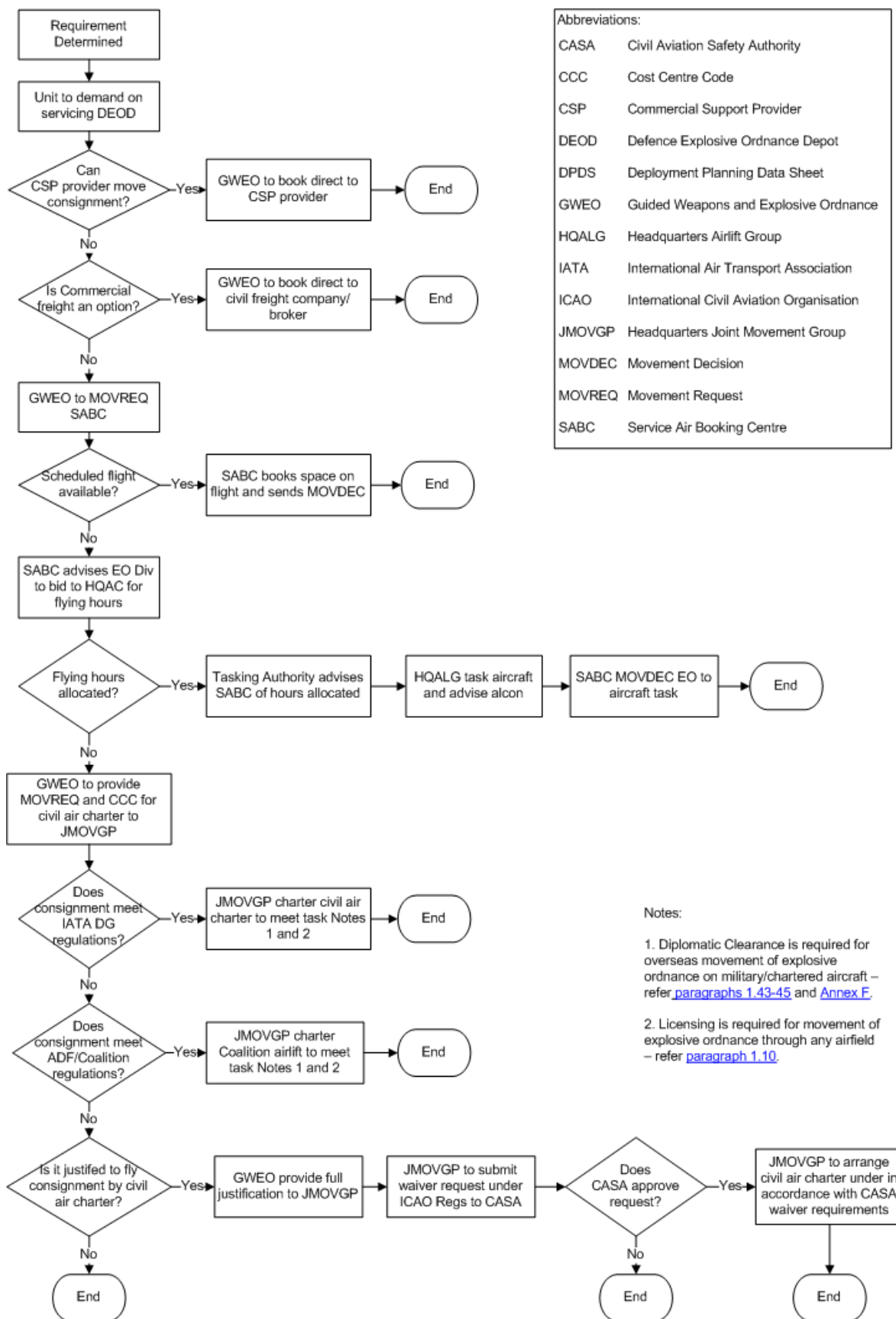


Abbreviations:

CASA	Civil Aviation Safety Authority
CCC	Cost Centre Code
DPDS	Deployment Planning Data Sheet
HQALG	Headquarters Airlift Group
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
JMOVGP	Headquarters Joint Movement Group
MOVDEC	Movement Decision
MOVREQ	Movement Request
SABC	Service Air Booking Centre

- Notes:
1. Diplomatic Clearance is required for overseas movement of explosive ordnance on military/chartered aircraft – refer [paragraphs 1.43-45](#) and [Annex F](#).
  2. Licensing is required for movement of explosive ordnance through any airfield – refer [paragraph 1.10](#).

## MOVEMENT OF EXPLOSIVE ORDNANCE BY AIR - ADMINISTRATIVE SUPPORT

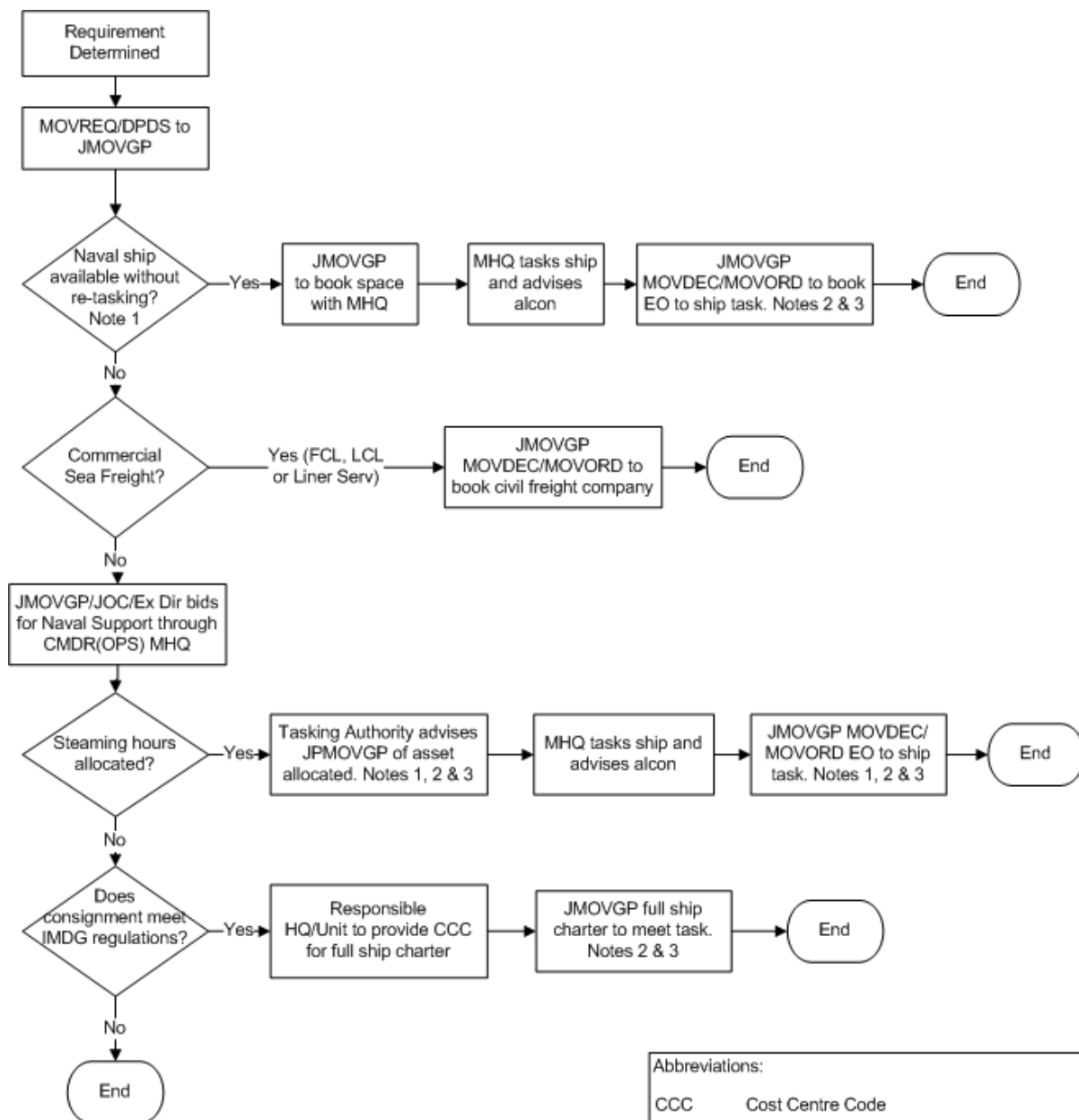


Abbreviations:

CASA	Civil Aviation Safety Authority
CCC	Cost Centre Code
CSP	Commercial Support Provider
DEOD	Defence Explosive Ordnance Depot
DPDS	Deployment Planning Data Sheet
GWEO	Guided Weapons and Explosive Ordnance
HQALG	Headquarters Airlift Group
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
JMOVGP	Headquarters Joint Movement Group
MOVDEC	Movement Decision
MOVREQ	Movement Request
SABC	Service Air Booking Centre

- Notes:
1. Diplomatic Clearance is required for overseas movement of explosive ordnance on military/chartered aircraft – refer [paragraphs 1.43-45](#) and [Annex F](#).
  2. Licensing is required for movement of explosive ordnance through any airfield – refer [paragraph 1.10](#).

## MOVEMENT OF EXPLOSIVE ORDNANCE BY SEA - OPERATIONS AND EXERCISES



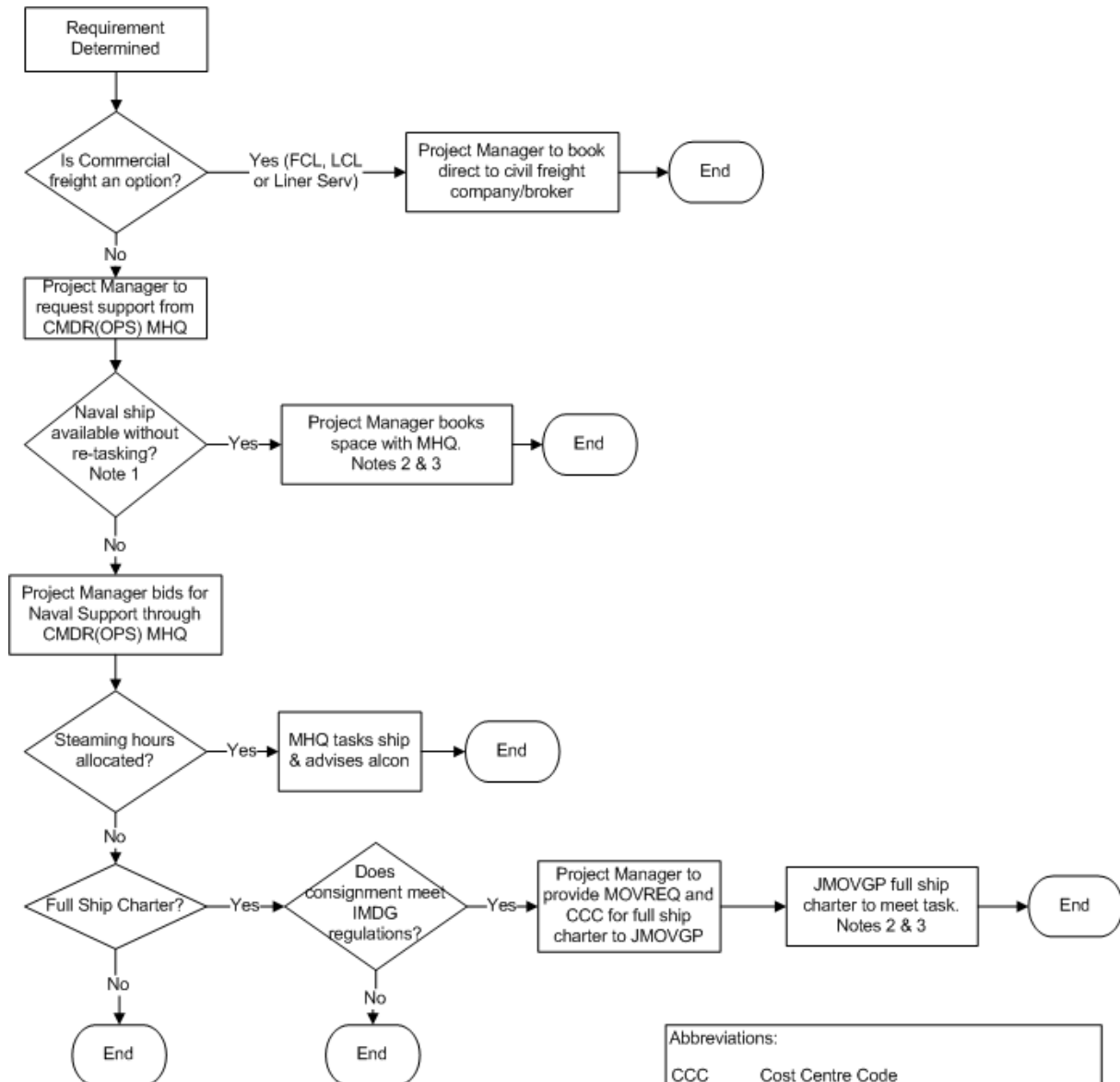
**Notes:**

- 1. Carriage to be in accordance with ABR 862 Vol 2
- 2. Diplomatic Clearance is required for overseas movement of explosive ordnance on military/chartered ships.
- 2. Licensing is required for movement of explosive ordnance through any port – refer [paragraph 1.10](#).

Abbreviations:	
CCC	Cost Centre Code
DPDS	Deployment Planning Data Sheet
FCL	Full Container Load
IMDG	International Maritime Dangerous Goods
JMOVGP	Headquarters Joint Movement Group
JOC	Joint Operations Command
LCL	Less than Container Load
LPA	Landing Platform Amphibious
MOVDEC	Movement Decision
MOVREQ	Movement Request



## MOVEMENT OF EXPLOSIVE ORDNANCE BY SEA - PROJECT SUPPORT

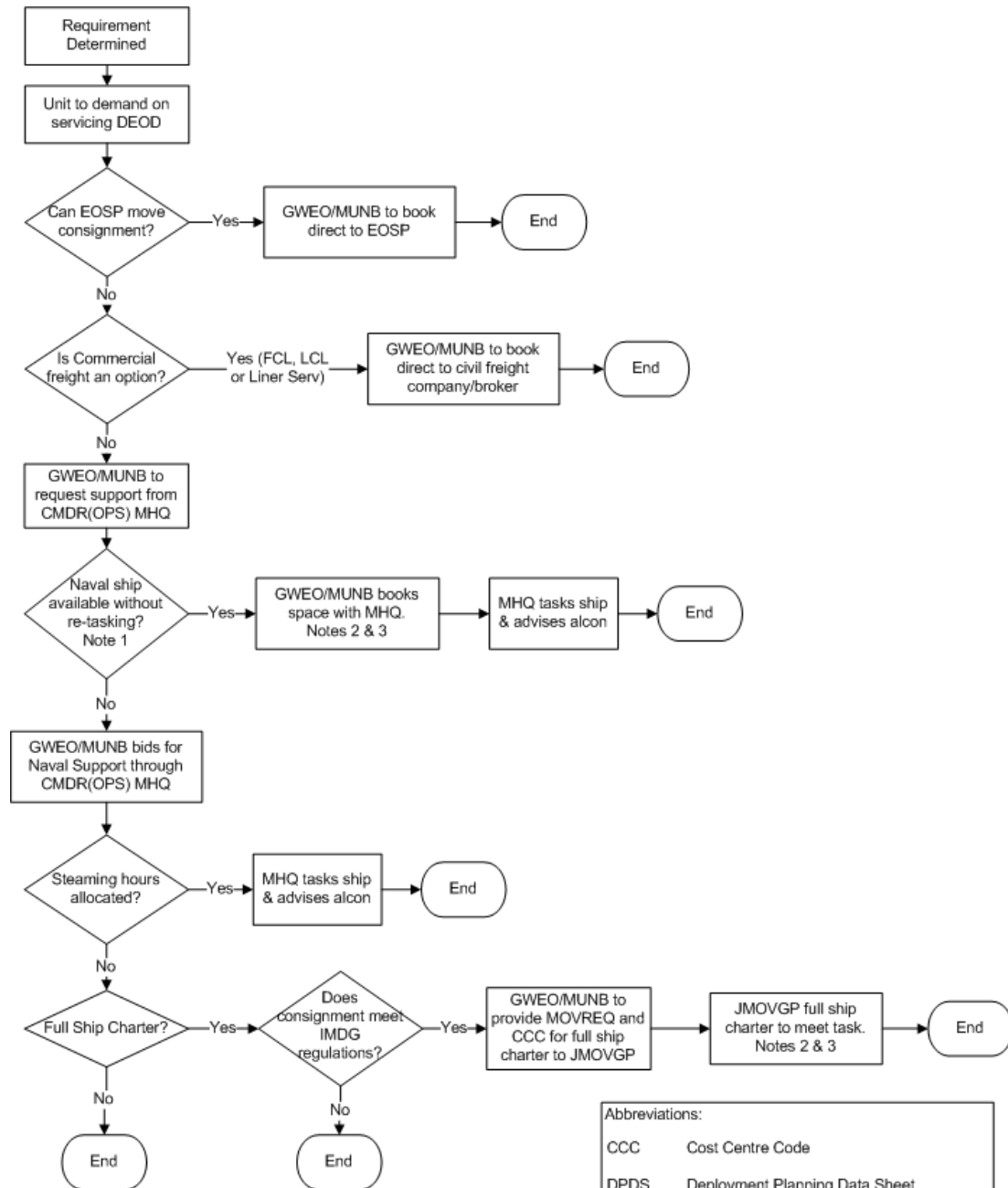


**Notes:**

1. Carriage to be in accordance with ABR 862 Vol 2
2. Diplomatic Clearance is required for overseas movement of explosive ordnance on military/chartered ships.
2. Licensing is required for movement of explosive ordnance through any port – refer [paragraph 1.10](#).

Abbreviations:	
CCC	Cost Centre Code
DPDS	Deployment Planning Data Sheet
FCL	Full Container Load
IMDG	International Maritime Dangerous Goods
JMOVGP	Headquarters Joint Movement Group
JOC	Joint Operations Command
LCL	Less than Container Load
LPA	Landing Platform Amphibious
MOVDEC	Movement Decision
MOVREQ	Movement Request

## MOVEMENT OF EXPLOSIVE ORDNANCE BY SEA - ADMINISTRATIVE SUPPORT



**Notes:**

1. Carriage to be in accordance with ABR 862 Vol 2
2. Diplomatic Clearance is required for overseas movement of explosive ordnance on military/chartered ships.
2. Licensing is required for movement of explosive ordnance through any port – refer [paragraph 1.10](#).

**Abbreviations:**

CCC	Cost Centre Code
DPDS	Deployment Planning Data Sheet
EOSP	Explosive Ordnance Supply Provider
FCL	Full Container Load
IMDG	International Maritime Dangerous Goods
JMOVGP	Headquarters Joint Movement Group
JOC	Joint Operations Command
LCL	Less than Container Load
LPA	Landing Platform Amphibious
MOVDEC	Movement Decision
MOVREQ	Movement Request

## PROCEDURE 2 - CERTIFICATE OF SAFETY

### Purpose

**2.1** This procedure provides for scope, direction and details for raising certificates of safety to enable defective explosive ordnance to be stored and transported when it is required to be issued and who may provide such certification.

### Certificate of Safety

**2.2** When the safe condition of explosive ordnance (EO) is suspect, a Form SG 131 Certificate of Safety for Handling, Transport and Storage of Defective Explosive Ordnance (short title – Certificate of Safety), is to be raised to certify that the EO is safe for further handling, transportation and storage. Form SG 131 - Certificate of Safety for Handling, Transport and Storage of Defective Explosive Ordnance is available via the Defence Web Forms System, and detailed completion instructions are given in [Annex A](#), Instructions for Completion of Form SG 131 – Certificate of Safety for Handling, Transport and Storage of Defective Explosive Ordnance.

### Issue of Certificate of Safety

**2.3** When the safe condition of EO is suspect, certification that the EO is safe for further handling, transportation and storage must be undertaken. Safety certification is required for:

- a. EO which has malfunctioned or misfired, except for small arms ammunition;
- b. Defective EO, where the defect is considered to affect the continued safety of the item;
- c. Damaged EO, where the damage may affect the continued safety of the item; and
- d. Suspect EO, e.g. items that have been dropped.

**2.4** A Certificate of Safety is not required for EO that is repairable, subject to reclassification, life expired but still within its Storage and Transport Life, or Defence Science and Technology Organisation (DSTO) controlled items managed within the DSTO Life Management Policy.

**2.5** A Certificate of Safety is not to be used should the Storage and Transport Life assigned to an item expires. Under these circumstances, a robust engineering assessment from the Sustainment Manager's engineering network must be conducted prior to handling the item .

**2.6** For the purposes of this procedure, malfunctioned or misfired EO is not to be mistaken for unexploded explosive ordnance (UXO). These procedures do not apply to UXO which normally is not to be handled. UXO is to be dealt with in accordance with approved disposal procedures.

### Authorisation of Personnel to Issue Certificates of Safety.

**2.7** **Authorisation Standards.** Only personnel who are assessed as competent (See [Regulation 1.1 Procedure 1](#)) and have gained the necessary level of experience to issue Certificates of Safety may be authorised to do so. Personnel must be authorised by the Officer-in-Charge, Commanding Officer, Commanding Charge or DSTO LA delegate to issue Certificates of Safety. The authorisation is to be promulgated in a register, such as Routine Orders.

**2.8** By virtue of qualifications gained through specific training, the following class of person is authorised to issue Certificates of Safety:

- a. Navy:

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- (1) Armament Engineers (WE-ARM and WE-ARM ENG), Explosive Ordnance Engineers (EOE) and Clearance Divers who have successfully completed:
    - (a) An Armament Engineering Course - DEOTS (DEOH);
    - (b) A Masters of Science (Explosive Ordnance Engineering);
    - (c) A Diploma Explosives Engineering (NOEC); or
    - (d) A recognised equivalent qualification.
  - (2) Officers or Senior Sailors who have successfully completed the Senior Explosive Ordnance Managers Course.
- b. Army:
- (1) Ammunition Technical Officer.
  - (2) Ammunition Technician.
- c. Air Force Service personnel who have completed the:
- (1) RAAF Engineering Officer Armament Specialist Course.
  - (2) Senior Explosive Ordnance Managers Course.
- d. Australian Public Service (APS) personnel who are employed in a Joint Logistics Unit Explosive Ordnance Services (JLU EOS) Office and have completed the following:
- (1) National competencies as listed in paragraph 2.7, either gained through one of the single Service requirements as identified in sub-paragraphs 2.6 a, b or c, or another equivalent recognised training course;
  - (2) Explosive Inspection Course; and
  - (3) A minimum six months experience in the position.
- e. DSTO members who have completed the Senior Explosive Ordnance Managers (SEOM) Course (PMKeys 112963) or can demonstrate equivalent qualifications may be authorised as DSTO Inspector of Explosives – Issue of Certificate of Safety, by Chief Weapons and Combat Systems Division (CDS EO representative), to certify EO safe for transport.

**2.9** For a member to hold equivalent qualification to enable them to be authorised to sign the Certificate of Safety, the member must hold the following national competencies, with a minimum of 6 months experience in an identified position of responsibility:

- a. TLID1507D – Identify and label explosives and dangerous goods;
- b. DEFEO503C – Conduct explosive ordnance packaging inspection;
- c. DEFEO204C – Examine and certify free from explosives;
- d. DEFEO301D - Package ammunition;
- e. DEFEO501D - Conduct explosive ordnance inspection; and
- f. DEFEO205C – Conduct technical EO investigations.

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## Note

The competencies listed above are embedded with the training course specified within paragraph 2.6 or embedded in the pre-requisites for the courses listed. Therefore personnel who have met the requirements at 2.6 have also met the requirements of paragraph 2.7.

## Guidelines for the Issue of Certificates of Safety

**2.10** If the need for a Certificate of Safety arises, an officer authorised to issue such a certificate is to examine the EO and be satisfied that the EO is fit for handling, storage and/or transportation, as appropriate. A Certificate of Safety is to be issued only if the condition of the EO is assessed as safe and is expected to remain so for the specified period required. The certificate should not normally be valid for more than three months.

## Note

It is expected that the 3 months period should be enough to either repair or dispose of the item in question. Should a greater timeframe be required to determine by the Australian Defence Force Logistics Manager (ADFLM) to resolve the issue, it is expected that the item is reassessed and a new SG 131 raised.

**2.11** EO for which a certificate is issued is normally to be packed in its authorised package as specified in Topic -025 of the item publication, and the package appropriately marked and labelled in accordance with the requirements of [Regulation 2.3 Procedure 4](#). In an emergency EO may be transported in other than its authorised package provided approval to do so is obtained from the nearest JLU EOS office. The manager of the JLU EOS Office should consult the Secretary Explosives Storage and Transport Committee (ESTC) at the Directorate of Ordnance Safety if there is any concern about the hazard classification of the repackaged EO.

**2.12** Where the officer examining the EO has any doubts as to its continued safety the nearest JLU EOS Office must be contacted for further guidance. In the interim, the EO is not to be handled.

**2.13** Where the EO is assessed as unsafe to move, the nearest JLU EOS Office is to be contacted for arrangements to be made for the attendance of an Explosive Ordnance Disposal (EOD) team. Subsequent control of the movement and disposal of the EO is an EOD responsibility and a Certificate of Safety is not required.

## Distribution of Certificate of Safety

**2.14** The Certificate of Safety is to be distributed one copy each as follows:

- a. Attached to the EO package;
- b. Consignee (forwarded with the driver);
- c. Consignor; and
- d. Originator of Certificate, i.e. Certifying Officer.

## Approval of Local Procedures

**2.15** Where local procedures are raised to supplement this procedure, they are to be approved by the Manager EO Technical Services in the Directorate of Explosive Ordnance and Services.

## Annexes:

- A. [Instructions for Completion of Form SG 131 - Certificate of Safety for Handling, Transport and Storage of Defective Explosive Ordnance](#)

## INSTRUCTIONS FOR COMPLETION OF FORM SG 131 - CERTIFICATE OF SAFETY FOR HANDLING, TRANSPORT AND STORAGE OF DEFECTIVE EXPLOSIVE ORDNANCE

1. Certificates of Safety are to be completed as follows:
  - a. Cross the applicable box for the reason for the certificate (see [Regulation 3.1](#)).
  - b. Allocate local certificate number.
  - c. Enter defect report details if applicable.
  - d. Enter requisition number if applicable.
  - e. Enter Consignee/Consignor details.
  - f. Enter Certificate Expiry Date (see [Regulation 3.1 Procedure 2](#)).
  - g. Complete columns relating to store details.
  - h. Enter in Remarks column as appropriate:
    - (1) Package details if not packed in accordance with Topic -025 of the item publication, together with authority.
    - (2) Any special markings on package.
    - (3) Reason for assessing the items 'Safe'.
  - i. In Special Instructions box enter any precautions to be observed during handling, storage or transportation.
  - j. Complete Certifying Officer, Name, Designation and Date blocks.
  - k. Distribute certificate (see [Regulation 3.1 Procedure 2](#)).

## REGULATION 3.2 - MIXING RULES FOR TRANSPORT

### General Overview

**2.1** In accordance with the Transport of Dangerous Goods – Model Regulations (UN system), all EO is allocated a Hazard Classification Codes (HCC) which defines the hazard division and compatibility group. Transporting each kind of EO separately would enhance safety, but considerations of practicability and economics preclude such an ideal. In practice, a proper balance between safety and practicability necessitates a degree of mixing when transporting EO. The extent of such mixing in transport is determined by the compatibility of the EO. EO are considered to be compatible if they can be transported together without significantly increasing either the probability of an accident or, for a given quantity, the magnitude of the effects of such an accident.

### Requirements

**2.2** Mixing and aggregations rules for EO transported by:

- a. road and rail, and on inland waterways must in accordance with the Australian Explosives (AE) Code as amended by the Explosives Transport Regulations (ETR).
- b. Civil Air must be in accordance with IATA.
- c. Service Air must be in accordance with Australian Air Publication 3631.001 Books 1 and 2 - RAAF Manual of Air Movements
- d. Civil/Commercial Shipping (excluding inland waterways) must be in accordance with IMDG Code and AS 3846 – 2005.
- e. HMA Warships (excluding inland waterways) – where a ship's magazine meets warship magazine standards defined in Australian Book of Reference (ABR) 862 Volume 2 - Maritime Explosive Ordnance Safety Manual the RAN SHIPCAT mixing procedures in Australian Book of Reference (ABR) 862 Volume 2 - Maritime Explosive Ordnance Safety Manual are to apply; where ship's magazines do not meet warship magazine standards, or where EO is carried in cargo spaces of a naval vessel, the IMDG Code and AS 3846 – 1998 are to apply.

### Responsibilities

**2.3** Personnel involved in all elements of the transportation of EO are to ensure that all EO and EO Natures within the load are compatible for transport.

### Procedures

**2.4** [Procedure 1 – Mixing Rules for Transport by Road and Rail](#) contains the procedures to implement the requirements mixing and aggregation of EO by road and rail. The References listed at paragraph 2.2 b – e are to be referred to for procedures by other modes of transport.

## **PROCEDURE 1 - MIXING RULES FOR TRANSPORT BY ROAD AND RAIL**

### **General**

**1.1** For practical needs in transport by road and rail, there may be a requirement to mix explosive ordnance (EO) of different Hazard Divisions (HD) and different compatibility groups (CG). The safety of EO would be ensured more easily if each kind was transported separately, but this ideal practice is not always practicable. A proper balance of the interest of safety against the other relevant factors must be observed.

**1.2** Different kinds of EO may be mixed for transport by road and rail only if they are compatible. They are considered to be compatible if they may be transported together without significantly increasing either the probability of an accident or, for a given quantity, the magnitude and effects of such an accident.

### **Purpose**

**1.3** This procedure provides for Department of Defence Explosives Regulations [Regulation 3.2](#).

### **Mixed (Dangerous) Goods Loads**

**1.4** EO must not be loaded together with other dangerous or other goods which may increase the danger e.g. flammable, oxidising, corrosive and combustible materials. Adjacent cargo spaces not containing EO may be loaded only with non-flammable goods.

**1.5** Small quantities (up to a maximum of 300g) of matches, packed in approved outer packs in a CTE, may be mixed in transport with other items of Class 1 Dangerous Goods (Explosives). Within the mixed load, the maximum distance possible must be maintained between the CTE containing the matches and all other Class 1 cargo. The CTE must be stowed in a separate compartment to Class 1 Dangerous Goods in the load. The following are approved CTEs:

- a. DSN 8140-66-067-8112 Case Transporting Explosives (CTE) No 3.
- b. DSN 8140-66-067-8113 Case Transporting Explosives (CTE) No 4.

### **Mixed Explosive Ordnance Loads—Hazard Divisions**

**1.6** It is permissible to load EO of different HD into the same vehicle or rail carriage, providing the conditions of [paragraph 1.7](#) are met. The HD of the mixed load, as a whole is to be determined as for the requirements given in table 1–1.

<b>Hazard Division</b>	<b>1.1</b>	<b>1.2</b>	<b>1.3</b>	<b>1.4</b>	<b>1.5</b>	<b>1.6</b>
<b>1.1</b>	1.1	1.1	1.1	1.1	1.1	1.1
<b>1.2</b>	1.1	1.2	1.1	1.2	1.1	1.1
<b>1.3</b>	1.1	1.1	1.3	1.3	1.1	1.1
<b>1.4</b>	1.1	1.2	1.3	1.4	1.5	1.6
<b>1.5</b>	1.1	1.1	1.1	1.5	1.5	1.1



1.6	1.1	1.1	1.1	1.6	1.1	1.1
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**Table 1-1: Transport by Road and Rail—mixing and aggregation rules for hazard divisions**

**Mixed Explosive Ordnance Loads—Compatibility Groups**

**1.7** The mixing of EO of different compatibility groups in road and rail transport is permitted as shown in table 1–2.

Compatibility Group	A	B	C	D	E	F	G	H	J	K	L	N	S
<b>A</b>	(a)												
<b>B</b>		X <sup>(j)</sup>	X <sup>(b)(c)(j)</sup>	X <sup>(b)(c)(j)</sup>	X <sup>(b)(c)(j)</sup>	X <sup>(b)(c)(j)</sup>	X <sup>(b)(c)(j)</sup>						X <sup>(i)(j)</sup>
<b>C</b>		X <sup>(b)(c)(j)</sup>	X <sup>(i)</sup>	X <sup>(i)</sup>	X <sup>(j)</sup>	X <sup>(d)(j)</sup>	X <sup>(f)(e)(j)</sup>					X <sup>(d)(e)(j)</sup>	X <sup>(i)(j)</sup>
<b>D</b>		X <sup>(b)(c)(j)</sup>	X <sup>(i)</sup>	X <sup>(i)</sup>	X <sup>(j)</sup>	X <sup>(d)(j)</sup>	X <sup>(f)(e)(j)</sup>					X <sup>(d)(e)(j)</sup>	X <sup>(i)(j)</sup>
<b>E</b>		X <sup>(b)(c)(j)</sup>	X <sup>(i)</sup>	X <sup>(j)</sup>	X <sup>(j)</sup>	X <sup>(d)(j)</sup>	X <sup>(e)(j)</sup>					X <sup>(d)(e)(j)</sup>	X <sup>(i)(j)</sup>
<b>F</b>		X <sup>(b)(c)(j)</sup>	X <sup>(d)(j)</sup>	X <sup>(d)(j)</sup>	X <sup>(d)(j)</sup>	X <sup>(j)</sup>	X <sup>(d)(j)</sup>					X <sup>(d)(j)</sup>	X <sup>(i)(j)</sup>
<b>G</b>		X <sup>(b)(c)(j)</sup>	X <sup>(f)(e)(j)</sup>	X <sup>(f)(e)(j)</sup>	X <sup>(e)(j)</sup>	X <sup>(d)(j)</sup>	X <sup>(j)</sup>					X <sup>(e)(j)</sup>	X <sup>(i)(j)</sup>
<b>H</b>								X					X <sup>(i)(j)</sup>
<b>J</b>									X				X <sup>(i)(j)</sup>
<b>K</b>										X <sup>(g)</sup>			
<b>L</b>											(h)		
<b>N</b>			X <sup>(d)(e)(j)</sup>	X <sup>(d)(e)(j)</sup>	X <sup>(d)(e)(j)</sup>	X <sup>(d)(j)</sup>	X <sup>(e)(j)</sup>					X <sup>(j)</sup>	X <sup>(i)(j)</sup>
<b>S</b>		X <sup>(i)(j)</sup>	X <sup>(i)(j)</sup>	X <sup>(i)(j)</sup>	X <sup>(i)(j)</sup>	X <sup>(i)(j)</sup>	X <sup>(i)(j)</sup>	X <sup>(i)(j)</sup>	X <sup>(i)(j)</sup>			X <sup>(i)(j)</sup>	X <sup>(i)(j)</sup>

**Note**

- (X) Mixing Permitted
- (a) Compatibility Group A substances must not form mixed loads with substances or articles of other compatibility groups and may only be transported with the approval of and subject to conditions imposed by the Competent Authority.
- (b) Compatibility Group B articles should constitute a separate load but fuzes of Compatibility Group B may be carried with their associated unfuzed articles. In this case, the NEQ of the load of fuzes in Compatibility Group B is to be aggregated with that of the associated article and the whole treated as Compatibility Group F.
- (c) Small quantities (up to a maximum NEQ of 60 gm) of detonators in Compatibility Group B, packed in case transporting explosives (CTE), may be mixed in transport with separately packaged articles of Compatibility Groups C, D, E and F, or those articles of Compatibility Group G which are not liable to give rise to loose explosive powder. The aggregate load is to

be treated as Compatibility Group F. Within the mixed load, the maximum distance possible must be maintained between the CTE containing the detonators and all other groups. Also, individual packages of detonators within the CTE should also be separated from each other if space and method of packing permits. The following are approved CTEs:

- i. DSN 8140-66-067-8112 Case Transporting Explosives (CTE) No 3.
  - ii. DSN 8140-66-067-8113 Case Transporting Explosives (CTE) No 4.
- (d) Compatibility Group F articles may be mixed in transport with articles of Compatibility Groups C, D, E or N or those articles of Compatibility Group G which are not liable to give rise to loose explosive powder. The aggregate load is to be treated as Compatibility Group F.
- (e) All articles of Compatibility Groups C, D, E or N, or those articles of Compatibility Group G, which are not liable to give rise to loose explosive powder, may be mixed in transport. However, when articles of Compatibility Groups C, D or E, are mixed with articles of Compatibility Group N, the Compatibility Group N articles should be considered as having the characteristics of Compatibility Group D.
- (f) Substances of Compatibility Groups C, D or G, packaged so as not to give rise to loose powder and which are less sensitive to mechanical stimuli than dry RDX, may be mixed together in transport. The aggregated load is to be treated as a single group and assigned to the group appropriate to the predominate characteristic of the combined load. (*See also note k*).
- (g) Compatibility Group K articles must always be transported separately from all articles of other compatibility groups. Additionally, some articles may require separate transport from other articles within the group.
- (h) Compatibility Group L substances and articles must always constitute separate loads and must not be mixed with other Compatibility Group L substances or articles.
- (i) Inert items and Compatibility Group S substances and articles may be transported with substances and articles from any other compatibility group, except Compatibility Groups A, K and L, without penalty. (*See also note k*).
- (j) Articles of HD 1.4 may be mixed in transport with articles of Compatibility Groups B, C, D, E, F, G, N or S without penalty.
- (k) Substances and articles may be mixed together in transport, subject to the appropriate mixing safeguards, provided that the substances are in substantial, sift-proof packages.

**Table 1-2: Road and rail transport of explosive substances and articles—rules for mixing of compatibility groups**