



Government of **Western Australia**
Department of **Mines, Industry Regulation and Safety**

Dangerous Goods Safety Guide

Route restrictions for the transport of explosives

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Contents

Introduction	3
Restricted transport areas.....	3
Restricted area boundaries – Perth CBD.....	3
Restricted area boundaries – Graham Farmer Freeway tunnel	4
Restricted area boundaries – Fremantle CBD.....	4
Stopping of placarded vehicles within the metropolitan area.....	4
Selecting routes for placarded vehicles transporting explosives	6
Further information	7

Introduction

Route restrictions apply for transporting explosives within Western Australia, as prescribed by the Dangerous Goods Safety (Explosives) Regulations 2007. These restrictions only apply to vehicles that require placards (i.e. vehicles transporting Risk Category 2 and 3 quantities of explosives).

This guidance note summarises these route restrictions.

Note: The instructions given here do not override lawful directions given by Police Officers or any authorised person directing traffic, or lawful road signs (including temporary detour signs).

Restricted transport areas

The transport of explosives through certain areas of Perth is not permitted. Explosives transport routes in the metropolitan area should be selected to minimise the likelihood of personal injury or property damage resulting from an incident or accident.

Placarded vehicles transporting explosives must not be driven in restricted areas, except for situations where exemptions apply (Table 1).

Table 1 Restricted explosives transport areas

Restricted area	Exemptions	Map
Perth CBD	Permitted only for the purposes of delivering an explosive being carried on the vehicle to a person in the Perth CBD	Figure 1 – do not transport explosives within the shaded area
Graham Farmer Freeway tunnel	No exemptions permitted	Figure 1 – do not transport explosives in the tunnel portion of the freeway
Fremantle CBD	Permitted only for the purposes of delivering an explosive being carried on the vehicle to a person in the Fremantle CBD	Figure 2 – do not transport explosives within the shaded area

CBD = central business district

Restricted area boundaries – Perth CBD

The grey shading in Figure 1 shows the Perth CBD restricted area, which is bounded by a line that goes:

- from the intersection of Kings Park Road and Thomas Street, northeasterly along Thomas Street and Loftus Street to Newcastle Street
- then southeasterly along Newcastle Street
- then southerly along Lord Street to the Perth–Midland railway reserve
- then northeasterly and easterly along the Perth–Midland and Perth–Armadale railway reserves to the western foreshore of the Swan River
- then southerly and southwesterly along the western foreshore of the Swan River to the Causeway
- then westerly along the Causeway and Riverside Drive to Barrack Street
- then northerly along Barrack Street
- then westerly along the Esplanade and Mounts Bay Road to Spring Street
- then northwesterly along Spring Street to Mount Street
- then southwesterly along Mount Street to Cliff Street

- then northwesterly along Cliff Street to Malcolm Street
- then southwesterly along Malcolm Street to Kings Park Road
- then westerly along Kings Park Road to the start

but *does not* include Thomas, Loftus and Newcastle Streets, the Kwinana and Mitchell Freeways, the Causeway and Riverside Drive.

Restricted area boundaries – Graham Farmer Freeway tunnel

The Graham Farmer Freeway tunnel restricted land boundary is shown in black on Figure 1. Drivers transporting explosives may travel the Graham Farmer Freeway, if necessary, but must not enter the tunnel.

This means if you are:

- travelling north or south on Mitchell Freeway, you *must not* exit onto Graham Farmer Freeway
- travelling west on Graham Farmer Freeway, you *must* exit at East Parade.

Restricted area boundaries – Fremantle CBD

Figure 2 shows the Fremantle CBD restricted area, which is bounded by a line that goes:

- from the western end of the South Mole, easterly and northeasterly along Fleet Street, Phillimore Street, Elder Place and Beach Street to James Street
- then southerly along James Street, Ord Street and Hampton Road to the intersection with Douro Road
- then westerly along Douro Road
- then west from the end of Douro Road to the sea

but *does not* include James and Ord Streets and Hampton Road.

Stopping of placarded vehicles within the metropolitan area

The driver of a placarded vehicle must not stop within the metropolitan area other than for the purposes of picking up or delivering explosives or as required by law.

In the event of a breakdown, towing or repair must be arranged quickly and local police must be notified.

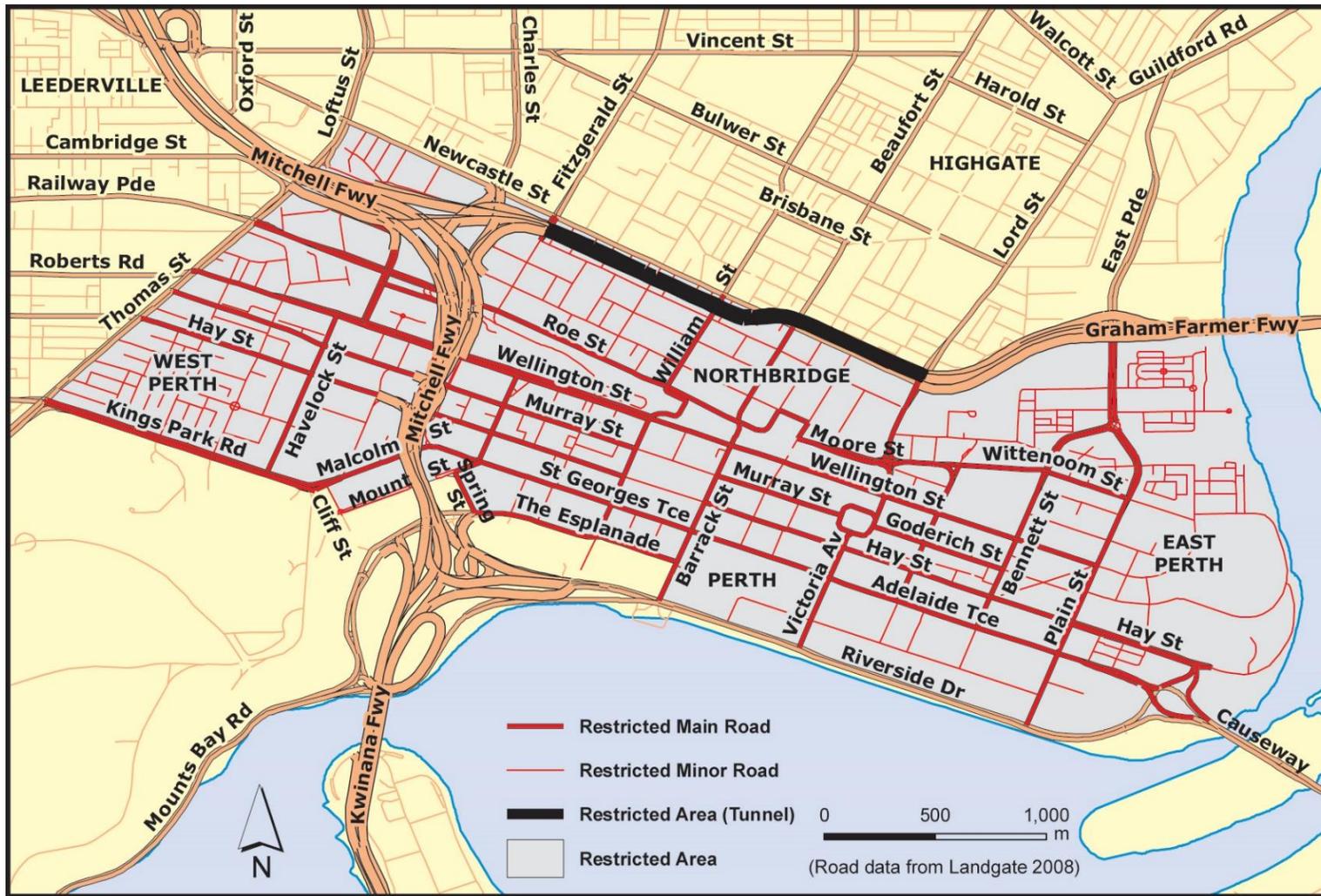


Figure 1 Restricted area boundaries for Perth CBD (grey shading, roads shown in red) and Graham Farmer Freeway tunnel (black)



Figure 2 Restricted area boundaries for Fremantle CBD (grey shading, roads shown in red)

Selecting routes for placarded vehicles transporting explosives

The following criteria apply when determining a suitable route for placarded vehicles transporting explosives within Western Australia. The routes:

- must not include restricted transport areas unless permitted as specified in Table 1 or a specific exemption has been granted by the chief officer
- should avoid heavily populated or congested areas, including regional cities and towns
- should avoid congested crossings, tunnels, major bridges, narrow streets and alleys
- should avoid sites where there may be concentrations of people, including medical centres, hospitals, nursing homes and homes for the elderly, schools at start or finish times, and shopping centres during opening or peak hours
- should not include the Narrows and Mount Henry Bridges.

When transporting explosives, drivers of placarded vehicles should:

- avoid travel during peak-hour traffic
- minimise the need to refuel vehicle while transporting explosives.

Furthermore, for placarded vehicles transporting explosives within the Perth region:

- Risk Category 2 quantity loads should follow primary roads. District or minor roads for pick-ups or deliveries may be used at the start or end of journeys where primary roads are unavailable.
- Risk Category 3 quantity loads and loads exceeding 250 kg of Hazard Division 1.5 explosives should use primary roads. District or minor roads for pick-ups or deliveries may be used at the start or end of journeys where primary roads are unavailable.

Note: Primary roads are for major regional and inter-regional traffic movement and carry large volumes of generally fast moving traffic. District roads carry traffic between industrial, commercial and residential areas and generally connect to primary roads.

Further information

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