



Department of **Consumer
and Employment Protection**

Resources Safety Division



Route restrictions for transport of explosives – Dangerous goods safety guidance note X02/08

Details of publications produced by Resources Safety can be obtained by contacting:

Resources Safety
Department of Consumer and Employment Protection
Locked Bag 14
CLOISTERS SQUARE WA 6850

Telephone: +61 8 9358 8002 (general queries)
+61 8 9358 8154 (publication orders)

NRS: 13 36 77

Facsimile: +61 8 9358 8000

Email: ResourcesSafety@docep.wa.gov.au (general queries)
RSDcomms@docep.wa.gov.au (publication orders)

Web: www.docep.wa.gov.au/ResourcesSafety

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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; and
- 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.

In other words, if travelling:

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

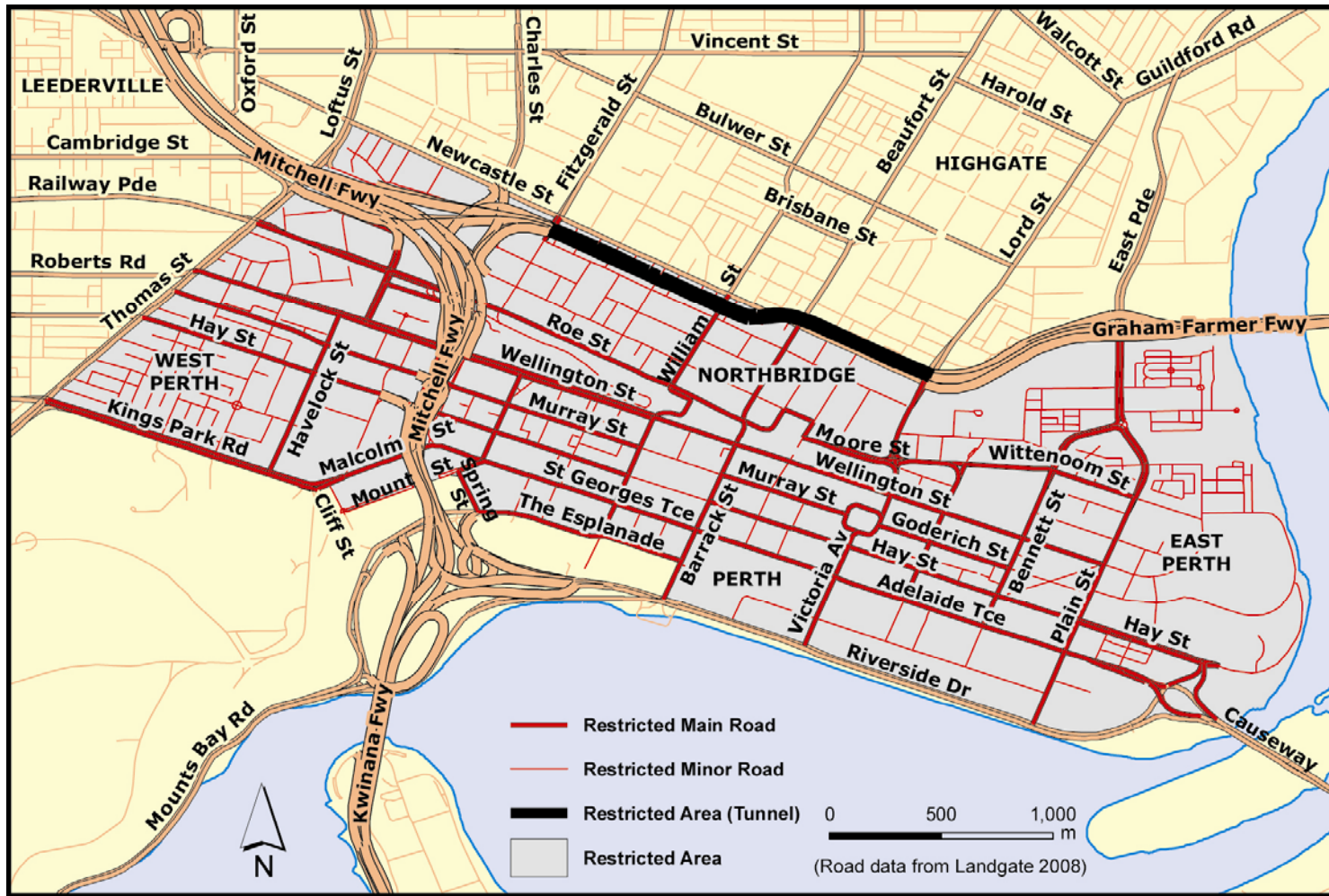


Figure 1 Restricted area boundaries for Perth CBD (grey shading, roads shown in red) and Graham Farmer Freeway tunnel (black)

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; and
- then west from the end of Douro Road to the sea;

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



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

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.

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; and
- should not include the Narrows and Mount Henry Bridges.

When transporting explosives, drivers of placarded vehicles should:

- avoid travel during peak-hour traffic; and
- 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); and
- Risk Category 3 quantity loads and loads exceeding 250 kg of Hazard Division 1.5 explosives should follow approved routes (Figure 3) for the Perth region (primary roads, district or minor roads may be used for pick-ups or deliveries at the start or end of journeys).

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.

Transport routes for Risk Category 3 quantities of explosives – Perth region

Figure 3 shows the recommended explosives transport routes for the Perth region.

For deliveries between Baldivis Explosive Reserve and Fremantle Port, the preferred transport route for Risk Category 3 quantities of explosives is:

- west on Stakehill Road to Ennis Avenue, then north along Ennis Avenue to the junction of Patterson Road, then northeast along Patterson Road becoming Rockingham Road;
- then north along Rockingham Road to the junction with Stock Road, then north along Stock Road to the Leach Highway intersection;
- then west along the Leach Highway, becoming High Street, to the Stirling Highway intersection, then north and northwest along Stirling Highway to the Tydeman Road intersection;
- then west along Tydeman Road to Port Beach Road, then southwest towards Rous Head Harbour.

For deliveries between Baldivis Explosive Reserve and northeast delivery points, the preferred transport route for Risk Category 3 quantities of explosives is:

- east on Stakehill Road to Baldivis road, then north along Baldivis Road to the Kwinana Freeway intersection;
- then north along the Kwinana Freeway to the Thomas Road intersection, then east along Thomas Road to the intersection with Tonkin Highway;
- then north and northeast along Tonkin Highway to the intersection with Roe Highway, then northeast along Roe Highway to the intersection with Great Eastern Highway;
- then:
 - eastern route – east along Great Eastern Highway;
 - northeastern route – north along Roe Highway from the intersection with Great Eastern Highway to the intersection with Toodyay Road, then northeast along Toodyay Road;
 - northern route – west along Roe Highway from the intersection with Toodyay Road to the intersection with Great Northern Highway, then north along Great Northern Highway.

Further information

Contact Resources Safety – Dangerous Goods Safety Branch:

Phone 08 9358 8002

Email dgsb@docep.wa.gov.au

Web www.docep.wa.gov.au/ResourcesSafety

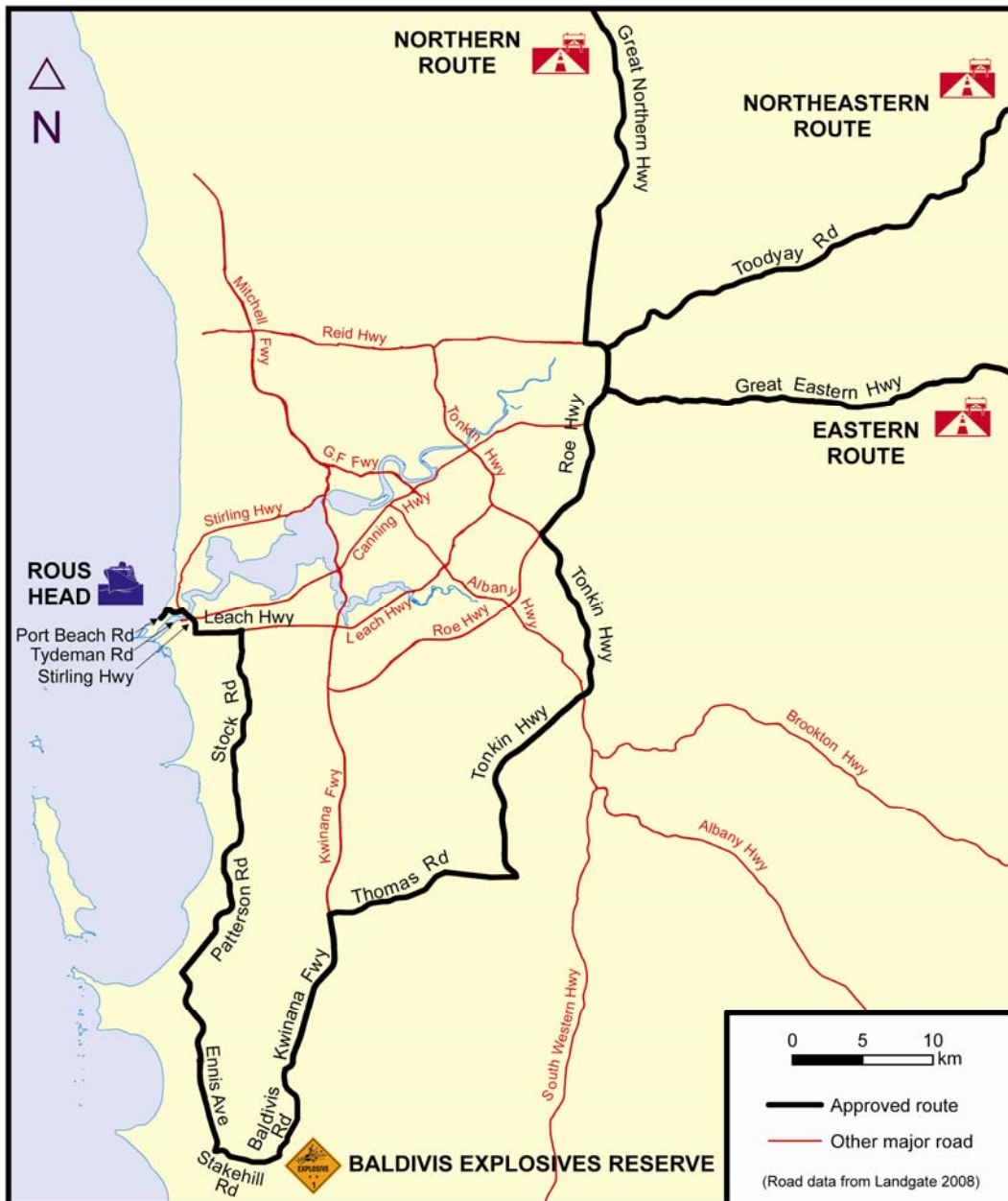


Figure 3 Risk Category 3 explosives transport routes – Perth region