Australasian Explosives Industry Safety Group Inc.

Code of Practice

IMPORT OF EXPLOSIVES

Edition 1

April 2021

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About AEISG

The Australasian Explosives Industry Safety Group (AEISG) is an incorporated association of Australasian explosives manufacturers and suppliers originally formed in 1994.

Since then, AEISG membership has grown substantially to include most of the Australasian explosives industry. A full list of all current member organisations can be found on the AEISG website, www.aeisg.org.au

The goal of AEISG is to continuously improve the level of safety and security throughout our industry in the manufacture, transport, storage, handling and use of explosives and related materials.

One of the strategies adopted by AEISG in this regard is to identify areas where improved and consistent standards of operational safety and security need to be applied, and then develop appropriate codes which reflect industry best practice in these areas.

AEISG codes of practice are adopted by members for the benefit of their employees, their customers and the general community. In the interest of promoting safety and security, the codes are freely available on the AEISG website.

To keep abreast of technological advancements, industry progress and regulatory changes, AEISG codes of practice are subject to regular review and updated through the issue of amendments or revised editions as necessary. It is important that users ensure they are in possession of the latest edition and aware of any amendments. References to superseded versions should be updated accordingly.

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PREAMBLE

The purpose of this code is to provide an overview of the requirements and expectations for the safe, secure and compliant importation of explosives into Australia, by sea and air.

The import of explosives operates under a number of regulatory requirements. There are explosives regulations within Australia and overseas which apply to the explosives safety and security. In addition, there are safety and security regulations for maritime and air transport. Finally, there are regulatory regimes that are concerned with customs, quarantine, ports, airports, etc.

In order to carry out safe and secure import activities there are many different regulatory agencies and persons who each play a role. These include suppliers, packers, importers, exporters, port operators, airport operators, transporters, regulators, customs agents, forwarding agents, testing agencies, manufacturers, and others.

This code outlines the general requirements that apply in this complex system of regulatory oversight such that importers may meet their obligations.

1.0 Scope

This code outlines the processes and responsibilities the importer faces when bringing explosives into Australia either by air or, more commonly, by sea.

This code only addresses Class I dangerous goods which are explosives. This code does not cover other explosives and precursors which are not Class I dangerous goods.

The objective is to provide a framework under which explosives can be imported in a safe, secure and compliant manner while meeting all regulatory obligations.

As regulations and even the titles of regulatory bodies change, the code specifically does not link to websites or contain specific information which may be current at time of printing. It is the responsibility of the importer to locate the most current information from relevant regulators and ensure compliance.

2.0. Definitions

AEC - Refers to the current edition of the Australian Code for the Transport of Explosives by Road and Rail, otherwise known as the Australian Explosives Code.

Australian Border Force (ABF) – Federal Government agency responsible for border security including Customs import and export.

Authorised Name - The name authorised by the appropriate Commonwealth, State or Territory explosives regulator**.**

Bonded Warehouse – A secure location which is authorised by Australian Border Force for the temporary storage of goods which have not yet been import cleared with ABF.

Booster – An explosive charge that acts as a bridge between the high sensitivity, low energy detonator and the low sensitivity, high energy explosive.

Cargo terminal - A place (other than a depot to which a depot licence relates or a warehouse to which a warehouse licence relates), within the limits of a port, airport or wharf, where:

(a) goods are located immediately after being unloaded from a ship that has taken the goods on board at a place outside Australia and carried the goods to a port or wharf in a State or Territory where some or all of the goods are unloaded; or

(b) goods are located immediately after being unloaded from an aircraft that has taken the goods on board at a place outside Australia and carried the goods to an airport in a State or Territory where some or all of the goods are unloaded.

Cargo terminal operator - In relation to a cargo terminal, means a person who manages the cargo terminal.

Carrier's Agent – Local agent who represents the interests of the carrier, either airline or ship owner – in the local importation process.

Code - Refers to this Code of Practice, unless otherwise specified.

Commonwealth Explosives means explosives that: -

(a) are the property of, or are in the possession or control of, the Commonwealth;

(b) have been manufactured by the Commonwealth and, in pursuance of an arrangement made with the Commonwealth, are intended to be, or are being, exported from the Commonwealth; or

(c) are the property of, or are in the possession or control of, the Government or the naval, military or air forces of another country and are in the Commonwealth or a Territory with the approval of the Commonwealth for the purposes of, or a purpose related to, the defence of the Commonwealth.

Consignor – Refers to the legal party shipping the goods from overseas.

Consignee – Refers to the legal party receiving the goods from the international shipment.

CTU – Cargo Transport Unit.

Customs Broker – A third party who is licensed by the Federal Government to lodge import and export documentation with Australian Border Force and Department of Agriculture on behalf of an importer.

Department of Agriculture – Federal Government agency responsible for protecting Australia from Biosecurity threats. Formerly known as Australian Quarantine and Inspection Service (AQIS).

Detonator – A device or small sensitive charge used to detonate an explosive.

Explosives - Class 1 Dangerous Goods under the United Nations Recommendations and covering Hazard Divisions 1.1, 1.2, 1.3, 1.4, 1.5 and 1.6.

Freight Forwarder – Third party agent who works on behalf of the shipper or importer to make bookings with freight carriers. Often the same party as the **Customs Broker**.

Importer – Party who is importing the explosives into Australia. See **Consignee**.

Incoterms - The Incoterm rules or **International Commercial Terms** are a series of pre-defined commercial terms published by the International Chamber of Commerce (ICC). They are used in all international commercial transactions. A series of three-letter trade terms related to common contractual sales practices, the Incoterm rules are intended primarily to clearly communicate the demarcation of duties, obligations and responsibilities between the Shipper and the Consignee in the import process. They are intended to remove uncertainties arising from different interpretation of the rules in different countries.

Magazine / Explosive Magazine – Approved location with security and safety measures in place for storage of explosives.

MSIC – Maritime Security identification Card – Identification issued by the Federal Government following background checks, authorizing the possessor to attend the port. Must be displayed at all times.

Net Explosive Quantity or NEQ - The actual quantity, expressed by mass, of explosive substance in an article, package or container.

Outer packaging - Packaging that forms the outer protection of a composite or combination packaging; and includes any absorbent material, cushioning and other components used to contain or protect inner receptacles or inner packagings.

Plastic explosives - A plastic explosive is defined under the Marplex Act as an explosive product (including an explosive product in flexible or elastic sheet form) that is:

(a) formulated with:

(i) one or more high explosives which in their pure form have a vapour pressure less than 10.4 Pa at temperature of 25°C, and

(ii) a binder material

(b) as a mixture, malleable or flexible at normal room temperature.

The Act also defines 'high explosive' as an explosive with a velocity of detonation that is greater than the velocity of sound in the explosive (typically greater than 340 metres per second) and includes the following:

• cyclotetramethylenetetranitramine (HMX)

• pentaerythritol tetranitrate (PETN)

• cyclotrimethylenetrinitramine (RDX)

The following explosives do not fall within the definition of 'plastic explosive' within the Act:

• explosives with a water gel base

• ammonium nitrate-based explosives

Shipper – see Consignor.

Ship's Agent – Carrier's agent when the importation is performed by ship. See **Carrier's agent**.

Ship Broker – 3rd party private company who acts as an intermediary between a ship owner and the shipper or consignee in negotiating the chartering of a tramp vessel or space on a tramp vessel.

Shipping Line – Liner shipping company which operates vessels on a fixed schedule between fixed ports. These vessels call to container ports with dedicated container handling equipment.

Stevedore – The party who performs the physical act of unloading the cargo from the vessel.

Tailgate Inspection – A visual inspection of the container internally and externally which will be ordered by Department of Agriculture for any Container which is being unloaded outside the urban area. Random tailgate inspections may also be ordered as required.

3.0 Overview of Import Process

Importation of explosives involves 8 distinct steps. The importer does not undertake all steps on every import, e.g., if the product is tested and authorised then the regular import process would commence at step 3 “Packing at Manufacturer”.

- UN Testing
- Authorisation of Explosives
- Packaging
- Shipping
- Import Documentation Process
- Port Handling Operations
- Road Transport
- Storage

4.0 UN Testing

The manufacturer and/or supplier is responsible for fulfilling the obligations of UN Testing of the explosives. These internationally recognised tests demonstrate and prove that the product meets the requirements of the specific UN Number to which the explosives belong. This can involve various tests carried out to determine the official classification of the product as class 1, and to which division and compatibility group it belongs.
(Refer to the United Nations Manual of Tests and Criteria).

5.0 Authorisation of Explosives

Explosives legislation administered by the States and Territories requires that all explosives are authorised in the state into which they are imported. The explosive is also to be separately authorised in each State or Territory in which the explosive will be handled.

An explosive can be authorised through an application in the form provided by the applicable State or Territory explosives regulatory agency. The form requires that the composition, quality and character of the explosive be defined, and that the explosive is classified by way of assigning the class, division and compatibility group of the explosive under the UN Model Regulations.

The regulatory agencies publish lists of authorised explosives. The authorisation of an explosive can be checked with the regulatory agency and is usually published on the agency's website.

Some regulatory agencies generically authorise explosives. Generically authorised explosives can include explosives that have widespread use, are supplied by many manufacturers and are available universally (e.g. ammonium nitrate fuel oil (ANFO), fireworks, distress signals, power device cartridges and small-arms ammunition).

In special circumstances, some explosives which are not authorised or prohibited can be used. These circumstances apply to explosives under research, development and testing or which are undergoing a trial. Application for approval can be made to the applicable State or Territory regulatory agency. Likewise, a similar process for trial or temporary authorisation of prohibited explosives can be made.

6.0 Packaging

The packaging of explosives for import generally involves the following steps:

- Explosives are packed in packages, boxes, cartons, etc.
- The packages are stacked and secured to pallets
- The palletized loads are loaded into appropriate shipping containers (CTU)

6.1 Packages

Packages must be in good condition for the journey as required by the IATA code for air freight, IMDG code for sea and the AEC (10). The packages must not be wet, collapsing, torn, delaminated, soiled, stained, improperly sealed, closed or taped, or any other defect that affects the integrity and the intended performance of the package against the tests required under the UN system for package performance tests.

Packages of explosives need to be examined by the packer and any found to be damaged or leaking should not be packed into the CTU. Packages showing evidence of staining, etc., should not be packed without first determining that it is safe and acceptable to do so.

6.2 Globally Harmonised System of Classifying and Labelling of Chemicals (GHS).

The GHS is an international system used to classify and communicate chemical hazards using internationally consistent terms and information on chemical labels and Safety Data Sheets.

The GHS provides criteria for the classification of physical hazards (e.g. explosives, flammable liquids), health hazards (e.g. carcinogens) and environmental hazards (e.g. aquatic toxicity).

The supplier should ensure that any GHS marking requirements are met.

6.3 Package Approval

Explosives are to be packaged in approved packages.

The types of packages allowed for particular explosives must be in accordance with the Packing Instructions and Special Provisions outlined in -

- columns 8 and 9 of the list of explosives and related goods of the AEC;
- columns 8 and 9 in the list of dangerous goods in the IMDG Code;
- columns G – M of the IATA Dangerous Goods Regulations.

Packages, combination packages and IBCs are approved under the United Nations system for packaging approvals. Approvals can be identified by the markings on the packages and IBCs. The test certificate from the country of origin can be obtained to identify the approval of the package and IBC. All approvals are undertaken by the competent authority in the country of origin who allocates the approval number.

6.4 Packaging and Unit Loads

The explosives must be packed in the container in such a manner as to ensure they are safe from unintended movement, rubbing, or stack failure while in transit

Good palletization

Bad palletization

Air freight pallets will generally be packed to smaller dimensions than for sea freight but the requirement for ensuring the pallet is safe from unintended movement is the same.

6.5 Package Marking

The packages are to be marked in accordance with:

- the AEC; and either
- IMDG Code (sea); or
- IATA Dangerous Goods (air) Regulations.

The shipper is responsible for all necessary marking and labelling on each package of explosives.

Each package must be of such a size that there is adequate space to affix all required markings and labels.

6.6 Air Freight Containers

The dimensions of air freight containers vary depending on type of aircraft and the location of stowage in the aircraft.

Types and dimensions of air freight Cargo Transport Units

The shipper of the explosives will liaise with the freight forwarder, who is managing the airfreight on the shipper's or importer's behalf, to ensure palletization is appropriate for the type and size of airfreight container.

6.6.1 Prohibited Marking

Arrows for purposes other than indicating proper package orientation must not be displayed on a package. When a package orientation "this way up" label is affixed to a package the label must be marked on the top of the package.

6.6.2 Acceptance of Class

Only explosives in Division 1.4 compatibility group S are permitted on a passenger aircraft. Only explosives in Division 1.3 compatibility groups C and G and Division 1.4 compatibility groups B, C, D, E, G and S are permitted on a cargo aircraft.

The extent to which explosives may be stowed together in an aircraft is determined by their compatibility. Explosives are considered to be compatible if they can be stowed together without significantly increasing the probability of an accident. Explosives in compatibility group S may be stowed with other explosives and all compatibility groups. Explosives of class 1.4B must not be loaded with other explosives, except for class 1.4S, when loaded on the same aircraft. With explosives other than class 1.4S, class 1.4B explosives must be loaded into separate CTUs.

6.7 Sea Freight Containers

Sea freight containers are of a consistent size with only minor variations.

DRY CARGO CONTAINERS

• DIMENSIONS

Type	Container Weight			Interior Measurement				Door Open	
	Gross (kg)	Tare (kg)	Net (kg)	Length (m)	Width (m)	Height (m)	Capacity (m^3)	Width (m)	Height (m)
20 ft	24,000	2,370	21,630	5.898	2.352	2.394	33.20	2.343	2.280
40 ft	30,480	4,000	26,480	12.031	2.352	2.394	67.74	2.343	2.280

• CHARACTERISTICS

Manufactured from either Aluminium or steel, they are suitable for most types of cargo / general cargo. Aluminium containers have a slightly larger payload than steel, and steel containers have a slightly larger internal cube

Each sea container used for transport of explosives is required to have 4 locking bars (2 per door) to ensure security during transit.

A consistent palletizing and stowage plan should be developed by the Importer in conjunction with the shipper to ensure the containers are stowed safely and efficiently.

6.7.1 Lining the Shipping Container to AEC Requirements

Australia has specific requirements regarding the internal lining of any shipping container of explosives. The lining of freight containers is an Australian requirement for road and rail transport in addition to the requirements of the IMDG Code. The requirements for lining under the AEC (Section 6.3) are –

- The side and end walls, floor and doors of the container of the container inside be lined and fixed at least 300 mm above the load with an air gap of 25 mm minimum between the lining and the walls of the container. The gap is measured from the walls to the line of the inner most wall surface. The lining being either
    - Bond plywood 12mm thick minimum (type B quality to AS2271 or equivalent), or
    - Other timber 17 mm thick minimum, or
    - Aluminium, sheet 0.8mm thick minimum
- The floor or floor lining must have a non-metallic surface or covering in sound condition, sift-proof and free from cracks for free-flowing powdery explosives.

The consignee must ensure that the supplier is aware of the above requirements before packing.

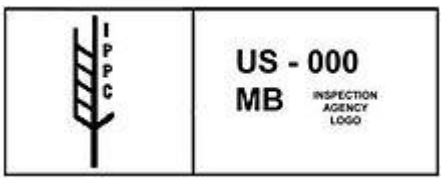
The requirement for lined steel containers for import and export does not apply to:

- Explosives of Classification Code 1.4S excluding detonators of classification code 1.4S (lining applies to detonators of classification code 1.4S);
- Packages having substantially wooden outside surfaces; and
- Type E blasting explosives of UN0241 and UN0332.

6.7.2 Timber Used Within the Container

There are standards that apply for the treatment of the timber that is used within the freight container.

International Standard for Phytosanitary Measures No. 15 (ISPM 15) is an International Phytosanitary Measure that directly addresses the need to treat wood materials of a thickness greater than 6mm, used to ship products between countries. Its main purpose is to prevent the international transport and spread of disease and insects that could negatively affect plants or ecosystems. ISPM 15 affects all wood packaging material (pallets, crates, dunnages, etc.) requiring that they be debarked and then heat treated or fumigated and stamped or branded,[1] with a mark of compliance. This mark of compliance is colloquially known as the "wheat stamp". Products exempt from the ISPM 15 are made from alternative material, like paper, plastic or wood panel products (i.e., OSB, hardboard, and plywood).



Sample ISPM logo showing the MB for methyl bromide treatment of the wood.

Any timber packaging and dunnage, including stickering and gluts (space filling timber), must be compliant with ISPM 15 or evidence of other acceptable treatment provided.

6.7.3 Securing of Load Within the Freight Container

The consignment within the freight container must be secured to prevent movement of the load during transport. The methods of securing the load should be an approved method in accordance with the approved and endorsed instructions of the import licence holder under their safety management system. Methods of securing the load may vary from the use of ply board, timber, dunnage bags or airbags, etc. Dunnage bags or airbags are an acceptable method of securing a load within a freight container when the provisions in the CTU Code are followed. Any dunnage used must be free of any metal including nails. The door end must be shored off using a wooden bulk head.

6.7.4 Fumigation

Fumigation may be required for shipments being imported by sea. Fumigation is carried out by a licensed and regulator-accredited fumigator prior to loading on the vessel. Transport documentation associated with the carriage of cargo transport units under fumigation must show the date of fumigation, the type and amount of fumigant used, and give instructions for the disposal of the residual fumigant, including fumigation devices if used (Refer section 9.9 of the IMDG code). Special requirements may apply for fumigation when BMSB requirements are involved. (Refer 8.3.1).

6.8 Marking and Placarding

6.8.1 Placarding for Sea Freight

Placarding and marking of cargo transport units (freight containers) must comply with chapter 5.3 of the IMDG Code. Placarding is not required on the CTU for any quantity of class I.4 S explosives. The placard of not less than 25 mm square for the appropriate division of explosives will be clearly displayed, one on each side and one on each end of the cargo transport unit. Where a single proper shipping name is transported in the cargo transport unit, the proper shipping name of the contents shall be marked on at least both sides in letters not less than 65 mm, in a contrasting colour. The UN number shall be displayed in black digits not less than 65 mm high on a white or orange background and does not obscure or detract from the other elements either within the class 1 diamond or adjacent to Class I diamond.

6.8.2 Placarding for Road Transport in Australia

For road transport in Australia, marking freight containers is done in accordance with section 3.3 of the AEC. When containers are loaded with at least 1,000 kg of explosives or 20,000 detonators, the sides of the freight container or the vehicle must be marked with Emergency Information Panels. Where there are mixed UN numbers within the freight container, no UN number and no proper shipping name is required and the Hazchem Code is E.

7.0 Shipping

Explosives can be imported into Australia by sea on 2 types of ships.

7.1. Dedicated Charter (tramp vessel)

The vessel will be certified and insured for carriage of explosives. It would normally be "geared" meaning cargo can be unloaded by the ship's on-board cranes. This will usually be compulsory depending on which port the vessel is calling to unload.

Note the cargo cranes on the ship

In this case the importer charters (rents) either a whole vessel, or space on a vessel for a voyage from the load port to the discharge port. Bookings for these vessels are made via a ship broker. A ship broker will take the importer's requirements (number of containers, load, discharge port) to the market of available ship owners and negotiate an appropriate ship on the charterer's behalf.

This vessel may carry other cargo, (explosives or non explosives) and may stop at other ports during the voyage. These vessels will usually call to a dedicated explosives port in Australia such as Port Alma due to that port having higher explosive limits and therefore allowing more explosives to be carried.

7.2. Liner Service

In the case of liner shipping the importer contracts with a liner shipping company, e.g., ANL, or Swire, for the voyage from the load port to the discharge port. Liner ships operate in regular schedules between nominated ports and carry general cargo which may not be compatible with explosives. Most liner companies will not accept explosives. Some liner companies which accept explosives will not carry them on all services or on all vessels. Liner ports generally have lower NEQ limits reducing the quantity of explosives which can be imported. Finally, some intermediate ports on liner services will not allow the through carriage or transshipment of explosives. These reasons mean the preferred method of import of commercial quantities of explosives is via tramp shipping or dedicated charter.

Typical Liner vessel. Note lack of on-board cranes, and large number of containers which can cause compatibility problems for carriage of explosives

Bookings on these ships will be made by the shipper or importer (depending on the Incoterm) either directly with the shipping line, or more commonly, via a freight forwarder.

7.3. Vessel Suitability

Prior to importing/exporting explosives, the suitability of any shipping provider should be thoroughly checked to reduce the possibility of any unexpected or unanticipated outcomes which may lead to increased risks.

Some further guidance is provided in Appendix 1.

8.0 IMPORT DOCUMENTATION PROCESS

8.1. Import Licences

The Importer must hold a Licence to Import Explosives in the state in which the import will take place. Once imported into that state, the importer can transport the explosives to another state under transport licences/regulations. The importer does not need a separate import licence for a state to which goods are being transported by road. Each state has independent licences for import with links to the relevant forms on their respective websites.

8.2. Australian Border Force/Customs Entry

The value, quantity and other details of the import of explosives must be declared to Australian Border Force before approval will be granted to unload. This is handled by a licensed Customs Broker. Australian Border Force keeps a list of current licensed brokers on their website.

The Importer is to obtain from the Shipper the following documents:

- Commercial Invoice showing incoterm and freight amount
- Packing List
- Fumigation Certificate (if required)
- Bill of Lading
- Dangerous goods declaration

The Customs Broker will perform an "import lodgement" with Australian Border Force using the above documents.

This lodgement will be compared to a similar lodgement performed by the Carrier's Agent. If the details match and all information has been provided then the authorities will provide a release, which allows the importer to collect the cargo from the wharf or airport.

It is usual practice for the importer to put their Customs Agent in contact with the Carrier's Agent to ensure they both lodge the same information with ABF to ensure delays are minimized. Delays can be caused by different reference numbers or typographical errors in one or both party's lodgments.

When the importer's Customs agent receives the ABF release it should be forwarded to the Carrier's agent.

8.3 Department of Agriculture, Water and the Environment

The Customs Broker also lodges the appropriate documents with Department of Agriculture to obtain permission for the Importer to collect the goods. Department of Agriculture has specific inspection requirements for import containers. When containers are to be de-stuffed from a container at a rural location, i.e. outside the metropolitan area, then they require that a "Tailgate Inspection" be performed before leaving the port.

A Tailgate Inspection requires the container to be opened and inspected inside and out for the presence of foreign matter, particularly biological matter.

Should the discharge be at a dedicated explosives port then the Customs Broker will also make a booking directly with the Department of Agriculture inspection officer to attend at the port and inspect the containers.

Should the discharge be at a Liner Port, the container will be taken to the nearest facility which can cater for the Tailgate Inspection.

Department of Agriculture has less interest in air freight imports as the cargo is unpacked from the airline CTU at the airport, which is always in an urban area.

8.3.1 Brown Marmorated Stink Bug (BMSB)

BMSB is of particular concern to Australian authorities. A BMSB season is advised each year and any shipments from target countries are affected.

The Department of Agriculture nominates target countries for each season.

Any target high risk or target risk goods which are manufactured in, or shipped from or through the target risk countries will be subject to BMSB seasonal measures.

The Department will be monitoring a number of emerging risk countries (watch list countries) throughout the season. Target high risk and risk goods from these countries may be subject to random onshore inspections to verify freedom from BMSB contamination.

Explosives have been categorised as “target high risk goods” by the Department of Agriculture and require mandatary treatment when shipped from target countries.

The Department of Agriculture has approved certain fumigators around the world who are authorised to provide BMSB fumigation measures. The list can be found on the Department of Agriculture websites. Any fumigation carried out by a non-approved provider will be considered to have not been fumigated and a re-treatment will have to be done at time of discharge.

8.4 Notification of Import to State Regulator

It is a requirement in all states that the Importer give advance notice (preferably 2 weeks) to the State or Territory Explosives Regulator prior to the importation arriving. Forms are available on the relevant jurisdictional website.

8.5 Port Authority Notification

The Importer must advise the port authorities in writing as to who will be the Authorised Representative.

9.0 Import Handling Operations

9.1 Air Freight

For airfreight imports the explosives will arrive at the airport and will be unpacked from the airline CTU by the airline. The carrier's agent will collect the goods from the airline and stage them at a Bonded Warehouse to await import clearance by ABF. The importer should put their Customs Broker in contact with the Carrier's Agent.

The importer's Customs Agent will lodge the documents as per Section 8 and when ABF clearance is granted the importer will have a certain number of days to arrange collection from the carrier's agent. Collection must be by an approved explosive transport company. After the expiration of the "free days", storage will be charged by the carrier's agent.

9.2 Sea Freight

9.2.1 Liner Port

Liner Port operations are designed to remove the explosives from the port precinct as soon as possible to avoid interaction with non-compatible general cargo which may also be at the port.

The importer's Customs Agent will perform the ABF clearance which they will send to the Shipping Line who will liaise with the port stevedore.

The Stevedore will generally plan to remove the explosive container/s from the vessel before any other container.

The importer must have the approved explosive transport company standing by at the time of discharge to collect the container "under hook". Under Hook means that instead of unloading the container and it being left on the wharf for later collection, the transport operator will be called into the wharf by the stevedore and the container will be loaded directly onto the truck.

The import container will usually be directed immediately to a nearby inspection location for the Department of Agriculture Tailgate Inspection before being approved for travel to its final destination.

9.2.2 Charter Port

Charter sea freight vessels will generally call to non-liner ports. These ports will generally have higher NEQ levels allowing the importation of greater quantities of explosives.

The importer will need to be more closely involved with operations at these ports. They must liaise with the port authorities, arrange the stevedores and road transport, and have an authorised representative at the port.

Explosives are not usually discharged between sunset and sunrise or during electrical storms for safety reasons. This can lead to issues where other vessels, which can work cargo, are waiting to discharge. The Port Authority will clarify the situation.

9.2.3 Stevedores

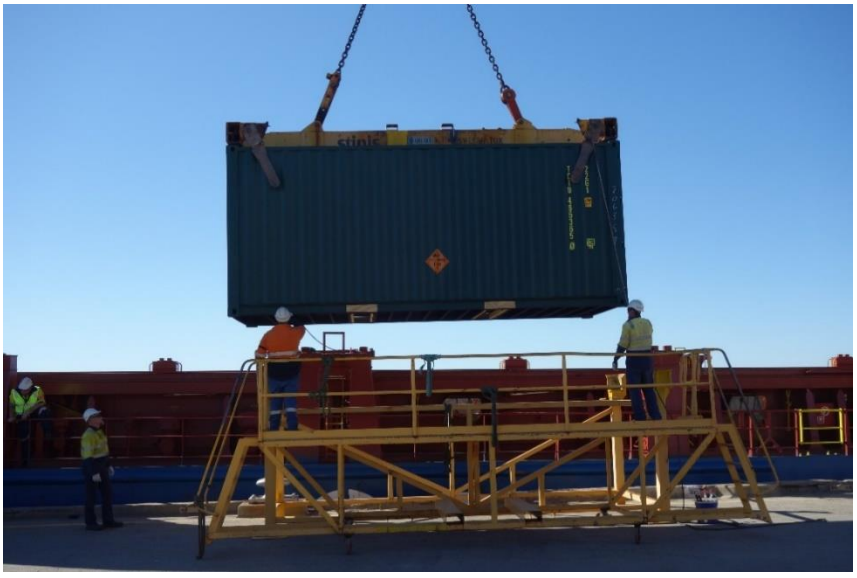
The Importer must make arrangements in advance for a port Stevedore to provide labour to discharge the containers. Stevedore shifts are generally booked for 8 hours at a time, and advance notice is required when booking labour for a weekend discharge.

9.2.4 Transport

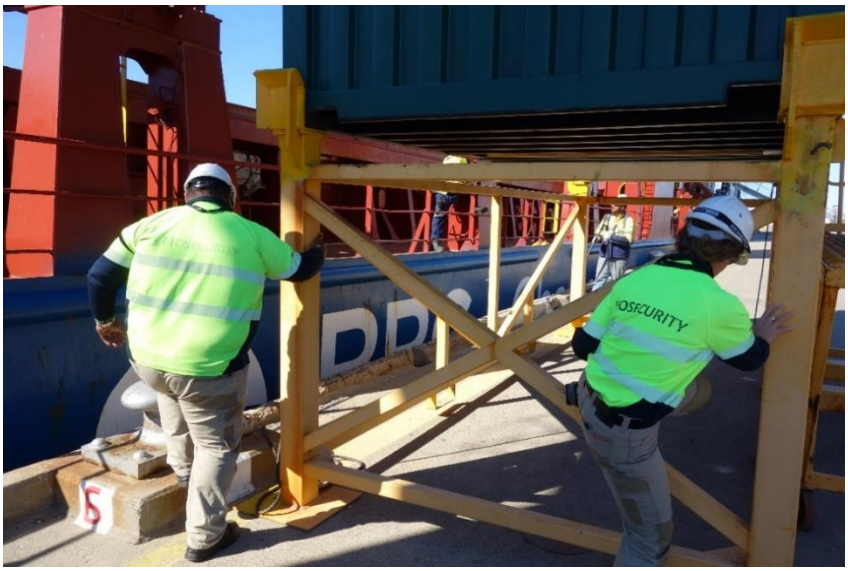
The Importer must ensure that sufficient transport is standing by to ensure no delays are incurred due to lack of trucks. Transport paperwork must be provided by the importer to the transport operator in advance to enable them to plan the number of trucks, routing, etc.

9.2.5 Cargo Handling Process

1. The container is discharged from the vessel (usually) using the on-board crane. The container is then positioned onto an inspection stand. Note that any tyne pockets are closed off.

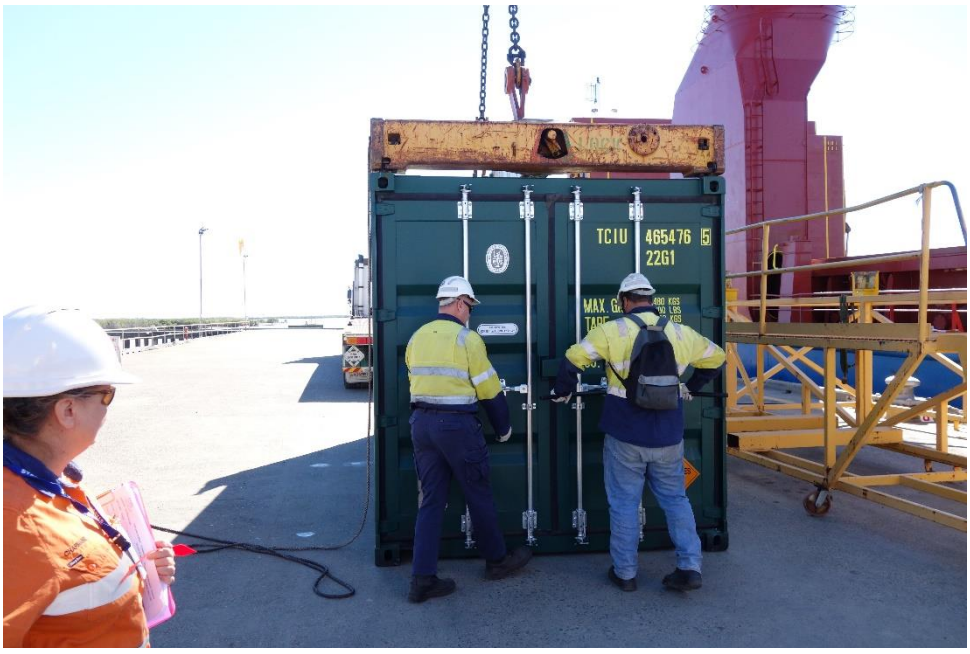


2. The Department of Agriculture biosecurity officers inspect the underside of the containers for foreign matter, dirt, mud, snails and any actionable substances.



3. Note ISPM15 marked timber is used to secure the tyne pockets.

4. The container is placed on the ground and the seals removed. The reference number on the seal is checked against that on the import documentation. Note the crane is still connected. Once the crane has been disconnected the container is considered to be landed in Australia and cannot be re-loaded without permission from Australian Border Force.



5. The doors are opened for an internal inspection. Note the secure front wall to prevent movement of the stow.

6. The front wall is moved to allow visual inspection of the stowage of the explosives. The inspector (from the local regulator) will check, in conjunction with the importer's authorised representative, that the container is safe for transport to the first destination.

7. The doors are re-sealed and the new seal number is noted on transport documentation. Transport then arrives to collect the container. Note EIP and "Explosives" labels.

8. The container is lifted onto the transport and secured to the vehicle.

9. The container is then transported to the first destination.

9.3 Air Freight and Sea Freight - Authorised Representative

The licensed Importer must have a nominated Authorised Representative at the Port during the time of discharge. This representative must be: -

- Trained in hazards of dangerous goods;
- Be explicitly mentioned in the Importer's Safety Management Plan; and
- Be authorised to make decisions on behalf of the Licensed Importer.

The Authorised Representative of the licensed importer is responsible for the inspection of the container and/or the imported products at the port before being offered for transport and is responsible for authorizing remedial action should this be required.

The importer must ensure their representative or agent is available during the entire loading and unloading of the explosives.

The representative of the licensed importer will be competent in the matters that can reasonably be expected to occur such as explosives safety and security, bio security, transport and other matters. The representative will have knowledge of the explosives being imported and their properties and be able to determine if a load is safe for transport.

9.4 Resolution of Issues

Issues which may be identified at the time of import could include: -

- Inadequate packaging
- Incorrectly marked boxes
- Inadequate securing of the cargo
- Shifted cargo
- Foreign matter inside or outside the container

Should an issue be identified the freight container or imported explosives may be directed to the nearest explosives magazine or licensed store for remedial action. The regulator may provide the importer with a remedial action notice in the event of a serious breach of regulations.

The importer's safety and security management plans should have instructions on how to deal with import issues.

If an identified issue cannot be dealt with at the port, then the container or imported explosives will be directed to the nearest explosives magazine where action can be carried out safely.

9.5 Fumigation

The Department of Agriculture Inspector may order a fumigation to be carried out on a container if: -

- Mandatory fumigation was not conducted at the load port;
- Fumigation was conducted at the load port by a provider who is not approved; or
- Foreign matter / biosecurity actionable material is found inside or outside the container.

If the port of import is configured for fumigation, then arrangements must be made to conduct the fumigation before the container leaves the port.

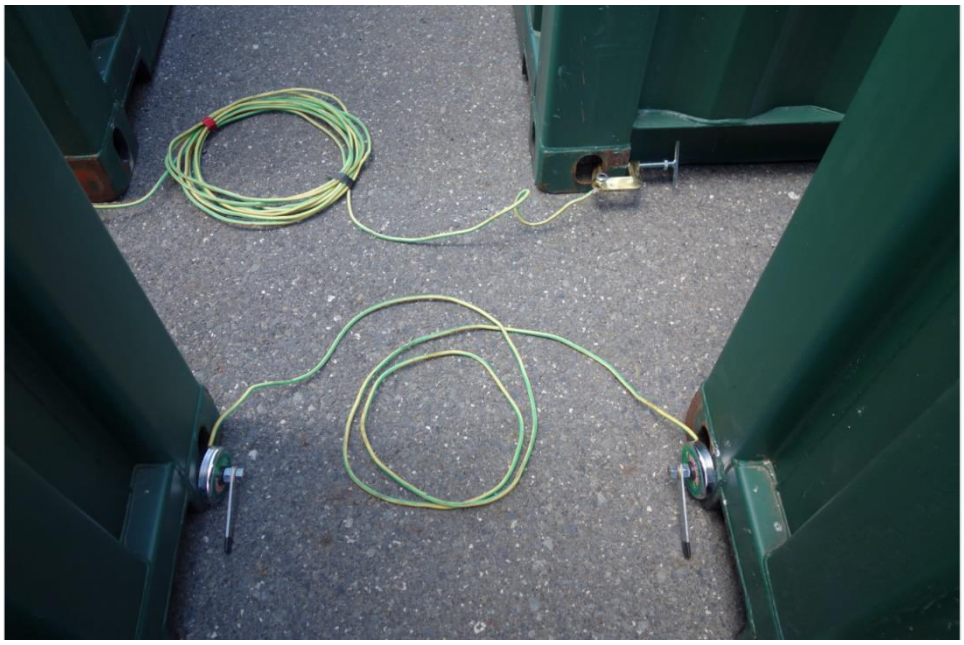
Arrangements must be made immediately with the port authority. The Importer must supply:

- Risk Assessment
- Lay out plan
- Timeline
- Details of approved fumigator
- Earthing equipment / lightning protection

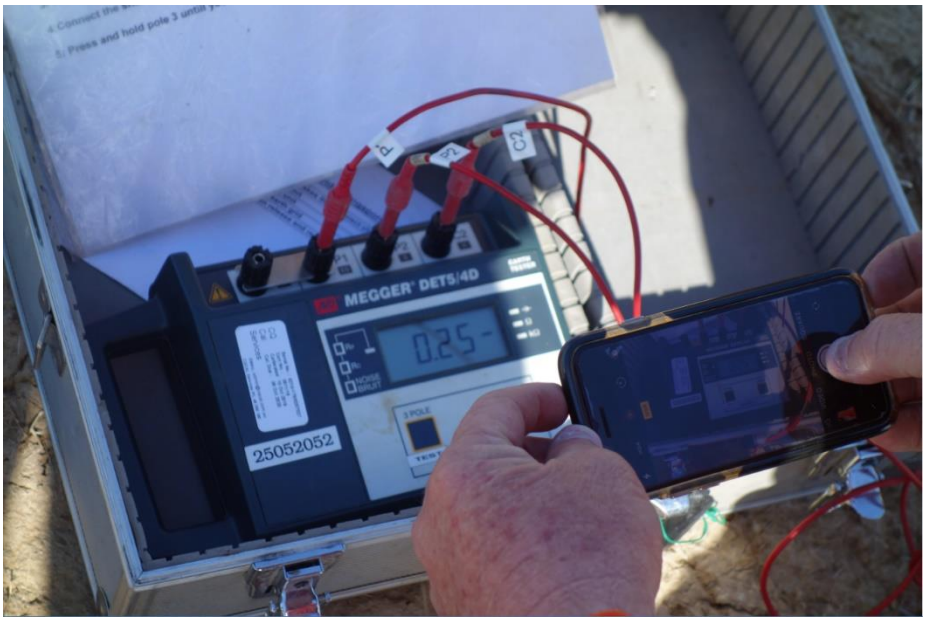
to obtain any necessary approval from the port authority.

For a sample industry approved risk assessment for the fumigation process, see Appendix 3

Note – Lightning protection run a distance from the containers



Lightning protection connected to grid of containers



Electrical Engineer checking that the resistance in the wires between the container grid and the lightning rod meets the Australian Standard.

Fumigation being performed

Each port will have its own rules around fumigation. Other vessels may or may not be allowed to operate cargo while fumigation is being performed at the port.

If the port is not configured for fumigation, then the container may need to travel to the nearest approved facility to have the fumigation performed.

9.6 Pre-arrival Checklist

To minimise delays and unexpected outcomes, the importer should carry out a pre-arrival check of the systems and procedures in place for any planned arrival of explosives.

A suitable checklist is provided as guidance in Appendix 2; however this should be supplemented with more specific detail relevant to any particular shipment.

10.0 Preparation for Road Transport

Transport of explosives in Australia is regulated by individual States and Territories.

The transport company works for the Importer and will have their own safety and security management plans, consistent with the consignor.

The contractor and the driver have obligations under the transport company's safety and security management plans to ensure: -

- Explosives are safe for transport;
- Cargo is appropriately secured;
- Description, product name, codes are correct and in accordance with transport documentation;
- Placards are in place and appropriate to the cargo being carried; and
- They know the properties of the explosives being transported and the actions to be taken in case of an emergency situation.

The transport route to be followed should be in accordance with the documented route and risk assessment. Documentation should be in order when accepting the explosives for transport and delivering them for the next part of their life cycle.

The Importer who consigns explosives for road transport shall prepare transport documentation, otherwise known as a cart note, for each container being unloaded. This document will be formatted as per requirements in the AEC (Chapter 4).

Three copies of the cart note are prepared. The authorised representative will sign, the transport company representative/driver will sign and the consignee who receives the cargo will sign. Each party retains one copy.

The Importer or consignor will be expected to audit the transport company at regular intervals to ensure it is meeting its obligations.

11.0 Container Unloading

11.1 Deconsolidating the Container

The freight container, having been transported from the port to the destination for the first journey, will be set down. This must be in the area where it is to be unloaded or to be unloaded at a later date.

Procedures for unloading the container are as follows: -

- Verify the seals on the container match those recorded on the transport documentation;
- Ensure there has been no tampering of the container;
- The seal and the seal identity number will be recorded under the security plan; and
- Upon opening the doors, the container is normally vented for two hours before entering or beginning to unload the container.

Upon discovering any issues which require rectification, the unpackers will contact the Importer for advice on addressing those issues.

Those issues could include:

- Quality of the product;
- Non-compliant package markings;
- Unauthorised product; and/or
- Damage to packaging or product.

The shipment or parts of the shipment will be treated in accordance with the unpacker's quality plan for quarantining while awaiting rectification of the issues. This product will then need to be identified as under quarantine, leading to rectification to declare the product is of acceptable quality or to reject the product. Depending upon the product, pallets may need to be stacked, explosives may need to be re-packaged due to damage. A random inspection should be taken of the contents within a package to verify that the quality of the package contents are as intended. This inspection will be carried out under the quality plan to validate the integrity of the shipment received.

It is crucial that a cross check of quantity received matches the quantity shipped. Should a discrepancy be discovered the importer will conduct an investigation to determine the source of the discrepancy and determine whether there is the possibility of stolen or lost explosives. Should the importer suspect stolen or lost explosives, the local regulator should be advised immediately.

12.0 Regulatory Requirements Specific to Explosives

This section identifies the major pieces of legislation that apply to the life-cycle for the import and export of explosives and other general regulatory requirements under legislation. The Commonwealth, States and Territories have specialist legislation regulating the safety and security of explosives through the entire life-cycle. This includes import, export, supply and sale, manufacture, transport, storage and the authorisation of explosives as appropriate. In Australia, explosives safety and security legislation is predominantly legislated and administered at a State/Territory level. For import and export purposes, sea transport is regulated through the Commonwealth by the Australian Maritime Safety Authority and for air transport by the Civil Aviation Safety Authority.

There are other regulatory agencies that also have a role with the import and export of explosives including general health and safety matters, general transport, ports, harbours and marine, biosecurity, environment, customs and other business aspects.

Therefore, importers and exporters of explosives will need to consider other agencies where relevant, including:

- Department of Defence;
- Australian Border Force (Customs);
- Department of Agriculture and Water Resources;
- Australian Maritime Safety Authority (AMSA);
- Federal Attorney General;
- Department of Health (NICNAS); and /or
- Civil Aviation Safety Authority (CASA).

Agencies who are located overseas will also have a role covering the import and export of explosives, however these are not dealt with in this code. Other agencies that have a more general role, such as health and safety, are also not dealt with in this code.

Each Regulator will operate under their respective legislations which have requirements placed upon the responsible people operating in the import and export of explosives to ensure compliance with their respective legislations. These legislations will provide for administrative arrangements such as powers of authorised officers (inspectors), appointment of authorised officers, licences and permits, notifications, statutory directives, authorisation of explosives, etc.

12.1 Plastic Explosives

Legislation administered by the Federal Attorney General is the Customs (Prohibited Import) Regulations 1956.

All plastic explosives are a prohibited import and export under the Customs (Prohibited Import) Regulations 1956 unless suitably marked in accordance with those regulations (Refer Commonwealth MARPLEX requirements).

12.2 Importing Ammunition

The import of ammunition including components is controlled under the *Customs (Prohibited Imports) Regulations 1956.* To import ammunition and components of ammunition into Australia, importers must first obtain written certification from the police firearms or weapons registry in their State or Territory, or written permission from the Commonwealth Attorney-General's Department or the Minister for Immigration and Border Protection prior to importation. To import special purpose ammunition into Australia, written permission to import must be obtained from the Commonwealth Attorney General's Department.

12.3 Explosive Limits – Ports and Airports

Each port has an explosives limit defined by the port authority, normally with the assistance of the explosives regulator. Some ports have different limits at different berths at the port.

Liner ships call to berths being operated by their particular contracted stevedore and will only call to berths with higher explosives limits by special arrangements.

Charter ship owners will check the limits of the port prior to accepting the booking however the obligation is on the importer to check the details of the port prior to making such arrangements.

Airlines know the limits applying at airports and aircraft and will not accept bookings which exceed the limits.

12.4 Chain of Responsibility

Under the Chain Of Responsibility (COR), if a person consigns, packs, loads or receives goods as part of their business, they could be held legally liable for breaches of the Heavy Vehicle National Law (HVNL) even though the person has no direct role in driving or operating a heavy vehicle. In addition, corporate entities, directors, partners and managers are accountable for the actions of people under their control. This is the 'chain of responsibility'.

The aim of COR is to make sure everyone in the supply chain shares equal responsibility for ensuring breaches of the HVNL do not occur. Under COR laws if a person exercises (or has the capability of exercising) control or influence over any transport task, the person is part of the supply chain and therefore has a responsibility to ensure compliance with HVNL.

The law recognises that multiple parties may be responsible for offences committed by the drivers and operators of heavy vehicles. A person may be a party in the supply chain in more than one way. For example, they may have duties as the employer, the operator and the consigner of goods.

Legal liability applies to all parties for their actions or inactions.

The Importer must ensure it does not put unreasonable demands on the transport company to deliver within an unrealistic time frame.

The Importer should include checks of time sheets when performing regular audits of the transport companies to ensure they have systems in place to ensure all legislation, e.g., fatigue, is being followed.

13. Management Systems

13.1 General Requirements

Management systems are important in managing risk and achieving the objectives of the organisation and also of the regulatory agencies. Legislation requires that licence holders operate management systems which can be known under different names. The components of management systems can be integrated into a large combined system which is generally stored and managed electronically.

When individuals and organisations are licensed and they have more than one employee, they must operate under safety and security management systems. These management systems are provided in some degree at the time of licensing and a licence is issued on the basis of the safety and security management systems amongst other things. If an activity is not included in the management systems, it is regarded that the holder is not licensed for that activity as this was not the basis and the conditions upon which the licence was issued. Management systems should be updated regularly. It is essential that if the management system does not cover all the activities under the licence, it should be updated to ensure that any risks in the licensed activities are legitimately managed.

13.2 Security Management System

The security management system should be developed and maintained to deal with identifying, assessing and controlling security risks for the life-cycle of the import and export of explosives. The security management system should address the security provisions and procedures relating to the storage, handling, transport, manufacture, importing and exporting of explosives. The standards Australia handbook HB 167 – 2006 Security risk management is a reference that should be consulted for establishing and maintaining the risk management aspects of explosives.

The security management system applies to restricted explosives. The security management system will integrate the requirements from all the relevant legislation listed in this code including the security of marine transport and air transport.

Matters to be addressed in the security management system include:

- Security clearances and credentials for staff with supervised and unsupervised access to explosives in the land, sea and air legislative environments;
- Continuity of possession;
- Roles and responsibilities of contractors and staff;
- Inventory reconciliation and traceability;
- Physical standards for security maintained throughout entire life cycle;
- Security plan requirements for maritime security legislation;
- Security clearances for staff should be addressed for supervised and unsupervised access during storage, handling and transport. Unsupervised access cards are issued by relevant State/Territory explosives regulators.

13.3 Emergency Plans

The impacts of unexpected emergencies or outcomes may be mitigated by effective emergency planning. Emergency planning aims to prepare for and mitigate the impacts of an emergency.

Emergency plans are included in the safety management system and for import activities, the plan should include all credible scenarios and activities that may be encountered across all the activities that an importer or exporter will undertake. It is essential to define what constitutes an emergency under the plan and to have plans in place under the phases of emergency management including:

- Preparedness
- Response
- Recovery
- Prevention.

The emergency planning process is an iterative process, like all of the plans and systems, through monitoring, reviewing and consultation on updating processes.

The emergency plan should cover all emergencies which may arise throughout the life-cycle for the import or export of explosives.

Appendix 1

Import Explosives Vessel Chartering Checklist

Ship Owner Name:	
Vessel Name:	
Conducted by	
Date	

Suitable: **Y/N**

Name of assessor/s: ……

Signature/s: …… **Assessment Date:……**

Criteria	Information	Statement on compliance	C/NC/NA
1 Vessel Specifications	Compare vessel length, draft, air draft, crane reach with load and discharge port limits		
2 Crew List	Must comply with current AMSA regulations, marine notices, international sanctions		
3 Sanctions Check	Check whether vessel, owners and operators or managers are on any international sanctions list and have no past history with countries on sanction lists		
4 Independent Vessel Vetting Service	Optional 3rd party independent vetting of vessel to guarantee suitability to carry Class 1		
5 Ship survey Report	Can be used with or in addition to independent vetting in point 4		
6 Vessel Certificates	Obtain Dangerous goods documents, DOC, SMC, Class certificates, ISSC, P&I certificates to ensure certificates and insurance are current		

Criteria	Information	Statement on compliance	C/NC/NA
7 Ship crane inspection reports	Obtain reports, test certificates and maintenance logs for ropes, hooks, sheave blocks and shackles. Stevedores will check these documents for currency prior to operating cargo		
8 Crane Markings	Ensure crane markings are clear and visible. Stevedores will not operate cranes unless markings are clearly visible		
9 Check last 6 cargoes carried by vessel	Carriage of Department of Agriculture actionable cargoes such as wheat and grains within the last 6 cargoes presents a risk of residue being on board and failure during inspection		
10 Firefighting Equipment test certificates	Firefighting certificates and inspection regime must be current		
11 History of Class 1 carriage	Considering the strict rules and stringent inspection protocols in Australia it is always preferable to use a carrier with Class 1 experience		
12 Bow Thruster	Vessels with bow thrusters are usually exempt from one or more tugs for berthing and sailing		

Appendix 2

Import Explosives Vessel Pre-Arrival Discharge Port Checklist

Vessel Name:	
Load Port:	
Discharge Port:	
ETA:	
Number of Containers:	
DG Class / UN No.	

Subject	Action	Date Confirmed
State License to import Explosives	Confirm the state-issued License to Import Explosives current and in the name of the importer	
Discharge port agent nominated	Discharge port agent is nominated by the owners of the vessel. Get contact details and put agent in contact with importer's customs agent	
Shipping documents received	Bill of Landing, packing list, commercial invoice, fumigation certificates (if required) Pass all documents to customs agent for import customs clearance and booking of Department of Agriculture inspection	

Subject	Action	Date Confirmed
Import notification	Send import notification to state regulator stating the quantity and type of explosives being imported	
Authorised representative	Notify the port authority as to who will be the Authorised Representative and check their MSIC and port induction are current	
Stevedores	Confirm availability of stevedore to perform discharge operations	
Road Transport	Confirm availability of licensed explosive transport provider to handle delivery to destination	
Transport documentation	Complete road transport documentation/cart note for each container and provide to transport company and send copy to destination contact	
Regulator attendance arranged	Ensure Customs Agent has booked Department of Agriculture to attend discharge, and ensure Explosive authority has been given latest ETA	
Security locks and seals	Ensure Authorised Representative has sufficient information, locks, seals, transport documentation (3 copies each) to attend the port call	

Appendix 3 Fumigation Risk Assessment

Note: This template is to be used with reference to the AEISG Import Code of Practice and is available for cross referencing and further detail on the exact requirements. Electronic copies of AEISG Codes of Practice are freely available at www.aeisg.org.au

1. Background Information			
Port:		**Date:**	
Title of Assessment:		**Name of person conducting assessment:**	

2. Risk Assessment					
Process Step		**Identify and List Hazards**	**List Current Risk Controls**	**Risk Rating**	**List Additional Controls**
1.	**Approval**	1. Concurrent activity 2. Storm safety 3. Security 4. Port Limits / NEQ	1. Fumigation risk assessment		• Obtain non-objection to container placement and fumigation activity from relevant Explosives Inspectorate • Confirm appropriate lightning mitigation equipment • Confirm security personnel for containers in fumigation area - if port security is not present • Submit risk assessment to Port for approval
2.	**Movement of containers from vessel to fumigation pad**	1. Person struck by vehicle 2. Collision with another vehicle/s	1. Traffic controls, supervision 2. Barriers / Barricades (Soft) 3. All personnel at the Port are inducted and aware of the traffic management plan		• Port traffic control measures already in place as per port safety management plan
3.	**Unloading of containers on fumigation pad**	1. Failure of handling crane and container dropped 2. Collision between truck and mobile crane	1. Supervision, rental of appropriate equipment 2. Supervision of container handling process		• Constant supervision of crane and operator when moving containers on fumigation pad

2. Risk Assessment					
Process Step		**Identify and List Hazards**	**List Current Risk Controls**	**Risk Rating**	**List Additional Controls**
		3. Container to container strike when positioning on pad. 4. Persons struck or crushed during handling of container	3. Supervision of crane operator and spotter watching movement 4. Crane operator and spotter ensure all personnel are clear of the path of travel of the container		• All persons involved in the fumigation process are to maintain positive communication with the crane operator and spotter. • Only persons essential to handling the container will be in the area during container movements.
5.	**Fumigation process**	1. Person affected by escaped chemicals enters exclusion zone before gas free. 2. Chemical leak extends further than expected 3. Person affected by escaped chemicals not wearing PPE. 4. Residual fumigant remaining in containers after process complete - ineffective ventilation process 5. Forklift strike on container while pulling tarp over top - inattention, mishandling of tarp	1. 3m exclusion zone around fumigation zone 2. Fumigation specialist engaged 3. Extended exclusion zone for escaped chemicals 4. Established procedure for ventilation of explosive containers.		• Regular gas monitoring • Fumigation specialist engaged
6.	**Security**	1. Unauthorised access to containers while under fumigation with doors open	1. Security at gate, existing port alma security plan		• Create seal register for fumigators to use when opening containers for re-sealing • Confirm security personnel for containers in fumigation area - if port security is not present
7.	**Storm Safety**	1. Electrical Storm and lightning strike on container	1. Lightning rod installed on salt pan and connected to pad and container when in storage. 2. Day to day review of weather forecast. 3. Port Lightning detector on site.		• Ensure approved equipment sourced from recommended supplier

2. Risk Assessment					
Process Step		**Identify and List Hazards**	**List Current Risk Controls**	**Risk Rating**	**List Additional Controls**
			4. Emergency Response Procedure for Port. 5. Day to day review of weather forecast. 6. Port Lightning detector on site. 7. Port Security Plan, 8. Port Emergency Response Procedure, Earth Stake to be attached to container when in storage		
8.	**NEQ/Port limit**	1. Containers under fumigation exceeds port NEQ limit	1. Current maximum containers well under port limits 2. Port NEQ limit is established. 3. Port limits monitored by Port.		
9.	**Concurrent activity**	1. Containers under fumigation reduces available NEQ so as another vessel cannot berth 2. Interaction between containers on fumigation pad and trucks carrying unloaded explosives 3. Interaction between containers on fumigation pad and trucks carrying unloaded SSAN bags	1. Current port limit established. 2. Separation distance from fumigation pad to access road ensures no conflict. 3. Port operating procedure reflects fumigation operations.		• Hard barrier could be placed across entrance to fumigation pad to ensure no vehicle access • Clearly marked non entry zone to fumigation pad to avoid unauthorised entry • Review port traffic management plan to ensure appropriate controls in place for quarantine of area while fumigation is occurring and in the event of simultaneous operations (AN ship loading)
10.	**Fire**	1. Container under fumigation catches fire	1. Mobile fire unit on standby		• Review firefighting equipment at port and source additional firefighting equipment as necessary
11.	**Other port activity**	2. Fumigation impacts other port activities (e.g. storage of diesel fuel, ethylene oxide, tallow etc.)	2. Approved secure area for fumigation with separation distance in place		• Port Emergency Response Plan and Procedures

2. Risk Assessment					
Process Step		**Identify and List Hazards**	**List Current Risk Controls**	**Risk Rating**	**List Additional Controls**
					• Emergency contact details of Port and port personnel • Separation distance to other port activities • Fumigation specialist engaged • Extended exclusion zone for escaped chemicals. • Established procedure for ventilation of explosive containers • Regular gas monitoring

Table 1: Risk Matrix

		CONSEQUENCE				
		INSIGNIFICANT (1)	MINOR (2)	MODERATE (3)	MAJOR (4)	CATASTROPHIC (5)
LIKELIHOOD	(A) Almost certain Occurred before/expected	H 11	H 16	E 20	E 23	E 25
	(B) Likely Probably will occur	M7	H 12	H 17	E 21	E 24
	(C) Possible May occur at some time	L 4	M8	H 13	E 18	E 22
	(D) Unlikely Unusual or rare situation	L 2	L 5	M9	H 14	E 19
	(E) Rare	L 1	L 3	M6	H 10	H 15

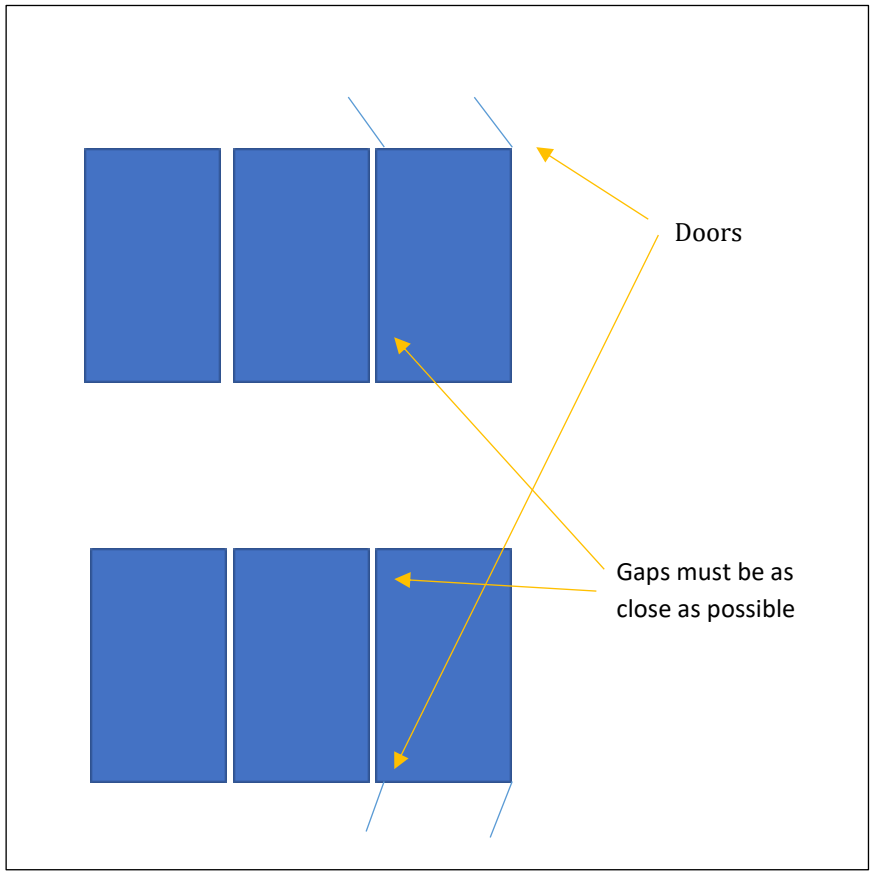
LIKELIHOOD – Probability of the event	
ALMOST CERTAIN	Expected to occur in most circumstances –once per week
LIKELY	Will probably occur in most circumstances, once per month
POSSIBLE	Might possibly occur at some time, once per year
UNLIKELY	Could occur at some time, once in ten years
RARE	May only occur in exceptional circumstances, known to occur in our industry

CONSEQUENCE – Severity of the event	
CATASTROPHIC	Death or multiple number of serious injuries, environmental disaster, huge cost, $4m+
MAJOR	Single serious injury, multiple extensive injuries, severe environmental damage, major cost, $1m-$4m
MODERATE	Medical treatment required, contained environmental impact, high cost, $400k-$1m
MINOR	First aid treatment required, some environmental and/or financial impact, $4k-$400k
INSIGNIFICANT	No injuries, low financial/environmental impact, $4k costs

Table 2: Liklihood & Consequence Identifiers

Set-up Process

- Assuming these are 20ft containers you can fit a maximum of 6 containers beneath one tarp.
- Tarps to fumigate all containers at once (2x stack of 6 and 1x stack of 3).
- Containers to be set up as below configuration referred to as a “stack”

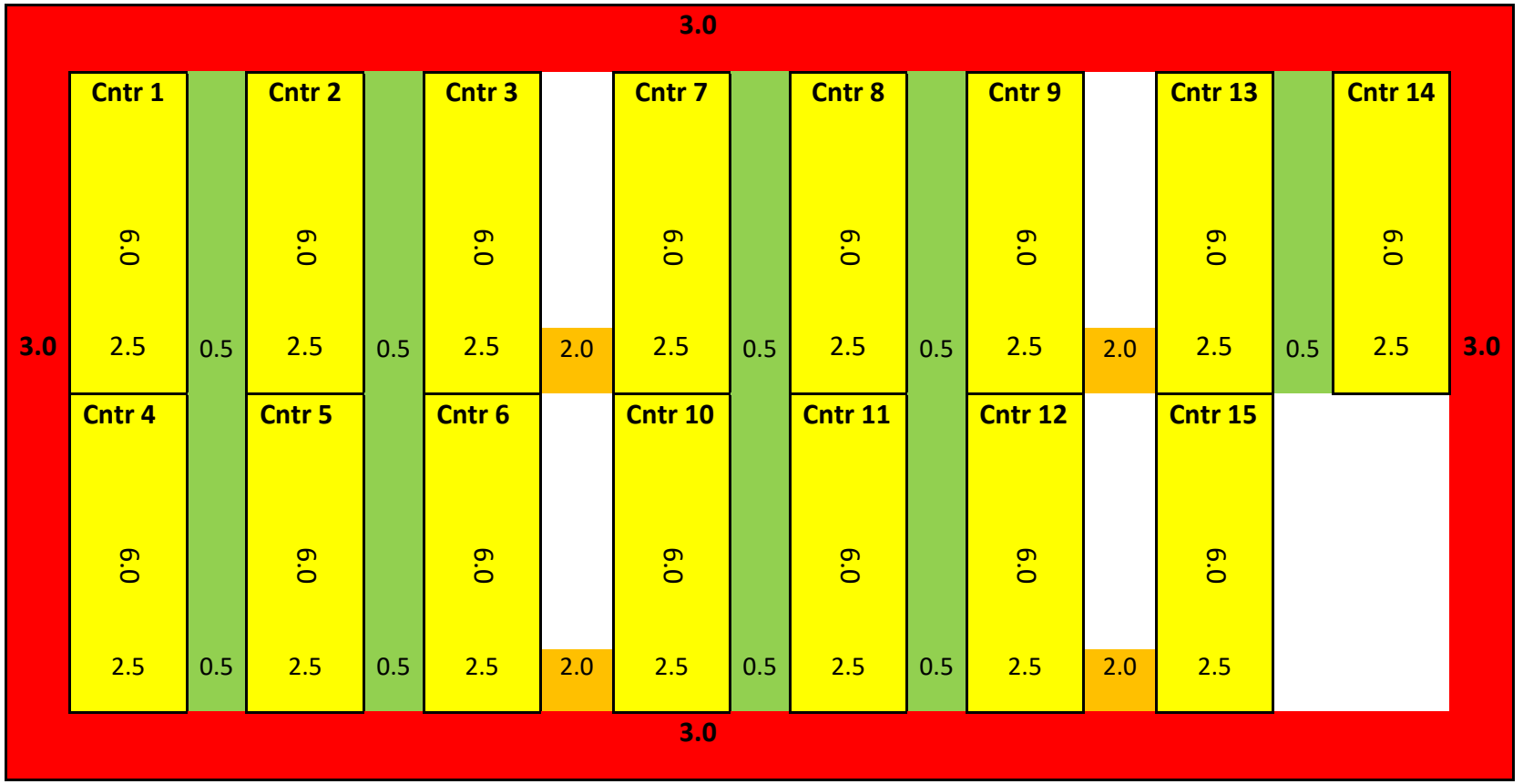


- Each stack requires 2 metre gaps to next stack.
- Stevedoring equipment by means of container stacker or forklifts are required to assist in getting tarps over each stack.
- Final placement must allow for a 3-meter exclusion zone around the fumigation stacks. No persons to enter inside this area during fumigation period.

- Fumigation period is 16 hours which will require afterhours access for either the start or finishing of fumigation.
- As above fumigation will run for 16 hours under gas, after that tarps will be removed to begin ventilation process.
- Ventilation will be a combination of natural air movement along with mechanical aids (industrial fans) if required.
- The packing of certain explosives commodity's (typically in cardboard boxes) can pose some issues when ventilating the container to a safe level (5ppm) to "hand back" to the agent/broker or owner.

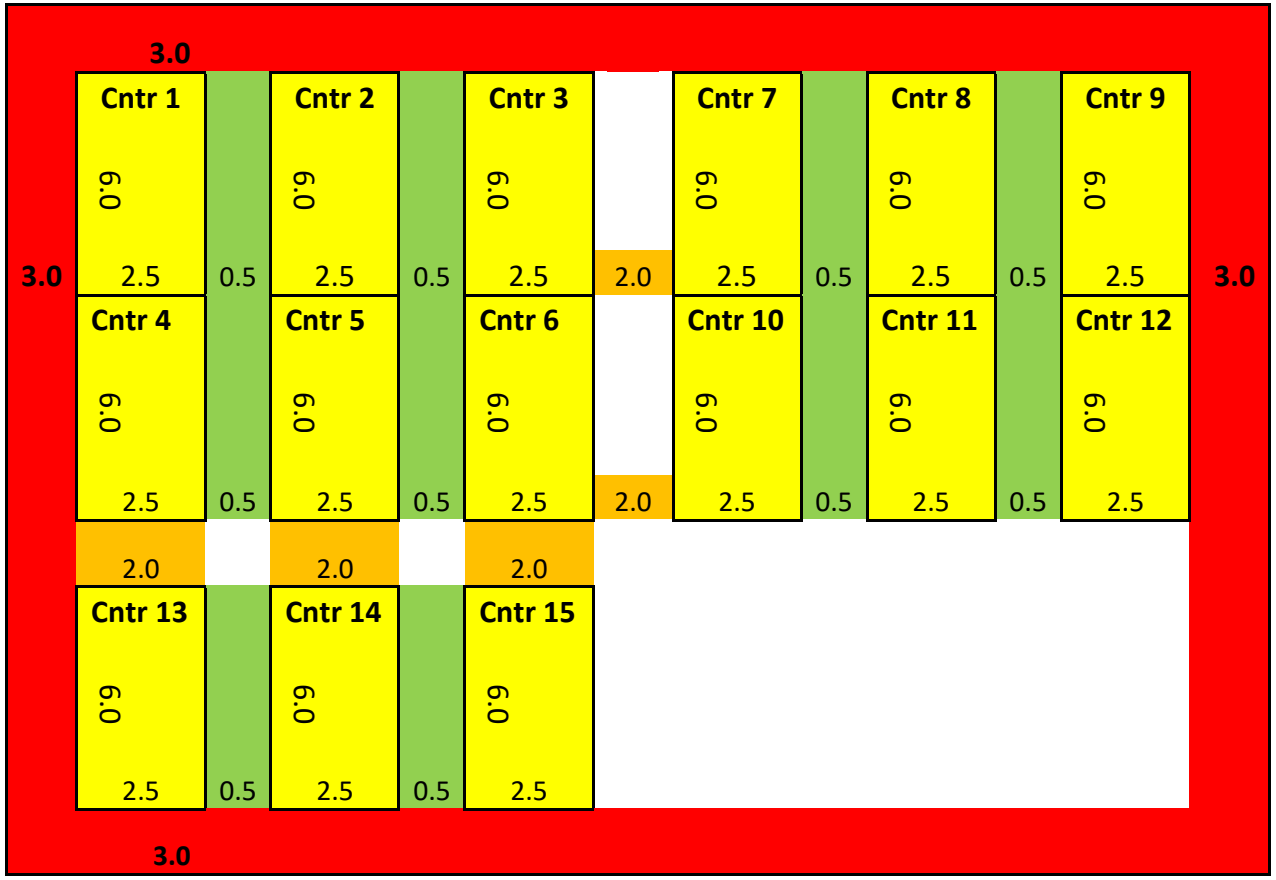
Pad Layout A

Required Space 32.5 x 18.0m



Pad Layout B

Required Space 25.0 x 26.0 m



About AEISG

The Australasian Explosives Industry Safety Group (AEISG) is an incorporated association of Australasian explosives manufacturers and suppliers originally formed in 1994.

Since then, AEISG membership has grown substantially to include most of the Australasian explosives industry. A full list of all current member organisations can be found on the AEISG website, www.aeisg.org.au

The goal of AEISG is to continuously improve the level of safety and security throughout our industry in the manufacture, transport, storage, handling and use of explosives and related materials.

One of the strategies adopted by AEISG in this regard is to identify areas where improved and consistent standards of operational safety and security need to be applied, and then develop appropriate codes that reflect industry best practice in these areas.

AEISG codes of practice are adopted by members for the benefit of their employees, their customers and the general community. In the interest of promoting safety and security, the codes are freely available on the AEISG website.

To keep abreast of technological advancements, industry progress and regulatory changes, AEISG Codes of Practice are subject to regular review and updated through the issue of amendments or revised editions as necessary. It is important that users ensure they are in possession of the latest edition and aware of any amendments. References to superseded versions should be updated accordingly.

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