

The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2007

Authorisation No 1 Rev

Applicable to carriage by road only

This authorisation is given in accordance with Regulation 9(2)(a) of The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2007 (CDG 2007).

PURPOSE

To allow a transitional period for industry to adapt to new requirements relating to the carriage of certain dangerous goods by road.

TIME LIMIT

This authorisation comes into effect on 10 May 2004 and remains valid until 9 May 2019.

ALTERNATIVE CARRIAGE PROVISIONS

1. This authorisation allows -
 - (a) owners of bowsters intended for the carriage of the dangerous goods listed in paragraphs 2 and 3 to deem certain bowsters to be Intermediate Bulk Containers (IBCs) provided they comply with the bowser specifications and conditions set out in paragraph 4.
 - (b) consignors and packers to consign and pack the dangerous goods listed in paragraphs 2 and 3 in such bowsters provided they comply with the alternative provisions specified in paragraphs 5 and 6.

Dangerous goods covered by this approval

2. UN 1202 DIESEL FUEL complying with standard EN 590:2004 or GAS OIL or HEATING OIL, LIGHT with a flash-point as specified in EN 590:2004
3. UN 1202 GAS OIL or DIESEL FUEL or HEATING OIL, LIGHT (flash-point more than 60°C and not more than 100°C)

Specifications for bowsters deemed to be IBCs

4. A bowser manufactured before 10 May 2004 may be regarded as an intermediate bulk container (IBC) provided the following conditions are met -
 - (a) it shall have a capacity of not more than 3,000 litres;
 - (b) it shall be designed for mechanical handling;
 - (c) it shall be resistant to the stresses produced in handling and carriage;
 - (d) it shall not be permanently fixed to a motor vehicle or trailer, but may be temporarily fastened for safety during carriage. Such fastenings include purpose designed retention devices and may have screw fasteners;

- (e) it shall remain safe and suitable for the carriage of UN 1202;
- (f) it shall be submitted for periodic re-inspection if directed by the Competent Authority;
- (g) the owner shall ensure that the consignor and carrier are informed of the terms of this approval.

Note: Any bowser (IBC) showing an UN IBC approval mark in accordance with the provisions of Chapter 6.5.2 of ADR irrespective of date of manufacture is subject to the relevant IBC requirements of CDG 2007.

Alternative provisions for consignors and packers

- 5. Provided the IBCs remain safe and suitable for the carriage of UN1202 the consignor and packer shall be exempt from Regulation 39 to the extent that it relates to -
 - (a) the consignor only using IBCs approved for and suited to the carriage of UN1202 and bearing the marks prescribed by ADR as required by 1.4.2.1.1(c) of ADR;
 - (b) the packer complying with packing conditions as required by 1.4.3.2(a) of ADR.
- 6. Provided the IBCs remain safe and suitable for the carriage of UN1202 , the consignor and packer shall be exempt from Regulation 51 to the extent that it relates to:-
 - (a) the requirement for IBCs to conform to a design type successfully tested in accordance with the requirements of 6.5.4 as required by 4.1.1.3 of ADR;
 - (b) the requirement for remanufactured, reused, reconditioned or repaired IBCs to be capable of passing the tests prescribed in 6.5.4 as required by 4.1.1.9 of ADR;
 - (c) the requirement for IBCs to successfully undergo a suitable leakproofness test and be capable of meeting the appropriate test level indicated in 6.5.4.7 as required by 4.1.1.12 of ADR;
 - (d) the additional general provisions for IBCs as required by 4.1.2 of ADR;
 - (e) the general provisions concerning packing instructions as required by 4.1.3 of ADR;
 - (f) the provisions concerning packing instruction IBC03 as required by 4.1.4 of ADR.



Caroline Billingham

Head of Regulatory Team, Dangerous Goods Division, Department for Transport
who has been duly authorised to sign in that behalf

24 July 2007