

## **The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations (Northern Ireland) 2010**

### **Authorisation No. 1 Rev**

#### **Applicable to carriage by road only**

This authorisation is given in accordance with regulation 9 (1) of The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations (Northern Ireland) 2010.

#### **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 1 August 2006 and remains valid until 9 May 2019.

#### **ALTERNATIVE CARRIAGE PROVISIONS**

1. This authorisation allows –
  - a) owners of bowzers intended for the carriage of the dangerous goods listed in paragraphs 2 and 3 to deem certain bowzers 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 bowzers 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 61°C and not more than 100°C)

#### ***Specifications for bowzers deemed to be IBCs***

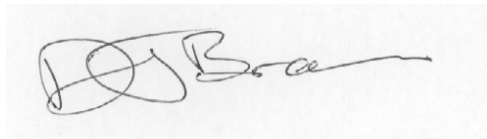
4. A bowser manufactured before 1 August 2006 may be regarded as an intermediate bulk container (IBC) provided the following conditions are met –
  - a) it shall have a capacity of not more than 3,000 litres;
  - b) it shall be designed for mechanical handling;
  - c) it shall be resistant to the stresses 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 a 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 the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations (Northern Ireland) 2010.*

**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 5 to the extent that it relates to –
  - a) the consignor only using IBCs approved for and suited to the carriage of UN 1202 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 5 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.



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D. J. BREEN  
Deputy Chief Executive  
19 May 2010