

1957 No. 191

PETROLEUM

**The Petroleum-Spirit (Conveyance by Road)
Regulations, 1957**

Made - - - - - 7th February, 1957
Laid before Parliament 14th February, 1957
Coming into Operation 1st July, 1957

In pursuance of the powers conferred upon me by section six of the Petroleum (Consolidation) Act, 1928(a), both as enacted and as applied by the Petroleum (Mixtures) Order, 1929(b), made under section nineteen thereof, I hereby make the following Regulations :—

PART I

General

1.—(1) Subject as provided in this Regulation, these Regulations shall apply in relation to the conveyance of petroleum-spirit by road, and hereafter in these Regulations the expression “conveyance” means such conveyance as aforesaid.

(2) Except in the case of a tank wagon or a tank trailer, the conveyance of petroleum-spirit in the fuel tank of a vehicle for use only in the propulsion of that vehicle shall be deemed not to be conveyance in relation to which these Regulations apply.

(3) Except in the case of a tank wagon or a tank trailer, these Regulations shall not apply in relation to conveyance—

(a) if the quantity of petroleum-spirit conveyed does not exceed thirty-two gallons, and the petroleum-spirit is contained only in securely closed metal cans or drums of a capacity not exceeding ten gallons or any other securely closed containers of a capacity not exceeding two gallons if they are suitably protected to prevent breakage, or

(b) if the quantity conveyed does not exceed fifty gallons and the petroleum-spirit is contained only in a single securely closed steel barrel.

2. Every person engaged in the conveyance, and the loading and unloading in connection with conveyance, of petroleum-spirit shall observe all precautions necessary for preventing fire or explosion.

3. Every person engaged in the conveyance, and the loading and unloading in connection with conveyance, of petroleum-spirit shall secure as far as is reasonably possible that no petroleum-spirit is allowed to escape into any sewer or drain.

4. A person while on or attending any vehicle conveying petroleum-spirit shall not smoke nor carry any matches or lighters.

(a) 18 & 19 Geo. 5. c. 32. (b) S.R. & O. 1929/993 (Rev. XVIII, p. 7 : 1929 p. 1143).

5. No fire or artificial light capable of igniting inflammable vapour shall be allowed on any vehicle conveying petroleum-spirit, and no explosive substance or any substance or article capable of causing fire or explosion shall be carried on any such vehicle.

6. A suitable and efficient fire extinguisher shall be carried in an easily accessible position on any vehicle conveying petroleum-spirit.

7.—(1) Every vehicle while engaged in conveyance shall, except while halted at a place for the time being approved for the purpose by the local authority empowered under the Petroleum (Consolidation) Act, 1928, to grant petroleum-spirit licences in the area in which that place is situated, be constantly attended by the driver or some other competent person of not less than eighteen years of age.

(2) For the purposes of this Regulation—

(a) a person shall be regarded as in attendance on a vehicle if he is in close proximity thereto, and

(b) a trailer while attached to another vehicle shall be regarded as forming part of the vehicle to which it is attached and not as being a separate vehicle.

8.—(1) A trailer conveying petroleum-spirit shall not be attached to any vehicle other than a motor tractor or a vehicle used exclusively for conveying petroleum, and not more than one trailer shall be attached to any tractor or vehicle at any one time.

(2) A motor tractor shall not be used to draw a trailer conveying petroleum-spirit unless—

(a) the exhaust system of the tractor is wholly in front of the fire resisting shield required to be provided by paragraph 4 of the First Schedule to these Regulations, and

(b) if electric lighting is employed on the tractor, the provisions of paragraph 2 of the said Schedule are complied with as if the tractor were a vehicle on which petroleum-spirit was being conveyed.

(3) (a) A vehicle carrying petroleum other than petroleum-spirit shall not be used to draw a trailer conveying petroleum-spirit unless the vehicle complies with, if that vehicle is a tank wagon, the provisions of these Regulations applicable to tank wagons conveying petroleum-spirit or, if it is not a tank wagon, the provisions of these Regulations applicable to vehicles other than a tank wagon conveying petroleum-spirit.

(b) When a vehicle conveying petroleum other than petroleum-spirit is used to draw a trailer conveying petroleum-spirit, the aggregate quantity of petroleum and petroleum-spirit conveyed by the said vehicle and trailer together shall not exceed two thousand five hundred gallons.

9. The fuel tank of a mechanically propelled vehicle shall not be filled or replenished with petroleum-spirit direct from a vehicle conveying petroleum-spirit in such circumstances that these Regulations apply to that conveyance.

10. The cover of the fuel tank of a mechanically propelled vehicle shall at all times except during the operation of filling that tank be kept securely closed and, where such a cover is required by sub-paragraph (d) of paragraph 1 of the First Schedule to these Regulations to be provided with a lock (that is to say, in the case of a vehicle which is propelled by fuel which gives off an inflammable vapour at a temperature of less than 150°F. and which has its

fuel tank behind the fire resisting shield required to be provided by subparagraph (c) of the said paragraph) it shall at all times except as aforesaid, be kept locked.

PART II

Conveyance in Tank Wagons or Tank Trailers

11. Any tank wagon or tank trailer used for conveyance shall comply with the provisions contained in Parts I and II of the First Schedule to these Regulations, and, together with its connections and fittings, shall be maintained in good condition.

12.—(1) In the case of a tank wagon or tank trailer the carrying tank of which is designed to be filled through a filling pipe, the said pipe shall at all times, except during the operation of filling the tank, be kept securely closed so as to prevent leakage and, unless the filling pipe is either provided with a liquid seal or fitted with a device to form an efficient flame trap of a design approved by a government inspector, the filling pipe cover shall be kept closed and locked, and the key shall not be carried on the wagon or trailer as the case may be or on any vehicle attached thereto.

(2) In the case of a tank wagon or tank trailer the carrying tank of which is designed to be filled through a filling opening in a manhole and without a filling pipe, the cap of the filling opening shall at all times, except during the operation of filling the tank, be kept securely closed so as to prevent leakage, and be locked, and the keys shall not be carried on the wagon or trailer as the case may be or on any vehicle attached thereto.

13. Where the draw-off taps in the carrying tank of any tank wagon or tank trailer are enclosed in a box, that box shall at all times, except during the operation of emptying that tank, be kept closed and locked, and where such draw-off taps as aforesaid are not so enclosed, they shall at all times, except as aforesaid, be kept closed and locked.

14. The dipping pipe of a tank wagon or tank trailer shall at all times be kept securely closed except—

(a) during the operation of filling or emptying the carrying tank, or

(b) for the purpose of testing on premises licensed under the Petroleum (Consolidation) Act, 1928, the petroleum-spirit contained in the carrying tank by a person specially authorised in that behalf by the owner of the vehicle.

15. During the operation of filling or emptying the carrying tank of a tank wagon or tank trailer the vehicle shall be constantly attended by the driver of the tank wagon or, as the case may be, of the vehicle drawing the trailer or some other competent person of not less than eighteen years of age, and the person attending under this Regulation shall secure that the following precautions are observed, that is to say:—

(a) in the case of a tank wagon, the engine of the wagon, or in the case of a tank trailer, the engine of the vehicle by which it is drawn, shall be stopped the whole time that the operation of filling or emptying is proceeding and shall not be run until the carrying tank of the tank wagon, or, as the case may be, tank trailer, and any storage tank into which petroleum-spirit is being delivered, or from which any petroleum-spirit is being taken, have been securely closed,

(b) adequate provision shall be made to prevent the accumulation of a dangerous static charge of electricity and, except in a case where petroleum-spirit is delivered to the vehicle by means of a loading arm which, together with any flexible hose connected thereto, is electrically continuous, connected to the vehicle by screwing and effectively connected electrically to earth, the loading arm and the vehicle shall be earthed independently, and

(c) the petroleum-spirit shall be delivered to or from the vehicle only through sound metal piping or sound and suitable hose, and in the case of a vehicle being filled through a filling opening in a manhole and without a filling pipe, the drop pipe of the loading arm shall be so placed as to reach as nearly as is practicable to the bottom of the carrying tank without touching it.

16.—(1) The provisions of this Regulation shall have effect in relation to the transfer of petroleum-spirit from a carrying tank into a storage tank.

(2) For the purpose of distinguishing any storage tank from any other such tank on the same premises every such tank shall be clearly marked by or on behalf of the person licensed under the Petroleum (Consolidation) Act, 1928, to keep petroleum-spirit in that tank (hereafter in this Regulation referred to as "the licensee") with a number in such a manner that the number cannot be readily altered or obliterated.

(3) Every dipstick, not being one permanently fixed to a storage tank, and any other device used for ascertaining the quantity of the petroleum-spirit for the time being contained in a storage tank, shall in a like manner be marked by or on behalf of the licensee with the same number as that with which the storage tank in connection with which it is used is marked.

(4) Where the method of filling a storage tank is by means of a pipe leading from the tank to a filling point not situated on, or immediately adjacent to, the tank itself, the said pipe shall in the like manner be clearly marked by or on behalf of the licensee on or near the filling point with the same number as that with which the tank is marked.

(5) Before delivery of petroleum-spirit into a storage tank is begun, the licensee shall secure that some competent person who is not the driver of, or any other person employed to be in attendance on, the vehicle from which the delivery is to be made, is in charge of the storage tank for the purpose of the delivery.

(6) The person in charge of a storage tank shall so far as possible secure that no petroleum-spirit overflows from the storage tank or escapes at the filling point of that tank or at any point between that filling point and the tank, and in particular, but without prejudice to the generality of the foregoing provisions of this paragraph, shall not permit delivery into that tank to be begun—

(a) unless that tank has immediately before been tested with a dipstick or other suitable device and the test has shown that the quantity of petroleum-spirit proposed to be delivered can safely be received by that tank,

(b) in any case where the method of filling the tank is that referred to in paragraph (4) of this Regulation, until he has taken all reasonable steps to secure that the connecting hose through which the petroleum-spirit will be delivered is properly and securely connected to the filling point of that tank, and that, so far as can be ascertained, all pipes through which

the petroleum-spirit will pass between the filling point and the tank are properly connected to each other, or, as the case may be, to the tank, and are otherwise in good order, and, in any other case until he has taken all reasonable steps to secure that the said connecting hose is properly and securely connected to the filling point of the tank, and

(c) in any case where there is a dipping opening in the storage tank, until the dipping opening has been securely closed,

and shall not as respects that tank sign his name on the certificate referred to in paragraph (7) of this Regulation until he has complied with the requirements of sub-paragraphs (a), (b) and (c) of this paragraph.

(7) Before delivery into any storage tank is begun the person in charge thereof shall on each of two copies of a certificate in the form specified in the Second Schedule to these Regulations in the first column enter the number of that tank and in the second column opposite thereto enter the quantity and grade of petroleum-spirit which is to be delivered into that tank, and the person attending the vehicle from which the delivery of petroleum-spirit into that tank is to be made shall not begin delivery until the person appearing to him to be in charge of that tank has in his presence signed his name on each of the said two copies in the third column opposite to the number of that tank in the first column.

(8) During the whole time of delivery into any storage tank, the person in charge thereof shall keep a constant watch thereon.

(9) During the whole time of delivery from any vehicle the person attending that vehicle shall keep constant watch on the carrying tank from which petroleum-spirit is being delivered.

(10) The person in charge of a storage tank for the purposes of a delivery of petroleum-spirit into that tank shall give a copy of the certificate on which entries have been made in accordance with paragraph (7) of this Regulation in connection with that delivery to the person attending the vehicle from which the delivery is made and that copy shall be kept by the employer of the last-mentioned person for a period of not less than six months after the delivery, and the other copy of the said certificate shall be kept by the licensee for the like period.

17. No equipment or other article shall be placed in the space required by paragraph 7 of the First Schedule to these Regulations to be between the carrying tank of a tank wagon and the fire resisting shield required to be provided by sub-paragraph (c) of paragraph 1 of the said Schedule, and the said space shall be kept clear and unobstructed.

18.—(1) No trailer other than a tank trailer shall be attached to a tank wagon.

(2) No trailer shall be attached to a tank wagon of a capacity exceeding one thousand five hundred gallons.

(3) In the administrative county of London and the county borough of West Ham no trailer shall be attached to a tank wagon.

19. No petroleum-spirit shall be conveyed on any tank wagon or tank trailer except in the fuel tank or carrying tank of the vehicle:

Provided that this Regulation shall not apply to conveyance in a composite vehicle.

20. A composite vehicle shall not be used for the conveyance of petroleum-spirit to or from any place in the administrative county of London or the county borough of West Ham unless it has been approved for the purpose by a government inspector.

PART III

Conveyance on Vehicles other than Tank Wagons or Tank Trailers

21. In this part of these Regulations the expression "vehicle" does not include a tank wagon or tank trailer.

22.—(1) Subject as provided in this Regulation, a vehicle used for conveyance shall comply with the provisions contained in Part I of the First Schedule to these Regulations, shall have sides and back, be of strong construction and maintained in good condition.

(2) If a vehicle breaks down during the course of conveyance and a vehicle complying with paragraph (1) of this Regulation does not become available within a reasonable time for the purpose of taking the petroleum-spirit to its destination, a vehicle may be used for the purpose notwithstanding that it does not comply with the provisions of paragraph 1 of the aforesaid Schedule.

(3) A vehicle may be used for conveyance notwithstanding that the vehicle has no sides or a back and does not comply with the provisions of paragraph 1 or 2 of the aforesaid Schedule if the only petroleum-spirit conveyed consists of not more than one thousand gallons of mixtures of petroleum as defined in the Petroleum (Mixtures) Order, 1929, which have been manufactured with a content of not more than seventy-five per cent. of petroleum and if the following provisions are complied with, that is to say:—

- (a) if any part of the load projects above the back or sides of the vehicle, or if the vehicle has no back or no sides, the load is securely fastened to the vehicle and all vessels containing petroleum-spirit of a capacity of one gallon or less are packed in outer packages or crates, and
- (b) the vehicle proceeds from the start of its journey to its destination without delay except for such periods of rest for the driver as may for the time being be required by law.

23.—(1) Petroleum-spirit shall not be conveyed unless it is contained in a vessel which is securely closed so as to prevent leakage through the opening and which either—

- (a) is of metal and in good condition and does not exceed fifty gallons in capacity, or
- (b) is of glass, earthenware or other material of such a nature that it will not permit leakage and is otherwise suitable for the purpose, and, in such a case, each vessel shall—
 - (i) not contain more than one pint of petroleum-spirit, and
 - (ii) be packed in sawdust, wood chippings or other suitable material, in quantity sufficient to prevent movement or breakage, inside an outer container of metal, wood, fibre, or cardboard which is capable of withstanding the ordinary risks of handling and transport and is securely closed during conveyance,

and any outer container in which any vessel is packed shall not contain in the aggregate more than three gallons of petroleum-spirit.

(2) No vessel other than the fuel tank of the vehicle shall be replenished with petroleum-spirit and no petroleum-spirit shall be taken out of any vessel on a vehicle during conveyance.

(3) Any empty vessels which have contained petroleum-spirit which are on a vehicle during conveyance shall be securely closed.

24.—(1) The load on any vehicle shall during conveyance be protected from sparks, lighted matches or fire by a cover of a fire resisting material.

(2) No part of the load on any vehicle during conveyance shall be allowed to project beyond either side or the back of the vehicle or above the level of the top of the fire resisting shield required to be provided by sub-paragraph (c) of paragraph 1 of the First Schedule to these Regulations.

25. No trailer, except a trailer used solely for the purpose of conveying petroleum, shall be attached to any vehicle conveying petroleum-spirit.

PART IV

Supplementary

26. The owner of a vehicle used for conveyance who employs any person in connection with conveyance shall furnish a copy of these Regulations to, or affix a copy thereof in some place where it can conveniently be read by, that person and shall take all other measures necessary to ensure that that person is acquainted with and carries out the provisions of these Regulations.

27.—(1) It shall be the duty of every local authority empowered under the Petroleum (Consolidation) Act, 1928, to grant petroleum-spirit licences to enforce within their district the provisions of these Regulations, and the owner of a vehicle used for conveyance and any person on whom obligations are imposed by these Regulations shall provide all reasonable facilities to a duly authorised officer of such local authority as aforesaid for the purpose of ascertaining whether the provisions of these Regulations are duly observed.

(2) Any such local authority as aforesaid in England or Wales may institute proceedings for any offence against these Regulations committed in the area of that authority.

28.—(1) In these Regulations the following expressions have the meaning hereinafter respectively assigned to them, that is to say:—

(a) “carrying tank” means the tank or, if there is more than one, tanks on a tank wagon or tank trailer designed for conveyance and does not include a fuel tank;

(b) “composite vehicle” means a tank wagon designed for the conveyance of petroleum-spirit both in the carrying tank thereof and otherwise than in a carrying tank, being a vehicle which is so constructed that the requirements as well of Part III of these Regulations as of Part II thereof in relation to construction are complied with as if the tank wagon were also a vehicle to which the said Part III applied;

(c) “conveyance” has the meaning assigned to it by paragraph (1) of Regulation 1 of these Regulations, and “convey”, “conveyed” and “conveying” shall be construed accordingly;

(d) “filling pipe” means a pipe incorporated in a carrying tank designed for filling that tank;

(e) “fuel tank” means a tank which forms part of a vehicle and is designed for carrying fuel for use only in the propulsion of that vehicle;

(f) “petroleum-spirit” means—

(i) petroleum-spirit as defined in section twenty-three of the Petroleum (Consolidation) Act, 1928, as enacted, and

(ii) mixtures of petroleum as defined in the Petroleum (Mixtures) Order, 1929, made under section nineteen thereof (being certain substances to which the said Act is, with modifications and exceptions, applied by the said Order),

and does not include any substance other than the said mixtures to which the said Act is applied by any Order made, or having effect as if made, under the said section nineteen ;

(g) "storage tank" means a tank used or designed for the storage of petroleum-spirit, and does not include a carrying tank or fuel tank or any other form of tank used for conveyance, and for the purpose of these Regulations a self-contained compartment in a storage tank shall be deemed to be a storage tank ;

(h) "trailer" does not include a trailer which forms part of an articulated vehicle ;

(i) "vehicle" includes a trailer.

(2) For the purposes of these Regulations an articulated vehicle shall be deemed to be one vehicle.

(3) A carrying tank, a compartment of a tank, or a can, drum or other container shall, for the purposes of these Regulations, be deemed not to exceed any specified capacity if it exceeds that capacity by reason only that it is constructed to contain the amount of petroleum-spirit which would fill a container of the said capacity with a reasonable margin to allow for the expansion of the petroleum-spirit in the event of a rise in temperature.

(4) For the purposes of any requirement of these Regulations—

(i) in relation to the quantity of petroleum-spirit conveyed by a vehicle, the quantity of petroleum-spirit conveyed in the fuel tank of that vehicle shall be disregarded, and

(ii) in relation to the capacity of a tank wagon or tank trailer, the capacity of the fuel tank of that wagon or trailer shall be disregarded.

(5) In the application of these Regulations to the conveyance of solid petroleum-spirit, any reference to a quantity expressed in gallons shall be construed as if ten pounds were for the purposes of these Regulations equivalent to one gallon, and any reference to a quantity expressed in pints shall be construed as if one and a quarter pounds were for the said purposes equivalent to one pint.

(6) The Interpretation Act, 1889(c), shall apply to the interpretation of these Regulations as it applies to the interpretation of an Act of Parliament.

29.—(1) The following Regulations, that is to say :—

(a) the Petroleum-Spirit (Conveyance) Regulations, 1939(d),

(b) the Petroleum-Spirit (Conveyance) Regulations, 1947(e),

(c) the Petroleum-Spirit (Conveyance) Regulations, 1948(f),

(d) the Petroleum-Spirit (Conveyance) Regulations, 1949(g),

(e) the Petroleum-Spirit (Conveyance) Regulations, 1950(h),

(f) the Petroleum-Spirit (Conveyance) Regulations, 1953(i).

are hereby revoked.

(c) 52 & 53 Vict. c. 63.

(d) S.R. & O. 1939/1209 (Rev. XVIII, p. 33 ; 1939 II, p. 2732)

(e) S.R. & O. 1947/1593 (Rev. XVIII, p. 33 ; 1947 I, p. 1682).

(f) S.I. 1948/1758 (Rev. XVIII, p. 33 ; 1948 I, p. 3359).

(g) S.I. 1949/1949 (1949 I, p. 3273).

(h) S.I. 1950/140 (1950 II, p. 322).

(i) S.I. 1953/1362 (1953 II, p. 1571).

(2) Any approval given under any Regulation revoked by these Regulations and having effect immediately before the coming into operation of these Regulations shall continue to have effect as if it had been given under the corresponding provision of these Regulations.

30. These Regulations may be cited as the Petroleum-Spirit (Conveyance by Road) Regulations, 1957, and shall come into operation on the first day of July, 1957.

R. A. Butler,
One of Her Majesty's Principal
Secretaries of State.

Home Office,
Whitehall.
7th February, 1957.

FIRST SCHEDULE Regulations 11 and 22
Construction of Vehicles

PART I

General

1. In the case of a mechanically propelled vehicle—
- (a) The engine shall be of an internal combustion type ;
 - (b) a quick action cut-off valve shall be fitted to the fuel feed pipe in an easily accessible and clearly marked position :
Provided that this sub-paragraph shall not apply to a vehicle in which no gravity fuel tank is incorporated in the fuel feed system and the fuel feed pump is driven directly from the engine of the vehicle or electrically with a cut-off switch, if the ignition switch or, as the case may be, the cut-off switch is in an easily accessible and clearly marked position ;
 - (c) the engine and electric batteries shall be efficiently screened from the body of the vehicle by a fire resisting shield carried down to within twelve inches of the ground and upwards to, in the case of a vehicle other than a tank wagon, the level of the top of the cab, or, in the case of a tank wagon, to the top of the tank or, if the roof of the cab is of fire resisting construction and is without an opening, to the top of the cab ;
 - (d) in any case where the fuel used to propel a vehicle gives off an inflammable vapour at a temperature less than 150° F., the fuel tank shall not be behind the aforesaid shield unless the following requirements are complied with, that is to say :—
 - (i) the fuel tank is protected from blows by stout steel guards or by the frame of the vehicle,
 - (ii) the cover of the filling hole of the fuel tank is provided with a lock, and
 - (iii) a fuel feed apparatus placed in front of the fire resisting shield is used to lift the contents of the fuel tank ;
 - (e) in any case where windows are provided in the aforesaid shield, they shall be fitted in fire resisting framing with wired glass or other heat resisting material approved by a government inspector, and shall not be capable of being opened ; and
 - (f) the exhaust system of the vehicle shall be wholly in front of the aforesaid shield.

2. The following requirements shall be complied with in connection with the lighting of any vehicle, that is to say :—

- (a) the pressure shall not exceed twenty-four volts ;
- (b) the circuit shall be heavily insulated and be independent of the chassis ;
- (c) the wiring shall be so fixed and protected as to reduce as far as possible any risk of damage ;
- (d) the battery shall be in an easily accessible position ;
- (e) means of cutting off the current close to the battery by a double pole switch or other suitable method shall be provided in an easily accessible position ; and
- (f) in any case where the vehicle is required by sub-paragraph (c) of paragraph 1 of this Schedule to be provided with a fire resisting shield, the generator, battery, switches and fuses shall be carried in front of that shield.

3. A trailer shall have not less than two axles, and the axles shall not be in line transversely.

4. In a case where a trailer is attached to a motor tractor, the trailer shall be effectively screened from the tractor by a fire resisting shield carried down to within twelve inches of the ground and upwards to the level of the top of the carrying tank or, as the case may be, load, and if the tractor is wider than the trailer the said shield shall, unless the sides of the trailer themselves provide an efficient fire resisting shield, extend back to a distance of not less than two feet on both sides.

PART II

Tank Wagons and Tank Trailers

5. The body of the vehicle and its fittings and the carrying tank shall be constructed strongly and of fire resisting materials.

6.—(1) The capacity of a tank wagon shall not, in any case, exceed four thousand gallons, nor shall the capacity exceed one thousand five hundred gallons unless—

- (a) in the case of an articulated vehicle, the load unit and the tractor unit are constructed in accordance with a design approved by a government inspector as suitable, when the two said units are used together, for the conveyance of quantities of petroleum-spirit exceeding one thousand five hundred gallons ;
- (b) in the case of any other tank wagon, the vehicle is constructed in accordance with a design approved by a government inspector as suitable for the conveyance of the said quantities of petroleum-spirit.

(2) The capacity of a tank trailer shall not exceed one thousand gallons.

7.—(1) In the case of a tank wagon, there shall be a space of not less than six inches between the carrying tank and the fire resisting shield required to be provided by sub-paragraph (c) of paragraph 1 of this Schedule which shall be clear except for any part of the framework or vallances used to screen the sides of the carrying tank.

(2) Where any such vallances are used as aforesaid, their ends shall be insulated from the said shield by a layer of heat resisting material, and the vallances shall not be so constructed that, by reason of their being turned inwards the aforesaid space is enclosed at the top or bottom.

8.—(1) The carrying tank shall either be a component part of the frame of the vehicle or be securely attached thereto :

Provided that in the case of a composite vehicle a carrying tank shall be deemed to comply with the requirements of this paragraph if, though removable, it is securely fastened to a cradle.

(2) A carrying tank of more than eight hundred gallons capacity shall be divided into self-contained compartments no one of which shall be of more than eight hundred gallons capacity.

9.—(1) In the case of a vehicle provided with filling pipes, either—

(a) each filling pipe shall—

(i) be carried down as nearly as possible to the bottom of the carrying tank and terminate in such a way as to provide at all times a liquid seal at the bottom of the pipe which shall be of a depth, while the vehicle is on level ground, of not less than five inches, or

(ii) be fitted with a device to form an efficient flame trap of a design approved by a government inspector ; or

(b) the covers over the filling pipes shall be provided with locks.

(2) In the case of such a vehicle as aforesaid, any openings in the barrel of the filling pipes other than the orifices at the top and bottom shall in such a manner as to form an efficient flame trap be covered with fine wire gauze of not less than twenty-eight meshes to the linear inch.

10. In the case of a vehicle designed to be filled through a filling opening in a manhole and without filling pipes—

(a) the cover of the manhole shall be of a design approved by a government inspector and shall be securely attached to the tank, and if eyebolts are used for this purpose there shall be not less than six fitted with locking nuts, and

(b) between the cover of the manhole and the body of the carrying tank if it is not welded thereto, and between the cap of the filling opening and the said cover there shall be a gasket of such material and so designed as effectively to prevent the escape of petroleum-spirit.

11.—(1) Any dipping pipe shall reach as nearly as is practicable to the bottom of the carrying tank, and any opening in a dipping pipe other than the upper orifice shall, in such manner as to form an efficient flame trap, be covered with fine wire gauze of not less than twenty-eight meshes to the linear inch.

(2) In the case of a vehicle designed to be filled through a filling opening in a manhole and without filling pipes, any dipping pipes shall be separate from, and outside of, the cover over the filling opening.

12. Ventilating openings, if separate from the dipping pipes, shall, in such a manner as to form an efficient flame trap, be covered with fine wire gauze of not less than twenty-eight meshes to the linear inch and shall be protected by covers when not in use.

13.—(1) Draw-off pipes shall be fitted with strong and secure taps, screwcaps and internal valves.

(2) Draw-off taps situated at the side of a vehicle shall either be—

(a) enclosed in a strong box of hard wood or other suitable material provided with a lock, or

(b) provided with locks and protected against blows by a stout steel guard or by the frame of the vehicle.

(3) Draw-off taps situated at the rear of a vehicle shall be protected against blows by the rear cross member of the frame of the vehicle and either be enclosed in such a box as aforesaid or be provided with locks :

Provided that nothing in this sub-paragraph shall apply in the case of a composite vehicle if the draw-off taps do not project beyond the back of the vehicle and are adequately protected against damage from collision.

14. The lower part of the rear of a carrying tank shall be protected against blows by stout steel guards or by the frame of the vehicle.

SECOND SCHEDULE

Regulation 16

Form of Certificate

The Petroleum-Spirit (Conveyance by Road) Regulations, 1957

Address of Premises

.....
 Name of Licensee of Premises under the Petroleum (Consolidation) Act, 1928

.....
 Date Time

I certify that, in accordance with Regulation 16 of the above-named Regulations,—

- (1) the storage tank identified by number in the first column below has just been tested and the quantity of petroleum-spirit mentioned opposite thereto in the second column can safely be received by that tank,
- (2) the connecting hose is properly and securely connected to the filling point of that tank.

First Column	Second Column	Third Column
Storage Tank Number	Quantity and grade of petroleum spirit proposed to be delivered	Signature

Note: The person in charge of the storage tank identified by number in the first column of this certificate must enter in the second column opposite thereto the quantity and grade of petroleum-spirit which is to be delivered, and must sign his name in the third column opposite thereto after the hose has been connected to that tank and before delivery of petroleum-spirit into that tank is begun.

EXPLANATORY NOTE

(This Note is not part of the Regulations, but is intended to indicate their general purport.)

These Regulations consolidate with amendments the regulations specified in Regulation 29. The principal amendment of substance is the inclusion of Regulation 16, the provisions of which are new and relate to the precautions to be taken in connection with the delivery of petroleum-spirit from a tank wagon or tank trailer into a storage tank.

The definition of "petroleum-spirit" in Regulation 28 (1) (f) makes it clear that the Regulations apply to mixtures of petroleum as defined in the Petroleum (Mixtures) Order, 1929, as well as to petroleum-spirit.

LONDON :

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