



Department
for Transport

GUIDANCE NOTE NUMBER: 23/2013/REV 2

Carriage of Dangerous Goods and Transportable Pressure Equipment Regulations 2009 as amended

Applicable in Great Britain

This information is based upon the interpretation of the GB Competent Authority. **This guidance note is only intended as advice; it is not a substitute for reading the full legal texts. In international carriage** Competent Authorities of other states may have different interpretation of Dangerous Goods regulations.

Carriage by private individuals of DIESEL (UN 1202), PETROL (UN 1203)
and KEROSENE (UN 1223) by road

Issue date: 28 July 2015

Due for revision: 30 June 2017

Replaced Guidance Note: *Are you involved in the carriage of diesel, petrol or kerosene by road? Dated 2004*

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Issue: A reminder of the regulations and the main exemptions for carriage of DIESEL (UN 1202), PETROL (UN 1203) and KEROSENE (UN 1223) by private individuals within Great Britain by road

Current legal text(s):

- European Agreement Concerning the International Carriage of Dangerous Goods by Road. The Agreement is more commonly known as "ADR" (from *Accord Européen Relatif au Transport International des Marchandises Dangereuses par Route*)
- The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 as amended (CDG 2009) by The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment (Amendment) Regulations 2011.
- Carriage of Dangerous Goods: Approved Derogations and Transitional Provisions 2012.
- Petroleum (Consolidation) Regulations 2014.

Interpretation:

The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 (CDG 2009) as amended, regulate the carriage of diesel, kerosene and petrol by road.

These regulations implement into domestic legislation within Great Britain, by means of EC Directive 2008/68, an international agreement known as ADR which governs the international carriage of dangerous goods by road. Northern Ireland produces separate but similar legislation. However these regulations also allow the carriage of certain quantities of these substances without most of these regulations applying. The following information is to remind those carrying them for private or work-related uses the regulatory requirements and the exemptions from them.

Private carriage

Non-work related carriage by private individuals of fuels packaged for retail sale and intended for their personal or domestic use or for their leisure or sporting activities is exempt from the requirements of CDG 2009; however, measures should be taken to prevent leakage of the fuel (ADR 1.1.3.1 (a)).

Private storage

Separate provisions apply to the storage of petrol by private individuals in any motor vehicles or any domestic garage. These are specified in the [Petroleum \(Consolidation\) Regulations 2014](#).

Care should be given to take precautions when storing petrol including:

- never store petrol in the home itself;
- ensure the area is well ventilated;

- store away from sources of ignition or heat that could ignite the petrol or its vapours;
- never decant from one container to another.

For further information please visit HSE website at <http://www.hse.gov.uk/fireandexplosion/petroleum.htm>

Work-related carriage

What kind of diesel (UN 1202) is covered by CDG 2009?

- Diesel fuel - with a flash-point of not more than 60°C
- Diesel fuel - complying with standard EN590: 2004
- Diesel fuel - with a flash-point of more than 60°C and not more than 100°C

Diesel with a flash-point above 100°C is not considered dangerous for carriage so is not covered by the CDG 2009.

Note: 'red diesel' is also covered by these classifications. It is not a separate type of diesel for the purposes of carriage: it is a matter of fuel taxation (HM Revenue and Customs) rather than safety.

Carriage of diesel (UN 1202)

Diesel is assigned to Transport Category 3 in ADR, which permits carriage of up to 1,000 litres in UN-approved packages per transport unit (a motor vehicle with or without an attached trailer) without most of the CDG 2009 applying (see sub-section 1.1.3.6 of ADR).

What is required:

- compliance with the packaging requirements (see ADR Part 4). In particular, diesel must be carried in a suitable UN approved packaging, for example in UN approved jerrycans or drums;
- vehicle will need to be equipped with one portable 2kg fire extinguisher (ADR 8.1.4.2); and
- driver will be required to undertake basic training as in ADR 1.3.

Carriage of more than the 1,000 litres

All of the CDG 2009 regulations and ADR requirements will apply.

However, under [Authorisation No 1](#) there are exemptions from some of the regulations for certain types of IBC and bowser carrying UN 1202 DIESEL, which last until 9 May 2019. ADR does not recognise bowsers, however, HSE has some helpful guidance on their website providing a definition of a bowser, which is regarded as a wheeled trailer fitted with a "tank" for carrying dangerous goods such as diesel, most commonly used for transporting fuel to construction sites etc. HSE guidance can be found at www.hse.gov.uk/cdg/manual/commonproblems/bowsers.htm

Carriage of kerosene (UN 1223)

The requirements for kerosene (UN 1223) are the same as for diesel (UN 1202).

Carriage of petrol (UN 1203)

Petrol (UN 1203) is more readily flammable than diesel. The ADR provisions for petrol are different from those of diesel, including a lower load threshold of 333 litres to qualify for exemptions from the CDG 2009 regulations and ADR. The exemptions and requirements here are those listed in ADR 1.1.3.6. If more than 333 litres is being carried then the regulations will apply in full.

What is exempt from CDG 2009?

Exemptions listed under ADR 1.1.3:

- Fuel contained within machinery or equipment not specified in ADR carried by the vehicle (ADR 1.1.3.3); taking measures to prevent leakage of the fuel.
- Carriage of packaged dangerous goods ancillary to the main business: providing that the amount does not exceed 450 litres per individual packaging and 1000 litres per transport unit. This applies only to a worker carrying the dangerous goods to a place of work for immediate use by that worker. It would not apply to a driver delivering goods for use by someone else.
- Emergency transport intended to save lives or protect the environment; or breakdown vehicles (under the supervision of the emergency services) carrying vehicles containing dangerous goods (see ADR 1.1.3.1).
- Fuel contained in the tank of a vehicle used for its propulsion or operation of its equipment. The total capacity per transport unit should not exceed:
 - 1,500 litres in a fixed tank; or
 - 500 litres in a tank fitted to a trailer; or
 - 60 litres in portable fuel containers.
- Fuel contained in the tanks of vehicles and non-road mobile machinery which are carried as a load. Measures should be taken to load the vehicle or machinery upright and secure it against falling ensuring that fuel cocks are shut during carriage.

ADR Special Provision 363

- Fuel, other than that exempt in above, contained within equipment or machinery such as generators, compressors, heating units etc. Exemption applies subject to:
 - Measures should be taken to prevent leakage of the fuel;
 - any valves or openings should be closed during carriage;
 - containment 60 – 450 litres capacity – machinery or equipment should be labelled on one external side in accordance with ADR 5.2.2;
 - containment 450 – 1,500 litres capacity – machinery or equipment should be labelled on all four external sides in accordance with ADR 5.2.2;
 - containment exceeding 1,500 litres capacity – machinery or equipment should be placarded on all four external sides in accordance with ADR 5.3.1.1.1 as well as transport document (including additional statement “Carriage in

accordance with Special Provision 363”) and related information should be provided in accordance with ADR 5.4.1.

Also:

- Carriage on private premises where the public has no right of access, OR on a public road immediately separating two parts of a private premise (no more than 400 metres apart).
- Carriage in an agricultural or forestry tractor, or trailer towed by it (Regulation 2 of the CDG 2009).

This is not an exhaustive list. Even if your carriage of fuel is not subject to the CDG 2009, you should still seek to ensure that it is carried out safely.

Work-related storage

Separate provisions apply to the storage of petrol at work-places. For further information please go HSE on <http://www.hse.gov.uk/fireandexplosion/petroleum.htm>

Additional guidance available:

[HM Revenue and Customs](#) for excise guidance on road fuels and oils

[Vehicle Certification Agency \(Dangerous Goods Office\)](#) for dangerous goods packaging guidance