



UK Petroleum Industry Association Ltd.

Report

Approved Code of Practice and Guidance for
Unloading of Petrol from Road Tankers (L133)

Doc. Type	Report	Committee Road Transport Committee			
Title	Approved Code of Practice and Guidance for Unloading of Petrol from Road Tankers (L133)	Issue Date: 23 rd June 2011			
	Document identity UKPIA Report – Guidance for Unloading Petrol from Road Tankers (L133)	Lang.	Rev. ind.	Sheet	1
		en	1.0	No. of sh.	7

Foreword


This report has been prepared by UKPIA's Road Transport Committee to provide an additional guide to retail petrol sites when considering the requirements of the Unloading from Petrol Tankers - Dangerous Substances and Explosive Atmospheres (DSEAR) Regulations 2002 Approved Code of Practice and Guidance (ACoP).

It is neither the intention of this document to specify explicitly how full compliance with the ACoP can be achieved, nor replace or supplement its content. The intent is to provide an overview of the key issues surrounding the unloading of petrol from road tankers, helping both the retailer and delivery driver to comply with the requirements.

There are no limitations on further distribution of this document to other organisations outside of UKPIA, provided that:


1. It is understood that this report represents UKPIA's view of the key guidance and requirements specified in the Unloading from Petrol Tankers - Dangerous Substances and Explosive Atmospheres Regulations 2002 Approved Code of Practice and Guidance.
2. UKPIA accepts no responsibility in terms of the use or misuse of this document.
3. The guideline is distributed in a read only format, such that the name and content is not changed and that it is consistently referred to as "UKPIA Report – Approved Code of Practice and Guidance for Unloading of Petrol from Road Tankers (L133)".
4. It is understood that no warranty is given in relation to the accuracy or completeness of information contained in the report except that it is believed to be substantially correct at the time of publication.

Note that it is the responsibility of each retailer to comply with the "Dangerous Substance and Explosive Atmospheres Regulations 2002" and the "Workplace Health, Safety and Welfare Regulations 1992". Reliance should not be placed on either UKPIA or UKPIA member publications or information when determining compliance to the regulations.

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1. Introduction

The United Kingdom Petroleum Industry Association (UKPIA) is the trade association representing all of the major integrated refining and marketing oil companies in the UK.

UKPIA has been working with its members to develop guidance that aims to inform and assist retail outlets in their compliance with the Dangerous Substance and Explosives Atmospheres Regulations 2002 (DSEAR) and the Workplace Health, Safety and Welfare Regulations 1992. This guidance can be found in section 2.

This report is not comprehensive and does not attempt to cover all scenarios that may occur during an unloading operation from a petrol tanker. If other equipment or procedures are subsequently considered to present a hazard to the health and safety of drivers, site staff or members of the public, or could constitute a threat to the environment, then it is recommended that the retail outlet takes every reasonable measure to prevent the occurrence of such an incident.

2. Retail Petrol Site Guidelines

Each retail petrol site should have a detailed site specific risk assessments covering the requirements of DSEAR and the Control of Substances Hazardous to Health regulations.

The procedures detailed in the Approved Code of Practice for Unloading Petrol from Road Tankers published and issued by the Health and Safety Executive should also be adhered to.

2.1 Site Access


It is recommended that:

1. Tankers should be able to access the site without the need to reverse on or off the highway.
2. The tanker should be able to exit site in an emergency without being impeded by forecourt activity. If necessary the forecourt may need to be closed for delivery.
3. For unassisted deliveries there should be no requirement to reverse at any time to make the delivery.

2.2 Fill Points and Vents

It is recommended that:

1. Drainage capable of taking away the complete contents of a full hose should be provided around the delivery point to remove spillages from areas of normal customer activity and off-site, particularly the highway, into a main interceptor
2. Provision should be made for an accurate and calibrated method of measuring tank contents.


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3. If the site has below ground fills, the chambers should be no more 600mm deep or have other measures such as fall arresters or secure platforms fitted at a maximum depth of 600mm.
4. Sites should have manhole covers capable of being lifted by one person with suitable equipment that conforms to manual handling regulations.
5. Each fill point should be clearly labelled with Energy Institute colour coded grade labels, or as agreed by the supplying company, and the tank number and safe working capacity of the tank in litres. The vapour recovery connection should be marked accordingly.
6. All petrol tank vents should be numbered and manifolded to a vapour return pipe. The connection point should be positioned such that it can be connected to the vehicle by a single hose length.
7. Diesel tank vents should be clearly labelled, vent to atmosphere and not be connected into the vapour recovery system.
8. Lighting at the delivery point should be sufficient to read tank labels and identify leaks when the tanker is in the delivery position.
9. The site should provide a means to prevent access or to highlight the area of the the hazardous zone.
10. A quantity of absorbent material to assist in containing any spillage should be provided
11. A fire extinguisher (not water) should be available close to fill points

2.3 Unassisted Deliveries

In addition to section 2.2 above, for unassisted deliveries it is recommended that:

1. All fill points should be positioned so that the driver is able to see the full length of the hose from his vehicle thus allowing him to halt the delivery if necessary.
2. Audible high-level alarms should be provided, fitted with a test mechanism where practicable.
3. Consideration should be given to the installation of overfill prevention devices.
4. A working landline telephone should be accessible to the driver.
5. An accessible fire switch should be provided that will isolate power from the site.
6. Means should be provided to enable the driver to verify tank ullages before delivery, for example level indication, paper records (available at the time of delivery, and showing the time that the ullage was calculated)

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References

The following table provides references to documentation used to develop this report.

Description	Reference
Unloading petrol from road tankers. Dangerous Substances and Explosive Atmospheres Regulations 2002 – Approved Code of Practice and Guidance	L133


Abbreviations

Abbreviation	Description
ACoP	Approved Code of Practice
DSEAR	Dangerous Substances and Explosive Atmospheres
UK	United Kingdom
UKPIA	United Kingdom Petroleum Industry Association

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Revision History

Rev.	Section	Description	Date	Changed By
0	All	First Issue	24-Jan-2011	PSD
1	All	Update with Road Transport Committee comments	23-Jun-2011	PSD

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